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

Ladies and Gentlemen,

Compared to the previous period, one could light-heartedly class 2023 as a rather quieter year, though it is safe to say it was a successful year. Fortunately, we faced no pandemic. Energy prices, which two years ago broke one record high after another, gradually began to return to almost pre-crisis levels, back to predictable waters. Related inflation has also taken a downward trend. Taking these indicators into account, one could perhaps speak of a return to normality, which is what 2019 is considered to be. Developments in the war in Ukraine, new conflicts in the Middle East or Near East, which have a direct impact on transport routes, trade relations and, ultimately, again on the availability and prices of goods as well as commodities, do not give much optimism for the period ahead. The next challenges that await us on the domestic front are several elections and a de facto permanent election campaign. It is safe to assume that DPP, as the largest municipal company with the largest budget, will unfortunately once again become one of the battle fields, as numerous recent examples show. Unfortunately, this approach damages not only the reputation of DPP, but ultimately also the Prague public transport itself, leading to demotivating the relentlessly hard-working employees working to ensure that public transport in Prague is a reliable and safe service.

Last year we carried a total of 962,459,000 passengers, 8% more than in 2022. If this trend continues at the same rate this year, we will again surpass the one billion passenger threshold and come close to the record year of 2019, currently less than 18% away. However, in terms of total traffic performance, we are running almost the same as in the record year of 2019. Last year, DPP's total traffic performance was 182,004,000 converted vehicle kilometres, up half a

percent year-on-year, or 22,865,232,000 local kilometres, an increase of 0.35% year-on-year. Just under 2% compared to the precovid record year of 2019.

The good news is that this trend was also reflected favourably in DPP's financial performance, which closed 2023 with a profit of CZK 1,222,616,000, almost CZK 1 billion better than the year before. This is the best result of DPP's financial performance since 2017. It was achieved thanks to cost savings, e.g., lower fuel and electricity consumption, mainly by optimising transport schedules, although the mild weather conditions also had a positive effect and, last but not least, lower purchase prices contributed. The greatest contributor to the operating result was higher revenue, especially fare sales revenue, where we achieved a year-on-year increase of almost 13% (approx. CZK 551 million). The positive result was also influenced by accounting and tax items, e.g., year-on-year higher bank interest income and, last but not least, the sale of fixed assets (e.g., land exchange with the City of Prague).

We invested significantly in the renovation and construction of transport infrastructure in Prague and in the DPP fleet modernisation. Last year, DPP's total investment amounted to nearly CZK 10.5 billion, an increase of more than half (51%) compared to 2022. Compared to the pre-Covid year of 2019, this is an increase of more than 140% and one of the highest ever DPP investment activities in the past decade. The regular subsidy from the Prague City Budget accounted for roughly half (CZK 5.62 billion), EU subsidies contributed CZK 368 million (up by a fifth year-on-year) and less than half of the investments (43%) came from DPP's own resources. Last year, a total of CZK 5.62 billion went into new constructions and renovations of tram and metro lines. The single largest item, amounting to almost CZK 3 billion, was the construction of the first section of metro D. A quarter of the investments, a total of CZK 1.41 billion,

went into new constructions and renovations of tram lines, more than CZK 725 million into the fleet modernisation, and another CZK 800 million was paid by DPP in instalments of the promissory note programme for the purchase of 15T trams.

The construction of metro D, specifically the first section between Pankrác and Olbrachtova, followed the schedule. At the end of last year, this section was bored through and connected in its entire construction length. At that time, over 2,100 metres of tunnels and shafts had been bored, accounting for about 60% of the total volume of excavations. This year, we will continue mainly with the excavations of the Pankrác D and Olbrachtova stations themselves. We firmly believe that we will be able to complete the public tender for the contractor to construct the second section from Olbrachtova station to Nové Dvory this year.

Another important investment metro project last year was the ongoing Jiřího z Poděbrad station renovation, including the escalator replacement. The modernised station was opened to the public in autumn last year. Parallel to this, the station lifts which we plan to open to the public at the beginning of this summer, continued being constructed. In addition, we proceeded with other stages of the extremely time-consuming renovation of the Florenc C lobby ceiling slab, including the revitalisation of the lobby itself. By the time it is complete in 2026, the vestibule will have received a new artwork by Jan Poš, the winner of a competition we organised last year in collaboration with the Prague City Gallery.

Last year also broke yet another record, this time in terms of the number and length of new tram tracks put into operation. We managed to start service on three of them: in May, Sídlíště Modřany - Libuš, in October Holyně - Slivenec

and also Divoká Šárka - Dědina. In total, we built 5 kilometres of new tram tracks last year, breaking a 20-year-old record set at the end of November 2003, when we opened the 3.5-kilometre-long Hlubočepy - Sídlíště Barrandov tram line. Furthermore, the new Hloubětín depot construction continued being carried out; the main hall structure for tram parking, including cladding is now complete. Additionally, the extensive Ohrada - Palmovka tram line renovation, numerous repairs and renovations of shorter sections throughout the tram network were also undertaken.

I am pleased that we were able to tender last year, without any delays or interference from the Antitrust Authority, the manufacture of up to 200 new trams for Prague, as we need at least 40 for the new tram lines we plan to build and put into operation by the end of 2027. We also tendered the manufacturer of the new Petřín funicular vehicles last year, which will be produced this year in Switzerland according to the winning design by Anna Marešová and her team.

The year 2023 was also marked by the return of full regular trolleybus service to Prague. At the very end of the year, we took over 15 battery-powered articulated trolleybuses from the manufacturer for the first trolleybus line in the modern history of DPP, line 58 Palmovka - Čakovice - Miškovice. Full operation commenced in February this year. We also spent the whole last year building the infrastructure for the second trolleybus line 59 from Nádraží Veleslavín to Václav Havel Airport Prague, for which we tendered large-capacity three-cell battery trolleybuses the year prior. They were taken over in February this year and we put into service on the respective line at the beginning of March this year.

I rejoiced at the fact that DPP had successfully passed the recertification audit, compliant to the international ISO 37001 standard (Antibribery Management Systems) and had recently passed the certification audit, compliant to another international standard, ISO 37301 (Compliance Management Systems). Obtaining both certifications was not easy. Thanks to their completion, we have implemented a number of practical measures at DPP and the successful certification puts DPP alongside modern, trustworthy and transparent companies.

According to the previous brief list of what we have managed to implement, built or put into operation, I consider 2023 to have been a very successful year. We achieved one of the best economic results ever. We invested a record amount in expanding and modernising public transport in Prague. DPP is one of the few transport operators that has been meeting all PID Quality Standards for a long time. Despite many obstacles, we managed to prepare further projects, allowing us to continue modernising our fleet and transport infrastructure, building and completing new lines to ensure that Prague public transport remains one of the world's best, aiming to turn it into the main choice for people to move around the city, while making passengers feel comfortable and happy to use it again. I am certain that we are succeeding. For this, on behalf of the entire DPP management, I would like to express my greatest gratitude to all my colleagues, our business partners as well as shareholder. I would also like to thank the passengers for using the Prague public transport and our other services to an unwavering extent, and I would also like to thank them for their attentiveness and feedback. Thanks to them and our dedicated employees, we can continue to work together to improve and enhance the entire Prague public transport system.

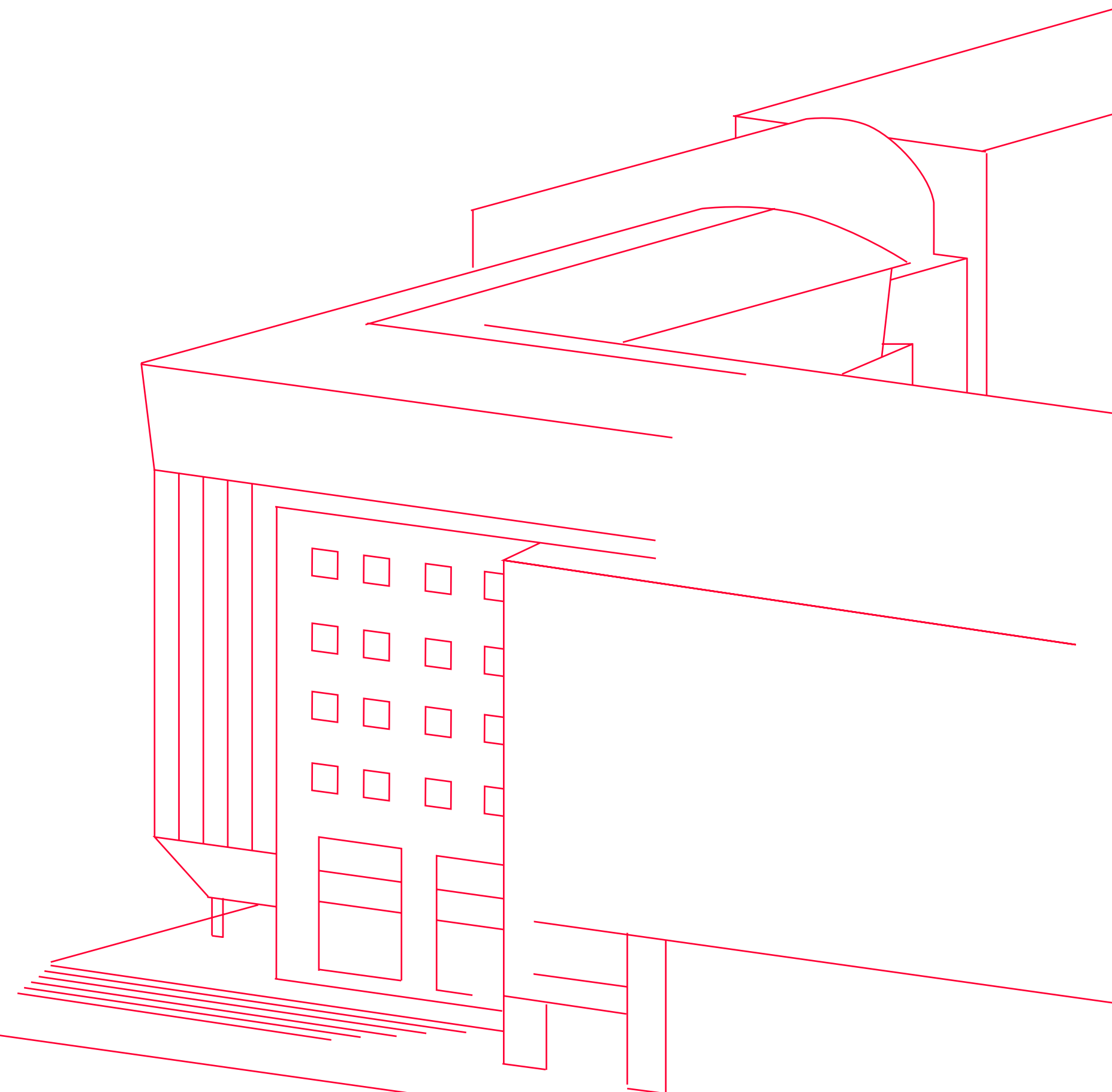


Chairman of the Board
and CEO of DPP

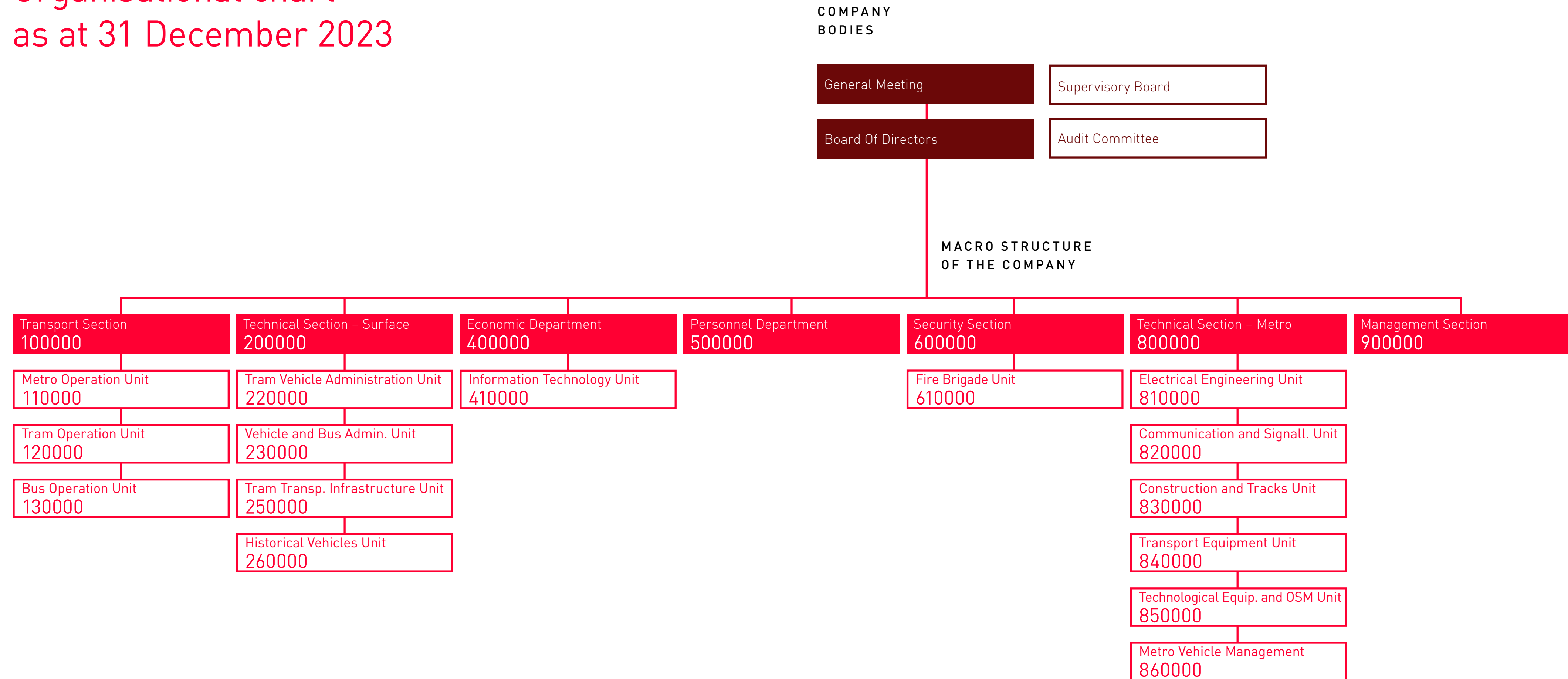
Petr Witowski

Basic identification data of the company

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



Organisational chart as at 31 December 2023



Staffing of company bodies in 2023

Board of Directors

As of 31 December 2023, the Board of Directors of the company consisted of: the Chairman of the Board of Directors Ing. Petr Witowski, Vice-Chairman of the Board of Directors Ing. Ladislav Urbánek and members of the Board of Directors PhDr. Jiří Špička, Ing. Jan Šurovský, Ph.D. and Ing. Marek Kopřiva.

Supervisory Board

The Supervisory Board of the company acted in 2023 mainly in the following composition: the Chairman of the Supervisory Board Ing. Adam Scheinherr, MSc., Ph.D., Vice-Chairman of the Supervisory Board Pavel Vyhnánek, M.A., Vice-Chairman of the Supervisory Board Jan Marek, Vice-Chairman of the Supervisory Board Roman Slanina and members of the Supervisory Board Filip Vácha, Ing. Tomáš Mikeska, Mgr. Petra Kolínská, Vice-Chairman of the Supervisory Board Mgr. Jakub Jiran, MBA, Ing. Jan Lička, Jiří Obitko, Vratislav Feigel, MBA, LL. M, Josef Buriánek, Marcel Nový, Chairman of the Supervisory Board MUDr. Zdeněk Hřib, Ing. Gabriela Lněničková, MBA, Ing. Ondřej Prokop, JUDr. Tomáš Sunegha, Ing. Zdeněk Kovářík, JUDr. Tomáš Homola.

In 2023, the Supervisory Board underwent personnel changes:

The Council of the capital city of Prague in the competence of the General Meeting of the Transit Company of the Capital City of Prague, by its resolution of 6 March 2023, dismissed a member of the Supervisory Board of the Transit Company of the Capital City of Prague from the position of member of the Supervisory Board of the Transit Company of the Capital City of Prague, Pavel Vyhnánek, M.A., and Mgr. Petra Kolínská. At the same time, as of 7 March 2023, the following were elected: MUDr. Zdeněk Hřib, Ing. Gabriela Lněničková, MBA, and Ing. Ondřej Prokop.

Subsequently, the Council of the capital city of Prague in the competence of the General Meeting of the Transit Company of the Capital City of Prague dismissed as of 20 March 2023 Tomáš Mikeska and Filip Vácha as members of the Supervisory Board of the Transit Company of the Capital City of Prague as of 21 March 2023, and elected JUDr. Tomáš Homola, Ing. Zdeněk Kovářík and JUDr. Tomáš Sunega.

The current Chairman of the Supervisory Board of the Transit Company of the Capital City of Prague, Ing. Adam Scheinherr, MSc., Ph.D., resigned as Chairman of the Supervisory Board as of 22 March 2023. The new chairman of

the Supervisory Board of the Transit Company of the Capital City of Prague is Mr. Zdeněk Hřib, M.D., 1st Transport Deputy Mayor of the Capital City of Prague, elected as of the same date.

On 26 April 2023, the Supervisory Board elected a new Vice-Chairman, Mgr. Jakub Jiran, MBA.

Audit Committee

The Audit Committee acted in 2023 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 top management in 2023

Director General

In 2023, held by
Ing. Petr Witowski.

Economic Director

In 2023, the position of Economic Director, held by
Ing. Jiří Pařízek.

Transport Director

In 2023, the position of Transport Director, held by
Ing. Ladislav Urbánek.

Technical Director – Surface

In 2023, the position of Technical Director – Surface, held by
Ing. Jan Šurovský, Ph.D.

Technical Director – Metro

In 2023, the position of Technical Director – Metro, held by
Ing. Marek Kopřiva.

Security Director

In 2023, the position of Security Director, held by
Mgr. Bohdan Frajt.

Personnel Director

In 2023, the position of Personnel Director, held by
PhDr. Jiří Špička.

DIRECTOR GENERAL

Ing. Petr Witowski	1/1 – 31/12/2023
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ECONOMIC DIRECTOR

Ing. Jiří Pařízek	1/1 – 31/12/2023
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TRANSPORT DIRECTOR

Ing. Ladislav Urbánek	1/1 – 31/12/2023
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TECHNICAL DIRECTOR – SURFACE

Ing. Jan Šurovský, Ph.D.	1/1 – 31/12/2023
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TECHNICAL DIRECTOR – METRO

Ing. Marek Kopřiva	1/1 – 31/12/2023
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SECURITY DIRECTOR

Mgr. Bohdan Frajt	1/1 – 31/12/2023
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PERSONNEL DIRECTOR

PhDr. Jiří Špička	1/1 – 31/12/2023
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Report on business activities

Transit Company of the Capital City of Prague, joint stock company, is the most important carrier within the Prague Integrated Transport (PID) but also the largest in the Czech Republic. It operates all metro lines, trams, trolleybuses, most urban and several suburban bus lines and the funicular to Petřín and the ZOO. It is 100% owned by the Municipality of the Capital City of Prague. 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 sits among the European and world leaders and has become a model for other systems.

The Transit Company provides transport services to the capital city of Prague and suburban areas in the PID system. The transport services in the territory of the capital city of Prague are bound by a long-term Public Services Provision contract, represented by the ROPID organisation, closed with the Capital City of Prague. The total transport performance of urban and suburban lines included in the PID system operated by the Transit Company, including special line transport for persons with reduced mobility, reached a total of 182,004,000 converted vehicle kilometres in 2023. The volume of transport performance expressed in local kilometres is 22,865,232,000; an increase of 0.45% in transport performance in vehicle kilometres compared to 2022, and an increase of 0.35% in local kilometres.

In the overall result, the Transit Company made a profit of CZK 1,222,616,000. Revenues within the entire PID system for the year 2023 (without fare surcharges) increased by 12.7% compared to 2022 (approx. CZK + 551 million). Revenues of the Transit Company in connection with the long-term contract of the City of Prague amounted to CZK 3,803,414,000, which represents a

share of 77.7% of the total fare revenues within the entire PID system. As of 31 December 2023, there were 11,214 employees on the register, of which 9,575 were male and 1,639 were female. The average monthly salary of employees for 2023 was CZK 55,706. The largest group in terms of numbers were drivers, totalling 4,400.

In 2023, 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 2023, a total of 26 daytime and 9 nighttime lines, with a total length of 580.2 km, operated on the 148.5 km tram network. In the field of bus transport, at the end of 2023, the Transit Company operated a total of 102 daily urban lines, 13 suburban lines, 20 school lines, 14 night urban lines and 1 line for persons with reduced mobility on a road network of 862.9 km. The total length of all 150 lines was 1,870.3 km. The trolleybus network of 6 km accommodated day line 58 with a cumulative length of 11.5 km at the end of 2023. The operating fleet at the end of 2023 consisted of a total of 730 metro vehicles, 771 trams, 1,189 buses and 18 trolleybuses.

In 2023, the preparation and implementation of investment projects within the metro network continued systematically. These included both complex metro station renovations (Jiřího z Poděbrad, the Florenc station ceiling slab) and significant renovations of technological infrastructure as well as investments in the rolling stock. In March 2022, DPP obtained a final construction permit for the first section of metro D Pankrác - Nové Dvory. At the end of 2023, 1.6 km of tunnels were bored, and in December 2023, the first section of I.D1a was bored in its entire construction length from the future Olbrachtova station to the tunnel leading to the turnaround tracks behind the future Pankrác station in the direction of Náměstí Bratří Synků. In the area of tram lines, the construction of the tram line Sídliště Modřany - Libuš was completed in May

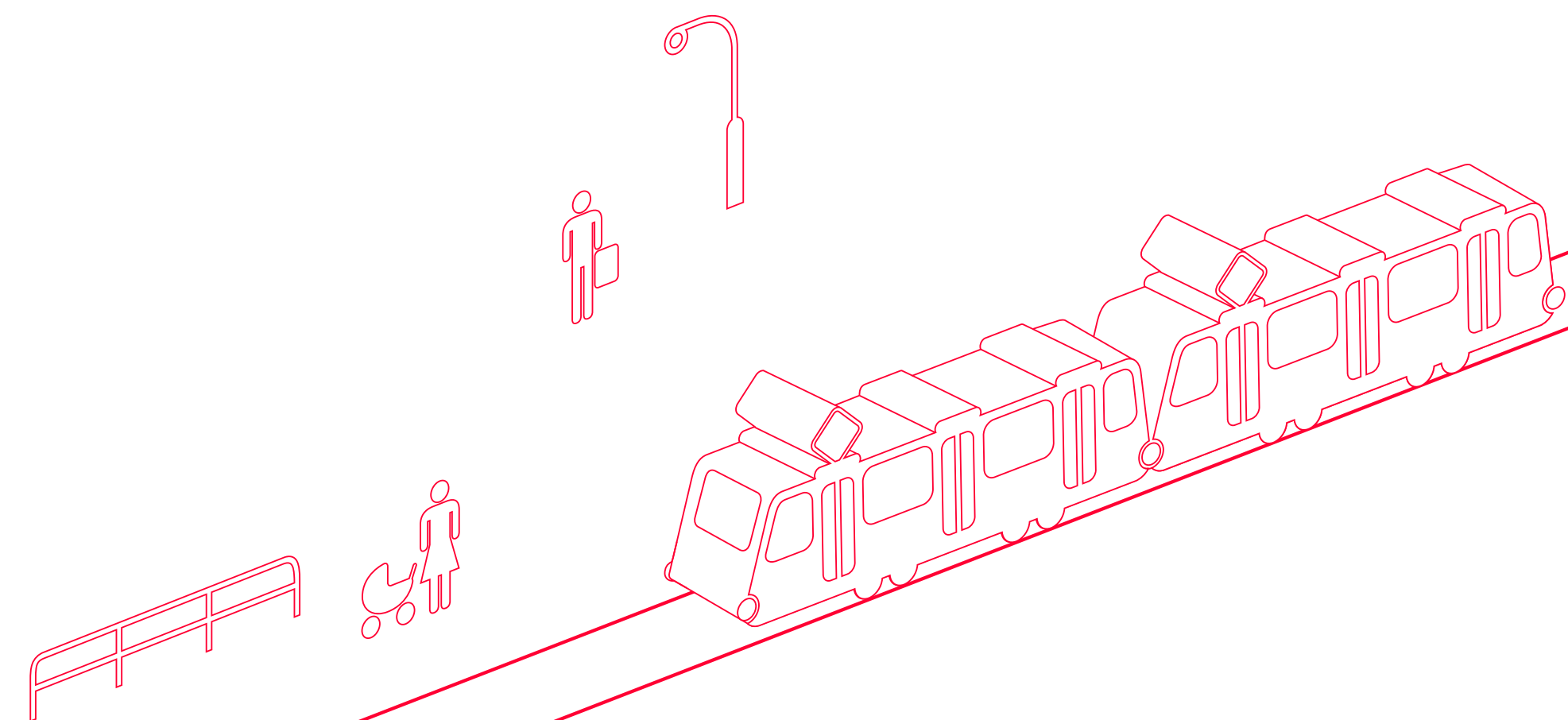
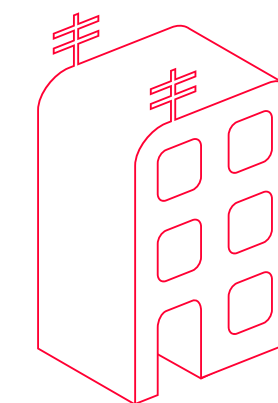
2023, and the renovation of the Ohrada - Palmovka tram line was completed in June. In October 2023, the construction of the tram line from Holyně to Slivenec was completed and so was the line from Divoká Šárka to Dědina. Apart from the new lines, a major milestone in 2023 was the construction of a new tram depot in Hloubětín and the renovation of the Strašnice depot hall load-bearing structures. As part of the renovations, the Transit Company continued to build barrier-free stops, arriving at 84.5% of them by the end of the year.

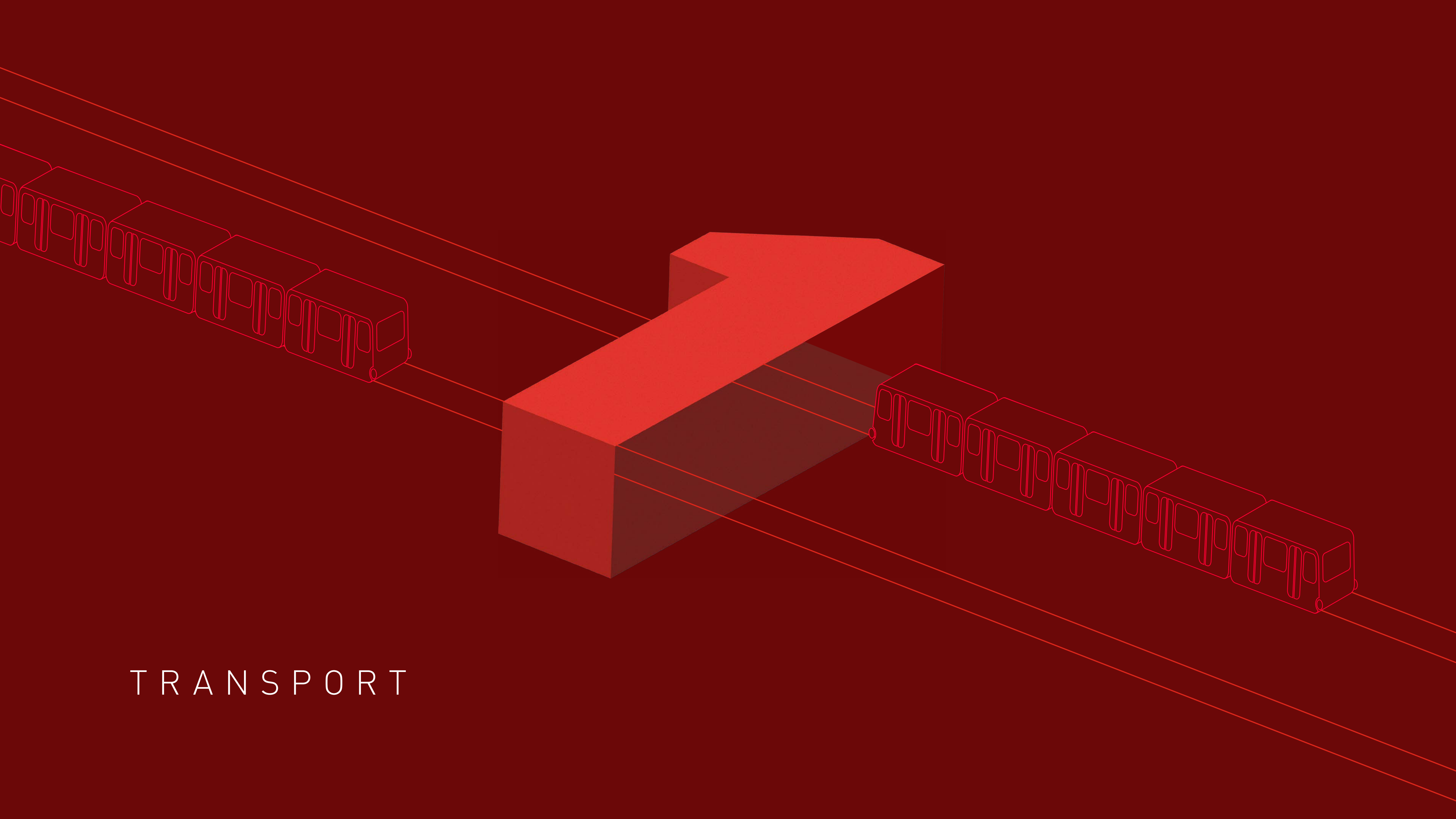
In 2023, a major development project - Electrification of the bus line 119 (Nádraží Veleslavín - Airport) - was being implemented. The installation of the charging trolley was carried out on approximately half of the line route. To ensure the operation on line 119 (trolleybus line 59), the delivery of 20 three-cell high-capacity battery ŠKODA-SOLARIS 24M trolleybuses with a length of up to 25 m was tendered, which will also result in the long-sought-after increase in the transport capacity on the line. The first vehicle in test operation appeared on line 58 in November 2023.

In 2023, the Prague City Council-approved project preparation for the electrification of bus lines 131 (51), 137 (52), 176 (53) and 191 (56) was launched. The lines serve mainly the city's left-bank, and the electrification of line 201 providing tangential connections in the north-eastern part of the city. It is planned to implement dynamic charging trolley lines for battery trolleybuses on these lines. In the area of public transport priority, cooperation with the city authorities, the Police and other organisations proceeded as planned in 2023. Thus, new sections with tramtrack separators from automobile traffic, 11 additional tram-priority and 16 bus-priority traffic lights were added, and over 3 km of dedicated bus lanes were created.

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. The improvement of the level of 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 respective 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 – improvement of the level of provided public transport services, thus increasing passenger satisfaction. For the years 2022 and 2023, the Transit Company has received the Czech Society for Quality's CZECH MADE quality award, which confirms the high quality of the provided services. Furthermore, DPP implemented international standards ISO 37001 (anti-corruption management system) and ISO 37301 (compliance management system). In 2023, it obtained the certificate of the anti-corruption management system according to the recognised international standard ISO 37001. This is the result of a nearly year-long process of setting up new anti-corruption measures, which began in March 2022 and included, for example, a corruption risk analysis, the introduction of a number of new rules and a fully functional internal reporting system. The certification process culminated in a comprehensive certification audit in which DPP succeeded without reservations. In 2023, DPP also continued with the international standard ISO 37301 (conformity management system) and thus completed the introduction of a complete conformity management system into the company and successfully passed this certification as well. Both certificates are globally recognised and their possession demonstrates the high level of efficiency and effectiveness of the compliance management system, including the anti-corruption management system.

In the long term and in full compliance with the city's fundamental development documents, the expansion of the city's track transport network is one of our top priorities. The related increase in the proportion of segregated public transport routes guarantees an increase in its regularity, speed and safety. Another major benefit is the reduction of the environmental burden on the city resulting from the increased use of electric traction. In the context of the announcement of the Climate Commitment of the Capital City of Prague, and the approval of the Climate Plan of the Capital City of Prague, Prague's 2021 Climate Change Plan, which declares the City's approach to meeting international targets for reducing CO₂ emissions, as well as with regard to the forthcoming legislation on the renewal of the bus fleet, greatly emphasises the preparation for the wider use of alternative fuels in bus transport. At the end of 2023, 14 electric buses, 18 trolleybuses and one hydrogen bus were in service. On the basis of these requirements, the Transit Company has 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 for the coming decade of possible developments in the field of renewal of the bus fleet, including financial implications.





TRANSPORT

Transport

Quality of service

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

Quality management in the DPP is provided by the transport department.

Increasing the level of the provided service is facilitated by the established quality standards, which are in accordance with the requirements and recommendations of the EN 13816 standard. Within the framework of the Service Quality Programme, DPP monitors, analyses and helps to improve the level of fulfilment of individual quality standards by means of adopted measures. The trends of the 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 the provided public transport services - and thus increasing passenger satisfaction.

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

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

MEETING QUALITY STANDARDS IN 2023

Quality standard	Criterion	Completion
Operational punctuality	85% of connections are punctual or within tolerance	90.38
Information in metro stations	90% of stations have all information up-to-date, legible, prominently displayed and is official	99.12
Information in metro cars	95% of cars are equipped with the prescribed information	99.17
Information at surface transport stops	90% of stops have all information up-to-date, legible, prominently displayed and is official	98.78
Information on the exterior and on board surface transport vehicles	95% of vehicles are equipped with the prescribed information	99.74
Reception by passengers	90% of passengers are satisfied with the behaviour of the employees	98.34
Uniform	95% of employees wear a uniform and comply with neatness requirements	98.64
Functionality of surface ticket machines	90% of the machines are functional and visually acceptable	98.38
Accessibility of wheelchair facilities in the metro	90% of devices are affordable and have the right look and feel	97.03
Timetable fulfilment	99.80 % fulfilment of planned volumes	99.92
Availability of metro transport	95.00% of stations are accessible during operating hours	99.36
Cleanliness and appearance of the vehicle	85% of vehicles are found to be clean and well-maintained by passengers	94.89
Traffic safety	Metro, tram and bus operations are safe	Completed
Energy intensity of metro vehicle operation	Specified energy performance not exceeded (100%)	85.51
Environmental impact of bus operations	Share of buses under 12 years	82.47
Communication via web and social networks	Frequency of information communicated	Completed

The quality management systems were audited by QMS auditors of a multinational certification company for compliance in 2023, probing critical standards.

OVERVIEW OF STANDALONE QMS CERTIFICATES IN 2023

Unit	Certified processes	Type of audit	Standard	Certification organisations
DPP	Operation of regular and irregular public passenger transport by metro, tram, trolleybus, bus and funicular, as well as construction and maintenance of the necessary infrastructure for the operation. Operation of historic vehicles and the Museum of Public Transport. Operation of driving school in the range of vehicle groups B, C, D and training centre in the range of C, D	certification and recertification	ISO 9001	LRQA
DPP	Operation of regular and irregular public passenger transport by metro, tram, trolleybus, bus and funicular, as well as construction and maintenance of the necessary infrastructure for the operation.	recertification	EN 13816	
STK Department	Operation of the Technical Inspection Station (STK) and the Emission Measurement Station.	certification and recertification	ISO 9001	

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

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

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

To increase the level of service provided in the territory of the capital city of Prague and the adjacent regions, we cooperated on the evaluation of PID quality standards. DPP has always been assessed by ROPID as a „high quality carrier”, which is the highest positive assessment a carrier can achieve.

Transport network development

Metro

In 2023, three lines A, B, C were in operation. The number of stations was 61 and the length of metro lines was 65.4 km.

There were no changes to the metro network in 2023.

Trams

As of 31 December 2023, 26 day and 9 night lines, with a total length of 580.2 km, operated on the tram network of 148.5 km.

During the tourist season from 25 March to 19 November 2023, the historic tram line 41 was also in operation on Saturdays, Sundays and public holidays, and throughout 2023, the semi-commercial historic tram line 42 was also in operation on Saturdays, Sundays and public holidays (from 3 July to 1 September 2023, also on weekdays). From 15 May to 30 June 2023, there was a long-term closure in Badeniho street. **On 27 May 2023**, the tram line from the Sídliště Modřany / Levského stop to the **Libuš** stop started regular service, with half of the line 17 connections having been extended to terminate there. **On 13 October 2023**, the tram line from the Holyně stop to the Slivenec stop started regular service, with lines 4, 5 and 94 having been extended to terminate there; on 23 October 2023, the tram line from the Divoká Šárka stop to the **Dědina** stop started regular service, with lines 20 and 26 having been extended to terminate there.

Buses

By the end of 2023, DPP operated 102 daily urban lines, 13 suburban lines, 20 school lines, 14 night urban lines and 1 line for persons with reduced mobility

in the Prague Integrated Transport system on a road network of 862.90 km. The total length of all 150 lines was 1,870.3 km.

On 22 April 2023, line K was created to operate seasonally on the route Stadion Strahov - Vítězné náměstí - U Matěje - Stadion Strahov. On 27 May 2023, in connection with the extension of the tram line to Libuše, line 165 was cancelled, lines 126 and 274 were created and the routes of lines 139, 154, 197, 213, 246 and 247 were altered. On 4 September 2023, line 254 was taken over from a different carrier, whilst line 274 and line 904 were extended. On 9 October, line 232 was created. On 23/10/2023, in connection with the extension of the tram line to Dědina, lines 108 and 225 were shortened. On 16/12/2023, line 104 was created, line 130 was extended and line 230 was cancelled.

Trolleybuses

As of 31 December 2023, day line 58, with a total length of 11.5 km, operated on the trolleybus line network of 6.0 km, deployed its batteries for the part of the route off the trolley line.

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 182,004 thousand converted vehicle km (vozkm). The volume of transport performance expressed in local kilometres (mkm) amounts to 22,865,232 thousand mkm (see the table).

Vehicle-km traffic performance increased by 0.45% compared to 2022, while local kilometre volume increased by 0.35%.

Services for disabled passengers

Metro

By the end of 2023, 46 of the 61 metro stations were accessible by public passenger lifts, inclined stair platforms or direct wheelchair access. These include 10 stations on line A (Hospital Motol, Petřiny, Nádraží Veleslavín, Bořislavka, Dejvická, Můstek, Muzeum, Strašnická, Skalka, Depo Hostivař), 18 stations on line B (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Anděl, Karlovo náměstí, Národní třída, Můstek, Florenc, Palmovka, Vysočanská, Kolbenova, Hloubětín, Rajská zahrada, Černý Most) and 18 stations on line C (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, I. P. Pavlova, Vyšehrad, Pankrác, Budějovická, Roztyly, Chodov, Opatov and Háje).

Trams

In the tram network, guaranteed low-floor connections are provided on all sections (except the nostalgic line 23). Low-floor tram departures in full service in 2023 were comparable to 2022.

Buses and trolleybuses

Low-floor vehicles are available on all bus and trolleybus services served by DPP vehicles.

Public transport priority

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

During 2023, 11 traffic lights were equipped with tram priority. The number of tram-preferential traffic lights (SSZs) reached 240 out of a total of 257 by the end of 2023.

Approximately 170 m of tram track separators were added, bringing the total length to almost 14 km.

In bus operations, the extent of dedicated bus lanes increased by more than 3 km, for example in Kunratická spojka, Svatovítská, Prosecká and Pod Krejčírkem streets, with their length reaching almost 72 km at the end of 2023. Furthermore, 16 traffic lights were converted into a priority light, bringing the number to 300 out of a total of 532.

Timetables

To ensure the operation of DPP lines, a total of 12,150 records were processed in the Timetable Database in 2023. This is a similar, albeit slightly higher, number than last year.

Each timetable change includes the preparation of timetables for all affected operating days and the preparation of complete documents for the operation of DPP lines. This includes vehicle timetables, updating mileage runs, driver time consumption and providing information to passengers via stop timetables, the connection search on the DPP website and in mobile apps.

Ticket inspection

The year 2023 was marked by the further development of digitalisation and service innovation to bring a more satisfactory and comfortable transport experience to our passengers. The aim is to continuously improve our services and adapt them to current needs and expectations. A significant milestone was achieved by extending electronic performance recording to all carriers operating in the capital city of Prague. This step enables better monitoring and evaluation of service quality, while eliminating the need for manual entries by drivers of individual connections. Another step towards digitisation is the introduction of electronic Transport Inspection Records, which greatly simplifies the recording and handling of claims.

In 2023, the Transport Control workforce stabilised, significantly reducing turnover of employees.

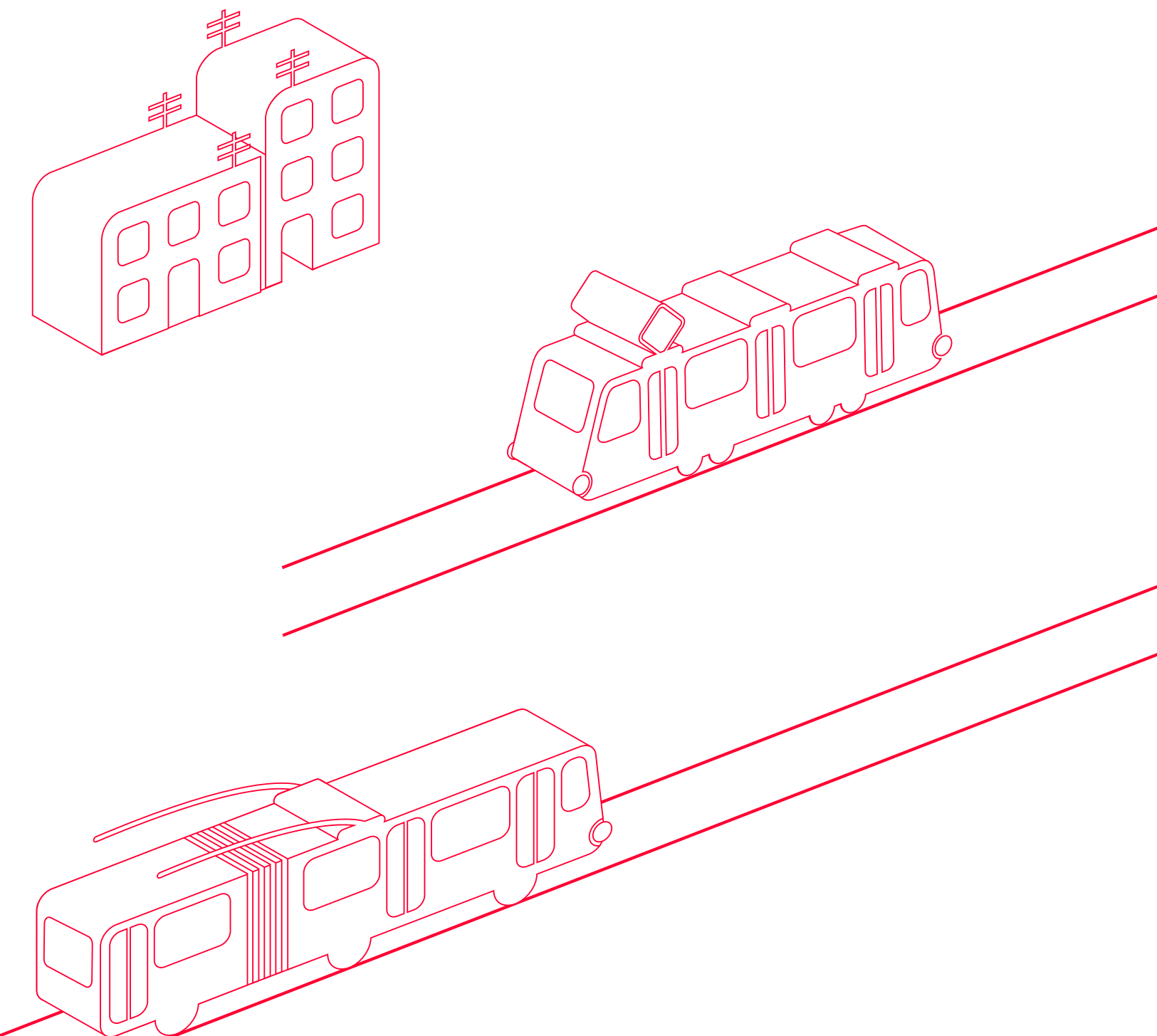
The quality of services is also being improved by means of established „mystery shopping“ and related quality standards.

Cooperation with the Metropolitan Police and the Police of the Czech Republic also continued, which contributes, especially at night, to increasing passenger safety.

A campaign aimed at our youngest passengers was launched in an attempt to educate and introduce the travelling public to the friendly face of transport inspection by distributing children's tickets. Passengers received this campaign very well indeed.

In 2023, the intention to increase the efficiency of debt receivables continued, in particular to reduce the number of cases recovered by enforcement. A general reminder, which is sent to the debtor before the claim is handed over to the collaboration law firm, is sent to the debtor via Postservice. It is also thanks to the help of this tool that 80.4% of surcharges are paid by the passenger within 30 days of their imposition.

	2023	2022	Year-on-year growth
Number of inspections	907,006	832,851	8.9%
Total surcharges imposed	295,608	255,115	15.9%
Surcharges paid on the spot	173,058	127,192	36.1%
Payment of surcharges via e-shop	16,937	16,527	2.5%
Net income from surcharges in mill. CZK	235.40	213.70	10.15%



Transport and traffic surveys

In 2023, periodic and operational in-person transport surveys were carried out in the metro, in surface PID vehicles and on selected profiles of the tram and bus PID network, particularly:

- regular profile transport surveys in selected metro stations
- monitoring the extent to which regular surface transport lines are affected by closure activities, e.g., during the renovation of the tram line in Modřanská street
- transport survey in the cars of line 12 during the closure in Karmelitská street
- profile transport survey of individual connections of lines 11 and 13 during the Jiřího z Poděbrad metro station closure
- profile traffic surveys at the tram stop and replacement bus service in Bertramka during the Plzeňská street tram tracks renovation
- profile traffic survey at the Výtoň stop during the Vyšehradská street closure
- profile traffic survey at the 108 line Nádraží Ruzyně stop during the Drnovská street repair
- profile traffic survey at the Čimický háj stop during the Čimická street closure
- profile transport survey of lines 112, 234, 235 and 280 at the Nádraží Holešovice stop during the Troja closure
- transport surveys carried out in connection with the new tram line to Libuše service start
- transport survey in the line 230 cars during the Stará Holyně closure
- transport surveys after the new Slivenec tram line service start, especially at the Holyně stop of lines 4 and 5
- transport surveys after the new Dědina tram line service start, e.g., monitoring the occupancy of lines 20 and 26 at the Divoká Šárka stop
- Operational transport surveys of school connections of lines 252 and 359

Thanks to the successful introduction of Automatic Passenger Counting (APC) systems in DPP vehicles, it was possible to perform transport planning in the territory of the capital city of Prague continuously via the acquired data on the number of transported passengers:

- from all 78 metro vestibules (Florenc C/ Florenc vestibule closed due to ceiling slab repairs)
- from 75 trams of type 15T
- from 597 buses
- from 5 trolleybuses in test operation
- from funicular to Petřín

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

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

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

DPP intensively collaborated with respective APC system suppliers in improving the processes of importing data into the DPP databases.

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

The huge amount of data on the number of carried passengers, continuously obtained from the above-mentioned APC systems, enabled the collaborating 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, tram and bus was regularly evaluated in tables and graphs.

In 2023, according to data from APC systems, a total of 962,459 thousand passengers were transported by DPP vehicles in the PID system, of which:

- 361,048 thousand passengers by metro,
- 349,023 thousand passengers by tram and funicular to Petřín,
- 247,162 thousand passengers by urban bus lines incl. ZLD and AE,
- 182 thousand trolleybuses,
- 5,044 thousand passengers by suburban lines, including outer zones.

The total number of passengers carried that year increased by 7.94% year-on-year.

Accident rates

The traffic accident rate increased by 5.84% in 2023; the annual increase was 197 accidents (3,570/3,373).

The number of accidents remained unchanged in metro operations (17/17), tram operations increased by 22 accidents (1,489/1,467), bus operations increased by 175 accidents (2,063/1,888), and trolleybus operations remained unchanged (1/1).

The number of accidents caused by DPP employees increased by 17.38% year-on-year; the increase amounted to 226 accidents (1,526/1,300); of these, there was no change in metro operations (0/0), tram operations saw an increase of 38 accidents (251/213), bus operations saw an increase of 188 accidents (1,274/1,086), and trolleybus operations saw no change (1/1).

In 2023, 7 people died in accidents involving DPP vehicles, which was 1 more than in 2022 (2/2 in metro operation, 4/4 in tram operation, 1/0 in bus operation, 0/0 in trolleybus operation).

Information for passengers

The year 2023 brought several significant events affecting public transport and passenger information. An important part of the services offered to passengers by DPP that year was not only information about the line management, timetables and the scope of permanent operation, but also information about current changes, closures and traffic measures alike. Passengers could encounter operational and other information in printed, electronic and acoustic form, e.g., in metro stations, at surface transport stops and directly in the vehicles.

The most important information events in 2023 included, for instance, the commissioning of new sections of tram lines - Sídliště Modřany - Libuš (27 May), Holyně - Slivenec (13 October), Divoká Šárka - Dědina (23 October), and the related permanent changes to the line routing. In connection with the construction of new lines, various closure events (e.g., the tram line renovations in Badeniho street and in part of U Výstaviště street, or the renovation of the Line A Jiřího z Poděbrad metro station, whereby the station was closed for almost ten months from 14 January).

Further related activities included parts of the city centre that saw closures, affecting it in a more significant way (e.g., suspension of tram operation in the section Újezd - Malostranská from the end of January to the end of March and closures of tram line sections such as Karlovo náměstí - I. P. Pavlova or Flora - Náměstí Míru, lasting less than two weeks), tram closures due to the dismantling of the existing railway bridge over Dukelských hrdinů street and other construction works on the railway line or the construction of the Dvorecký Bridge, ongoing temporary changes of bus routes in connection with closures in the area of Na Strži street due to works on the metro D line related construction. On selected dates, there were also continued closures of metro line C related to the Florenc station ceiling slab renovation (9 closures in 2023), or closures of metro sections on lines A and C due to necessary repairs of the line.

For these and other planned extraordinary events impacting the line, permanent and temporary changes (e.g., further closures in tram and bus services), in addition to text boards at the affected surface transport stops, boards with a situational area plan were prepared for 68 major events. Several different types of leaflets were issued for a total of 44 events (the number of leaflets per event varies according to the severity and impact on the line). Large information boards directly managed by DPP were also used for 40 events (and for another 31 events information boards provided by the investor), placed in the areas affected by the change, to inform about major changes to PID operations.

Informers were again deployed at 48 major events at major transport hubs and locations affected by the changes, to provide on-site information (in Czech and English) to passengers on the details of the change (38 events in 2022).

During the year, 182 messages were prepared (mostly on the topic of temporary or permanent changes to PID operation) for the DPP website and for possible further use in the press (this represents an increase of approximately 7% compared to 2022) and 306 announcements to metro stations, of which 161 in Czech and 145 in English (again, an increase compared to 2022, this time by approximately 30%).

3,469 service trips were made to all DPP-owned tram and bus stops equipped with stop signs in 2023 to update and maintain information at surface transport stops, both in the territory of the capital city of Prague as well as in the adjacent region served by PID lines (placement and removal of portable stop markers during temporary traffic measures, modifications and changes of stop information elements, replacement of individual stop timetables - in the total amount of 215,206 units, an increase of 75,952 units compared to the year prior (an increase of 54%), as well as the distribution, installation and, after the event, the removal of information boards, modifications and minor maintenance of stop signposting accessories, etc.). It is also worth noting that the number of smaller and shorter events requiring the rehangings of stop timetables had increased significantly. Taking into account the total number of timetable change

notices, this has increased by only about 3% year-on-year (488 notices in 2022, compared to 503 notices in 2023).

For all implemented traffic measures, closure and regular conditions, 7,711 pieces of passenger information system stop post elements were produced for 2023, containing the current status of information for a given stop (an increase of 380 pieces compared to 2022).

In an updated form, especially in connection with the permanent changes to the tram line, some permanent 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) in June, showing the new section of the tram line to Libuše. After other permanent changes related to the newly opened sections of tram lines, it was replaced on the basis of the decision of the Prague City Council with a large-format diagram with the transport situation as of November 2023, prepared by the ROPID organisation (DPP provided the production and display boards).

Other printed information materials which were also updated included a diagram of the metro and tram lines for tram cars or diagrams of the tram and night bus lines for surface transport cars, as well as information screens in metro stations (with the opening of new sections of tram lines and the associated permanent changes to the lines in May and October). With the changes in the PID tariff as of 1 April, the materials about the tariff and tickets in surface transport vehicles and at stops, showcases in metro stations, as well as at ticket vending machines or at pre-sale points were updated.

Transport Information Centres and DPP Fanshop

In 2023, the branches of the Transport Information Centres (TICs) offered a standard range of services to DPP clients: comprehensive information and advice on PID operations, tariffs in Czech and also foreign languages, sale of individual, long-term travel documents, duplicates, public suggestions reception, distribution of transport and tourist information materials, as well as sale of transport and Prague themed souvenirs. During the first half of the year, the offered services were expanded to include the sale of FlixBus tickets, the issue of Prague Visitor Pass cards, the sale of passes for line 42 and the express production of Lítačka cards.

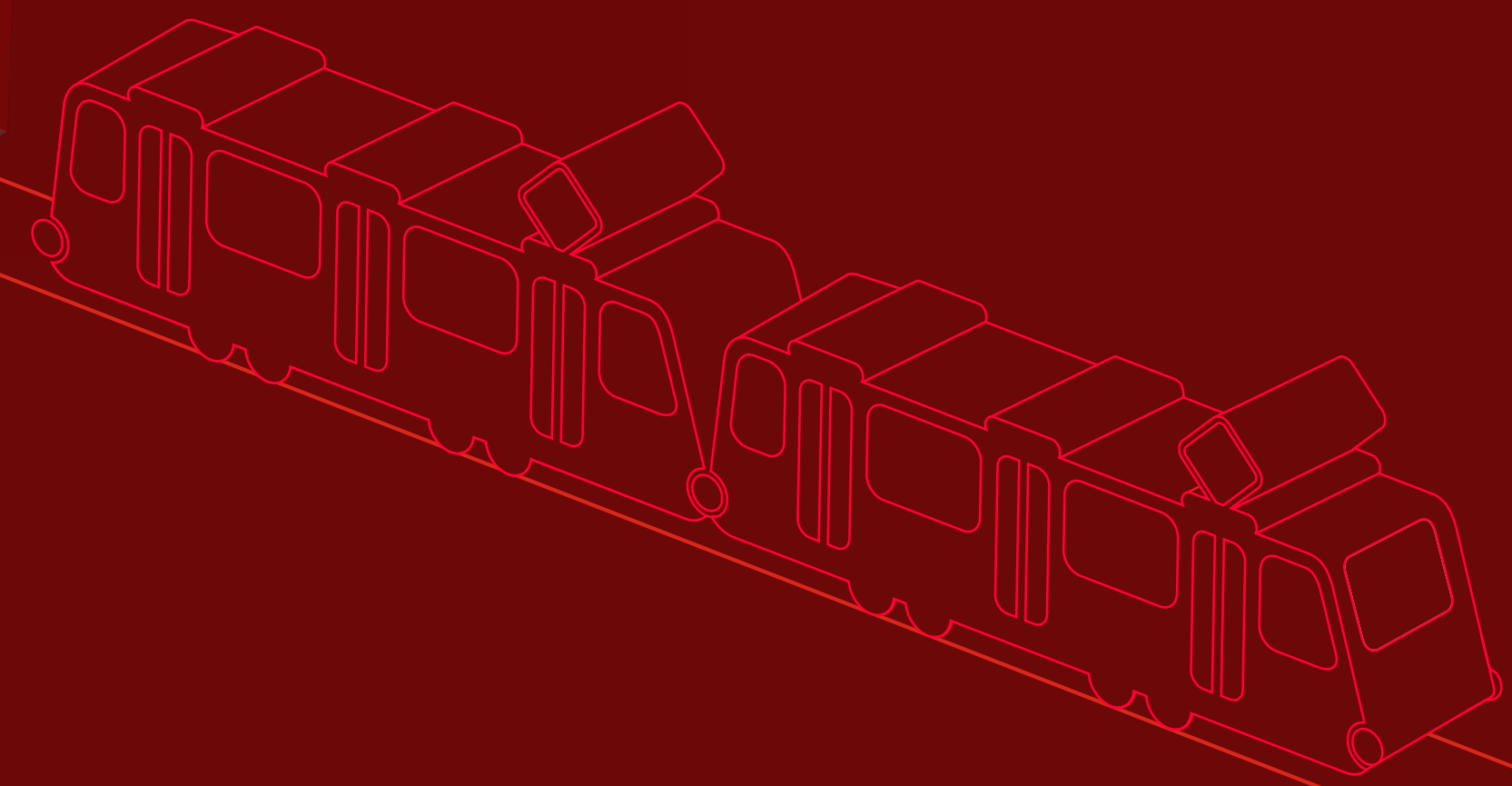
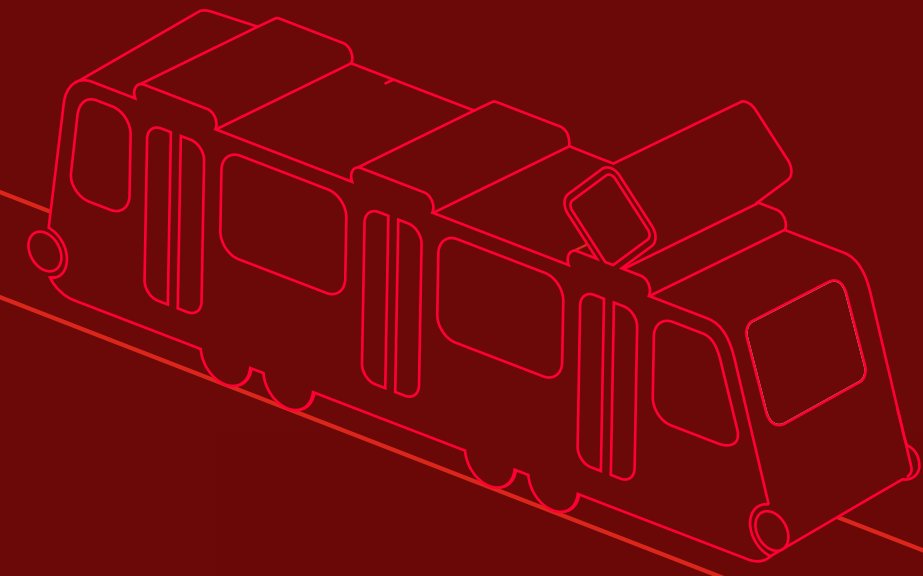
TICs also oversaw Fanshop stands at 17 marketing events and trade fairs, including DPP open days, PID days, Comic Con and the Czechbus and e-SALON fairs.

The chat window located across the DPP website continued its routine operation as part of the communication service. In 2023, informants handled 47,385 requests and thousands more were resolved by the automated chatbot. The service is catalogued in the DPP's smart city project database.

Compared to 2022, the number of visitors to the TIC increased by 4.5% to 1,145,111 people, while the number of visitors in the foreign language segment increased by 14%. The Hlavní nádraží information offices remained the busiest branches, followed by the popular branches at Anděl and Nádraží Veleslavín. Most customers headed to TIC Můstek to pick up souvenirs or a parcel from the Fanshop.

TIC sales exceeded CZK 468 million incl. VAT (a 2.8% increase); as a result of strengthening the segment of short-term visitors to the city, there was a 17% increase in sales of individual tickets.

The DPP Fanshop recorded a further increase in customer interest in 2023, with almost 300,000 customers visiting the store. Sales of fan merchandise, publications and souvenirs increased by 14% year-on-year to a total of 14,246 items. A total of 2,374 DPP event tickets and passes were sold in 2023. Sales increased by 20% year-on-year and exceeded CZK 4 million incl. VAT.



TECHNOLOGY

Technology

A number of operational and investment events took place in 2023. The most notable ones include:

In the metro, a comprehensive modernisation of the Jiřího z Poděbrad station, including the replacement of escalators, was completed. The new barrier-free access to the station will be completed in 2024. This project is still being coordinated with the project of Prague 3 and Prague City Council to renovate Jiřího z Poděbrad Square on the ground. Replacement of station computers of the LZA train controllers on line A commenced in five stations. Replacement in other stations is to continue in 2024. The extensive Florenc station ceiling slab renovation also proceeded further; its completion is expected in 2025. Cooperation on the construction of the new metro line I.D also continued intensively in 2023.

As for on-ground constructions, the three new tram lines Sídliště Modřany - Libuš, Divoká Šárka - Dědina and Holyně - Slivenec were completed. The construction of the Hloubětín depot and the Dvorecký Bridge (where DPP is not an investor) continued. In terms of renovation and renovation, the tram tracks in the Ohrada - Palmovka section and the renovation of the track load-bearing structures in the Strašnice depot hall took place. As part of the renovations, we reached a total of 84.5 per cent of all stations converted into barrier-free. As part of the development of trolleybus lines, construction was carried out on the route of line 119, connecting V. Havel Airport with the Nádraží Veveřská hub, which is to be completed in the first quarter of 2024.

Regarding the metro fleet, the number of operating vehicles remained unchanged in 2023, as in previous years, whilst the average age of vehicles had continued to increase regularly by one year for several years, having now surpassed 18 years. For buses the average age of the fleet is 7.5 years, for trams the average age of the fleet is over 14 years. The approval of the 2021 Prague Climate Plan, a great emphasis is placed on electromobility and the preparation of a wider use of alternative fuels in bus transport. At the end of 2023, 14 electric buses, 18 trolleybuses and one hydrogen bus were in service. This period was accompanied by teething problems. The electric buses ran very sporadically in the second half of the year as the manufacturer kept troubleshooting. The hydrogen bus ran a limited number of shifts and did not complete all of them. The SOR trolleybuses have only been owned by DPP since the end of the year and cannot yet be evaluated for 2023.

Fleet

Metro

As of 31 December 2023, the metro operating fleet consisted of 730 vehicles in total, of which:

- **reconstructed vehicles type 81-71M:** 465 units
- **M1 vehicles:** 265 units

This is a stable number for the near future and no increase is expected.

Maintenance of both types of metro trainsets is carried out by contractors on the basis of full service contracts. The maintenance contractor for metro trains of the 81-71M type (operated on lines A and C) is ŠKODA TRANSPORTATION, a. s., while Siemens Mobility, s. r. o. service metro M1 type trains (on line C). Both companies duly performed their duties related to the maintenance of metro trains in 2023 and no issues or long-term closures were recorded by DPP in this respect. According to the concluded Full Service contracts, the basic parameter of the quality of maintenance of both types of trains is the annual availability of the metro fleet. The contractual value for both train types is set at 87.5% and is assessed separately for each line. In 2023, the fleet availability of the 81-71M trains operated on line A was 89.91% and 89.17% on line B, whereas the availability of the M1 trains on line C was 89.55% in 2023. The same positive results were achieved in the case of other contractual parameters, i.e. the limit on the number of incidents and technological changes of trains caused by the failure of technical equipment of trains or the mean distance travelled by a train between two failures. In terms of long-term sustainability of the metro type 81-71M metro operation, the implementation of extraordinary R5 repairs is very important, on the basis of which ŠKODA TRANSPORTATION guarantees DPP an extension of their service life by 15 years. The R5 repair schedule is set out in the Full Service Contract for each year. For 2023, the plan called for 12 R5 repairs to be carried out. The requirements were therefore met.

The overall management percentage according to the DPP methodology for 2023 was 9.95%. The average age of operating vehicles was 18.35 years.

2 historic trainsets, consist of 3 Ecs and 5 81-71 cars are not included in the operational status of metro vehicles. These trains are not intended for normal passenger service, but for the implementation of the Experience Tourism

programme and other special rides held for various anniversaries of the Transit Company or various social events or activities.

Trams

The operating fleet of trams consisted of a total of 771 vehicles as of 31 December 2023, of which:

- **modernised low-floor KT8D5.RN2P:** 56 units
- **low-floor trams 14T:** 55 units
- **low-floor trams 15T:** 250 units
- **T3M2 DVCs:** 18 units
- **cars T3R.P:** 327 units
- **semi-low-floor T3R.PLF:** 45 units
- **retro cars T3 + T3SU, T3M and T6A5:** 20 units (limited operation interference)

The total number of 771 does not include historic cars.

In 2023, the modernisation of KT8D5 cars (originally by Miskolc) continued. By the end of the year, 9105 and 9106 were placed in regular service. Minor upgrades to the 14T cars also continued to be carried out as part of regular maintenance inspections. Minor upgrades were carried out on 9117 and 9167.

Despite considerable issues with procuring the necessary materials, the project to modernise 65 T3R.P cars to the T3R.PLF low-floor variant was launched, currently being carried out in the Hostivař Tram Repair Works (OT) and at the same time in cooperation with Pragoimex in Krnov. By the end of 2023, 10 renovated cars were put into regular operation.

The overall management percentage for 2023 was 16.42%. Compared to 2022, there is an improvement in all vehicle types except T3R.P due to currently ongoing increased number of vehicles waiting for PO inspections in the OT. The management percentage continued being negatively affected by the ongoing

delayed repair times of the 14T and 15T vehicles, including in some cases disproportionately long lead delivery times of needed spare parts. The average age of the operational cars (excluding retro cars) reached 14.21 years. Phasing out trams of an older production date and including modernised KT8N2 and T3R.PLF cars is in the pipeline. DPP tendered and contracted the purchase of up to 200 new 52 T trams, whereby the procurement of 40 vehicles is already decided; see Investment Surface for details.

Buses

The operating fleet consisted of a total of 1,189 buses as of 31 December 2023. There were 504 articulated buses, 562 standard length buses, 61 midibuses, 40 midibuses+ and 14 electric buses. The operating stock also includes 3 leased SOR NB/NS 18 articulated buses and a standard Skoda H'City hydrogen powered bus.

In the spring, 6 three-axle Iveco Crossway 14.5 LE buses were purchased for airport lines 100 and AE, for which a new SdN+ category was created. In the middle of the year, 15 articulated buses of the new Iveco streetway 18 model were taken over. In the autumn, the outdated SOR BN 8.5 midibuses were replaced by 20 new SOR ICN 9.5 buses. At the end of December, another 9 streetway 18 articulated buses and one standard streetway 12 were taken over. However, these buses had not been registered and therefore not taken into service until 31 December 2023.

45 buses were decommissioned in 2023. 10 units of SOR NB 12, one of which was transferred to the JHV museum collections, 11 articulated SOR NB 18 and 18 SOR BN 8.5 midibuses. All buses were from the 2009 – 2011 period. In addition, 6 Karosa and Irisbus operating buses of various models, previously operating on the so-called retro lines within the PID, were handed over to JHV. Some buses, already decommissioned in previous years, were donated to Ukraine.

The overall management percentage for 2023 was 8.87% and the average age of operating buses was 7.41 years as at December 31, 2023.

Trolleybuses

The trolleybuses operating fleet consisted of a total of 18 trolleybuses as at 31 December 2023. At the end of the year, 15 SOR TNS 18 articulated trolleybuses were taken over into inventory. In addition, a three-cell large-capacity Škoda-Solaris 24M trolleybus was tested at the end of the year. The age calculation methodology for trolleybuses is different from that of road vehicles, with an age of 1.11 years. The management percentage for 2003 was 12.86 %.

Intra-company transport

At the beginning of 2023, the Intra-company Transport Department fleet received 20 vehicles and 1 trailer. The vehicles were purchased within the framework of outsourcing of České teplo, s.r.o. Throughout the year, a planned renewal of part of the fleet was also carried out, during which 19 vehicles were procured; in contrast, 21 obsolete vehicles were disposed of in accordance with the long-term concept aimed at optimising the fleet. As at 31 December 2023, the total number of vehicles managed by the Intra-company Transport Unit was 440, of which 14 were electric vehicles. This vehicle fleet comprises vehicles of categories M (passenger transport), N (freight transport), O (trailers), S (work machines) and T (tractors) in order to maximally cover the volume of operational needs. An important factor, having a major impact on the renewal planning in the coming period in terms of the vehicle type to be procured is Act No 360/2022 on the promotion of low-emission vehicles through public tender and public passenger transport services. This law reflects the relevant European Union regulations, sets minimum percentages of low-emission vehicles in public procurement and, in order to be compliant, it will be necessary in the coming years to balance the planned renewal of the fleet to include vehicles with alternative drives, thus in our case predicting a more significant development of electromobility, requiring that a greater number of emission-free vehicles, including the necessary infrastructure, be procured. The average age of intra-company transport vehicles at the end of 2023 was 7.9 years.

Electromobility

In connection with the 2019 Climate Commitment Announcement of the Capital City of Prague and its following approval known as the 2021 Prague Climate Plan declares the capital city's approach to meeting international targets for reducing CO₂ emissions, as well as with regard to related legislation in the area of bus fleet renewal, the preparation for the wider use of alternative fuels in bus transport is greatly emphasised. On the grounds of these requirements, the Transit Company has prepared a Concept for the use of alternative fuels in the conditions of DPP's bus transport, comprehensively and systematically summarising all existing know-how and presenting scenarios of possible developments for the bus fleet renewal, including financial implications, for the coming decade. The concept was also positively discussed and approved by the Prague City Council in 2020.

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

As part of development projects, trolleybus line 58 from Palmovka to Miškovice was put into operation in 2022. Unfortunately, due to a long delay in the delivery of the 15 electrically-equipped new SOR TNS 18 battery-powered articulated trolleybuses with from Cegelec, test runs and phased deliveries of the trolleybuses would not start before the second half of 2023, while routine operation of the line should start at the beginning of 2024.

Since November 2022, another development project being implemented is the Electrification of line 119 (Nádraží Veleslavín - Airport). A charging trolley is going to be installed on approximately half of the route. To ensure the operation on line 119 (future trolleybus line 59), the supply of 20 three-cell high-capacity battery ŠKODA-SOLARIS 24M trolleybuses with the length of up to 25 m was tendered, further increasing the long-desired required transport capacity on the

line. The first vehicle in trial operation appeared on line 58 in November 2023. Trolleybus line 59 is expected to be put into operation in March 2024.

In 2023, the preparation for electrification of bus lines 131 (51), 137 (52), 176 (53) and 191 (56), serving mainly the left-bank part of the city, and electrification of line 201, providing tangential connections in the north-eastern part of the city, approved by the Prague City Council, carried out as planned. On these lines, it is envisaged to implement trolley lines for dynamic charging via battery trolleybuses. Significant progress was made in the preparation of lines 137 and 176 in particular, with the obtaining of the final joint permit (for line 137) and the launch of the construction procedure (for line 176). Together with line 131, which is close behind these projects, the preparation of the tendering procedure for the selection of the construction contractor is expected to take place in 2024, with the implementation expected to take place in 2025. The projects for lines 131, 137 and 176 will apply for financial support from the National Recovery Plan. In 2023, a project documentation manager was selected and the start of the design preparation for the 112 and 201 projects was successfully completed.

In connection with ensuring the continuous renewal of the bus fleet beyond 2024 and taking into account the procedural complexity of the preparation of charging infrastructure plans, the Prague City Council approved the measures as per below. The preparation of which should continuously build on the projects already underway.

These projects are:

- **Electrification of bus lines 142 and 225**
- **Electrification of bus lines 174 and 184**
- **Electrification of bus lines 136 and 150**
- **Electrification of bus line 112**
- **Electrification of bus line 134**

The next stage of electrification of lines in the South-Western part of the city is simultaneously a suitable continuation and synergistic complement to the currently prepared 1st stage of electrification in this district, effectively creating a comprehensive network of charging infrastructure in the future, further ensuring mostly ecological, quieter and more energy-friendly bus operation in the left-bank of the city.

Planned bus lines 136 and 150 represent a transport relationship covering Sídliště Čakovice - Vysočany - Flora - Michle - Kačerov - Lhotka - Modřany, one of the busiest and most important tangential transport links within the public transport system in Prague. This link will not be replaced by another, e.g., rail solution in the long term, due to technical and geographical conditions. For this reason, it is advisable to convert the bus route to battery trolleybus, thus, among other things, forming the conditions for the deployment of higher-capacity three-cell vehicles. Similarly, the plan to electrify line 112 (connection to the Prague Zoo), which, especially in the summer season, faces frequent capacity problems, will create this prerequisite, too. In the second half of 2023, the electrification of bus line 134 was approved, which, after conversion to battery trolleybuses, should connect with the route of line 176, completing a comprehensive transport route between Stadion Strahov - Karlovo náměstí - Podolská vodárna - Budějovická - Dvorce.

In 2023, the Transit Company gradually reassessed the scope of the necessary charging infrastructure for double-pole electric buses, whereby the project preparation and subsequent implementation of charging tracks in selected bus turnarounds within the territory of the capital city should take place, so that up to 100 double-pole electric buses could be procured gradually by 2027.

The Transit Company also continues to actively test new technologies in bus transport electromobility. In collaboration with the Capital City of Prague and external partners, a bus line 170 hydrogen test project was launched in 2023, utilising the upcoming public hydrogen filling station in the Barrandov area.

Due to the time-consuming preparation of electrification projects, whose biggest obstacle is the critical shortage of design capacity in the Czech labour market, the Transit Company is also counting on the procurement of hybrid diesel-electric buses, which enable a reduction in fuel consumption and thus CO₂ emissions by up to 25%.

Transport routes

Metro

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

The backbone power supply system 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. 70 electrical substations, including 25 distribution transformers (DT), 1 substation (M), 44 substations and distribution transformers (MDT), with 342 transformers, including 97 traction transformers and 245 distribution transformers. The traction power network with a cable network of 302 km, 161 units of UPS, automated dispatching systems for controlling electric power equipment and lighting. The lighting system, which consists of 42,000 luminaires in public areas, 44,700 luminaires in service areas and 24,300 luminaires in line tunnels, couplings, ventilation shafts, etc., comprising a total of about 111,000 luminaires.

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

Communication equipment, i.e. telephone equipment, including the telephone network of the DPP surface facilities, electrical fire alarm systems (EPS),

electronic security alarm systems (EZS), industrial television system (PTv), clock equipment, radio equipment, check-in system, information systems (AIS, VIP), technological network, systems for guiding the blind, radio communication equipment (VHF), electronic access control system (EKV), information panels above the check-in line (IPOČ), etc.

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

Independent traction vehicles for maintenance and repair on metro lines: 37 traction vehicles, 3 special traction vehicles, 116 traction vehicles and one historic 703 series locomotive.

The transport equipment in metro stations is represented by 268 escalator handrails, 162 lifts and 4 moving platforms (additional 83 lifts are located in depots and other DP buildings).

The mechanical and technological equipment consists of 177 main ventilation fans, 3,667 station HVAC fans, 7,210 fire dampers and fire wall closures, 435 ASDŘ-T control system devices, 518 fecal and non-fecal pumping stations, 18 heat exchanger stations and 12 electric boilers and a gas boiler room in Florenc station. All these facilities are fed by 2,140 power distribution boards.

In addition to the basic mechanical and technological equipment, the equipment of the metro protection system (OSM) consists of special equipment for filter-ventilation, pressure protection, but also 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 the year, the units of the Technical Section - Metro were involved in various stages of preparation or implementation of large-scale investment projects within their competence.

The renovation of the Florenc C ceiling slab station continued in 2023. In November, the Jiřího z Poděbrad station was opened after renovation and work continued on building barrier-free access to the station.

The project preparation for the Modernisation of the Českomoravská metro station was completed. The Flora metro station renovation, including BBZ, Modification of Na Knížecí metro station Anděl lobbies, Revitalisation of Kačerov metro station and Renovation of Hradčanská and Želivského metro stations are in various stages of preparation. A public tender was announced for the implementation of Modernisation and barrier-free accessibility of public toilets in the Prague Metro - Stage II.

On line A in the Náměstí Míru - Jiřího z Poděbrad section, including the A/C and C/A track connections, the renovation of power distribution and tunnel lighting using modern LED luminaires was completed in December. At the same time, the modernisation of tunnel lighting and power distribution between the Želivského and Skalka stations started on the said line. The renovation of the MDT at Želivského station was completed with a new 12-pulse rectification technology, used for the first time in the metro. In 2023, the 22 kV power cable line from the Náměstí Míru station to the Central Public Transport Dispatching Centre was modernised and the „Modernisation of the electrical exchange heating (EOV) at Kačerov depot“ was completed. The renovation of the 22 kV switchgear at the Pražského Povstání station started and was largely completed in February 2024.

During the year, information panels were installed above the check-in line at another fifteen metro stations. Within two weekend closures, the replacement of station computers of the LZA train signalling system on line started, namely in the metro stations Želivského, Flora, Strašnická, Malostranská and

Hradčanská. The Electrotechnical Unit and the Communication and Signalling Unit continued their collaboration process of replacing backup power supplies (UPS). During the year, the process of implementing cyber security policies on technological control systems was underway.

Taking advantage of extended weekend closures in the central part of the city, the replacement of worn-out original wooden sleepers with new concrete ones continued in the sections Florenc - Hlavní nádraží and I. P. Pavlova - Vyšehrad. In total, 1,738 sleepers were replaced in 2023. Rail grinding was also carried out according to the approved plan. The above-mentioned activities are aimed at reducing noise and vibration from metro operation and also at increasing the comfort of travelling. The insertion of switches on concrete sleepers was also carried out. Those were switches V2, V4, V8, V10, V11 and V13 at the Kačerov depot, and switches V17, V20 and V28 at the Hostivař depot.

The barrier-free moving platform reg. No. 613-1-363 at the Nádraží Holešovice station was replaced by a standard lift. Within the framework of the „Replacement of escalators, revitalisation of the station and building barrier-free access at the Jiřího z Poděbrad station“ investment project, the replacement of the station escalators of the Leningrad type with new Schindler ones was completed. The implementation of the barrier-free access to the station, which will consist of four passenger lifts, is ongoing, with completion expected in mid-2024. As part of the requirement of the ČSN EN 81-80 standard to improve the safety level of existing lifts, all non-compliant risks in 6 additional freight lifts were removed. In November, the replacement of the underpass PS No. 613-1-175 at the Budějovická station started; expected completion is 3/2024.

During 2023, the investment project Modernisation of station air-conditioning through Karlovo náměstí as the last station was completed. Adding air-conditioning equipment to 45 stations of the Metro Operation Unit, a complete renewal of the health and technical installations at the Smíchovské nádraží and Háje SOPs, and the Modernisation of social facilities in the metro service areas were completed at the end of 2023. All of these are aimed at improving

the quality of the working environment for employees. As part of the Unit's repairs, the Vysočanská station HVAC system and in the Anděl-north lobby were repaired in 2023. Repairs were also carried out on the water distribution systems in stations Budějovická, Flóra and Želivského, in the tunnel water pipeline in the Národní třída - Můstek section, as well as in the section of the tunnel water pipeline on the 2nd track of the Zličín depot connection. Throughout the year, important pumping stations in the Malostranská - Staroměstská, Smíchovské nádraží - Anděl and Zličín stations were repaired.

Trams

The Tram Transport Unit provided operation, maintenance, renovation and repair of technological units under its oversight. In 2023, the process of modernisation of tram lines continued with the aim of increasing ride comfort, reducing journey times, extending service life by using modern structures and, last but not least, reducing noise pollution.

The year 2023 was marked by the completion of projects started in the year prior. Firstly, the construction of the extension of the Modřany – Libuš tram line, which runs from the Levský turnaround along Generála Šišky street with a subsequent entry onto the axis of Novodvorská street at the junction of these two streets. The terminus of the new section is via a single track at the Novodvorská x Freiwaldova junction, where the currently-being-prepared tram line will continue to the future Nové Dvory D metro station. The top of the tram line is designed in the whole section of Generála Šišky street to be a wide-gauge 49E1 rail on concrete sleepers in a gravel bed, and from Novodvorská street onwards an NT1 grooved rail on concrete sleepers in a gravel bed. Subsequently, a B3 block rail is installed in the area of the temporary gate in the used large BKV panels. Barring the crossing sections and the junction of Generála Šišky x Novodvorská streets, the surface of which was laid with cast asphalt, the entire section in the Generála Šišky street was laid with an open track top, whereas the section in Novodvorská street is grassed, possessing its own irrigation system. Two stationary lubrication devices were installed at

the Generála Šišky x Novodvorská junction to reduce rail wear and tram traffic noise. Four new barrier-free stops were created; Hasičská stanice Modřany, Observatoř Libuš, Sídlíště Libuš and Libuš. The construction was completed in May and was carried out by an external contractor.

Another ongoing investment project was the renovation of the Ohrada – Palmovka tram line, including the renovation of the bridge trestle itself. The works on the bridge comprised a complete renovation of the bridge structure, including a complete restoration of the ledges, walls, insulation, new bridge drainage and relocating cables into the bridge body, now newly also secured against illegal access. The new superstructure of the tram consists of 49E1 broad-beam tracks and partly, in the curve at the Krejčířek stop, also NT1 grooved tracks. The relocation of the curve at the Krejčířek stop enabled the installation of expansion devices in better directional ratios, allowing for the installation of two stationary lubrication devices. The renovation also included structural modifications to the Krejčířek stop in both directions. The stop in the direction of Ohrada was relocated further down the direction of travel. A new barrier-free access ramp and staircase were built at the stop in the direction to the centre. Both were then equipped with new THMP shelters. The construction was completed at the end of May and was carried out by an external contractor. The sections adjacent to the flyover were then upgraded by DPP, including the replacement of the connecting double-track forks at the Ohrada and Sokolovská x Zenklova junction.

Following the renovation of two arches, the renovation of the 1st and 2nd curve in the Strašnice depot proceeded as planned. The original grooved tracks on outdated supports were replaced by 49E1 wide-legged tracks on prefabricated reinforced concrete supports. The construction was carried out by an external contractor. The renovation of the depot hall was completed in June in less than two years.

In addition to the Strašnice depot, further work was also carried out on the newly built Hloubětín depot. In 2023, a new depot hall was built, including rail

supports and tracks themselves. The construction is being carried out by an external contractor.

Last but not least, the 2022 construction of the new Divoká Šárka - Dědina tram line advanced in 2023. As part of the ongoing extension construction, part of the Evropská tram line was reconstructed in the section from Za Vokovickou vozovnou street to the Divoká Šárka turnaround. The original BKV panel track was replaced by 49E1 tracks on concrete sleepers in a gravel bed. In the Divoká Šárka turnaround, the outer track was removed and replaced by a grassed strip. On the inner track, the return curve was replaced and the tracks were reinstalled onto VUIS panels, with the surface being one large granite paving. The construction was carried out by an external contractor.

The new line to Dědina runs from the Divoká Šárka turnaround to Vlastina street, whereas from the Vlastina x U Silnice junctions the line runs with an increased axial distance of the line and a tree alley in the line axis. From the Vlastina x Drnovská streets junction the line is separated, running along Drnovská street, aligning with the Drnovská x Dědinská streets junction, where a single-passing-track tram turnaround was built. From the Divoká Šárka turnaround the tram line consists of a NT1 gutter track on a concrete slab with a W-tram fastenings up to the junction of Vlastina x U Silnice streets with a poured asphalt surface; two stationary lubrication devices were built in the curve at the junction of Evropská x Vlastina streets. In the section of Vlastina street, from the Ke Džbánu street junction to the U Silnice street junction, double anti-vibration concrete slab measures were implemented to maximise vibration and noise attenuation. From the Vlastina x U Silnice junction to the Hodčina street junction, the tram superstructure consists of a gravel bed with concrete sleepers, however, the tracks and surfaces differ on both tracks. In the direction from the centre, a 49E1 track was installed, complemented by a partially grassed surface, whereas the edgings adjacent to the road consist of large paving stones with an asphalt infill. In the direction to the centre, an NT1 gutter rail is laid whereas large paving with an asphalt infill was used for the surface. From the Hodčina street junction to the Žukovského street junction,

the track is made up of an NT1 gutter rail on concrete sleepers in a gravel bed with a surface of poured asphalt, and two stationary lubrication devices were built in the curve in front of the Ciolkovského stop. From the Žukovského street junction to the Ciolkovského street junction, a 49E1 wide-track rail on concrete sleepers in a gravel bed is used again, complemented by a partially grassed surface, whereas the edgings adjacent to the road comprise of large paving stones with poured asphalt. The curve at the Vlastina x Drnovská streets junction is formed by an NT1 gutter rail on concrete sleepers in a gravel bed; two stationary lubrication devices were also installed here. After the junction, the line is laid with an open track bed up to the turnaround with 49E1 wide-track tracks on concrete sleepers in a gravel bed. The construction of the turnaround is designed with NT1 grooved tracks on wooden sleepers in a gravel bed with a surface of compacted gravel; three stationary lubrication facilities were also built here. A total of five directional stops were built in the entire section of the new construction, i.e. Divoká Šárka (behind the turnaround), Vlastina, Sídliště na Dědině, Ciolkovského and Dědina. Three of them have a surface designed with prefabricated concrete platforms, which serve mainly in terms of stop surface maintenance also served by bus transport. This construction also includes a gabion wall running along the line in the southern end of Vlastina street. The construction was completed in October and was carried out by an external contractor.

At the end of January and the beginning of February, the repair of the tram line in Malá Strana started, during which nearly four kilometres of tracks were replaced in Letenská, Karmelitská and Újezd streets in several stages. Preparations for the installation of stationary lubrication equipment were carried out in the curves at Valdštejnská zahrada, at the Augustine Hotel, on Malostranské náměstí and in Karmelitská street at the crossing with Tržiště street; localised surface repairs were carried out throughout the section. In the March stage of the tram-line repair in Malá Strana, the tracks in Újezd were replaced. In the Újezd junction, the double-track forks from Malá Strana were also replaced, including the connecting curves to the Legií Bridge.

At the beginning of February, the construction of the 2nd stage of the Sídliště Barrandov - Holyně - Slivenec tram-line extension started. The new construction followed the previous stage at the site of the existing Holyně stop. The line was rectified in height behind the temporary double-track junction in order to connect to the newly built section. The new line follows a new track along K Barrandovu street up to the turnaround with two passing tracks. Seven stationary lubrication devices were built in the curve at the U Náhonu street crossing and at the Slivenec turnaround. The Slivenec stop, a gabion wall in the turnaround, a culvert under the TT, and a new service road were built as part of this project. The new tram track comprises a 49E1 wide track on concrete sleepers in a gravel bed, except for the U Náhonu street crossing, where the surface is poured asphalt and the tram track is open. The curve at the entrance to the turnaround already is an NT1 gutter rail on concrete sleepers. In the turnaround itself, NT1 grooved tracks on wooden sleepers in a gravel bed are used; the surface being compacted gravel. As part of the last stage of the construction, the track between the Olgy Scheinpflugové Square and Holyně stops was repaired after it was flooded in 2022. The contaminated gravel of the track bed was replaced, the track was machine undercut and the retention basins in the track were cleaned and repaired. Construction was completed in October and was performed by an external contractor.

In April and May, the second stage of the modernisation of the tram line in Generála Šišky street from Poliklinika Modřany to Čechova čtvrt' took place. The original outdated NT1 grooved tracks on an obsolete type of concrete sleepers in a gravel bed were replaced in most of the section by the wide-base 49E1 track, only in the curves near Poliklinika Modřany NT1 grooved tracks on concrete sleepers in a gravel bed were used. Alongside the modernisation, the tram line was also repaired in the section between the Branický most and the fork to the Nádraží Braník turnaround, and the opposite curves at the Přístaviště stop crossing were replaced. The modernisation including the repair was carried out by DPP in cooperation with an external contractor.

Last but not least, the track structure was inserted into the line in Podolí, at the future connection to the Dvorecký bridge. The capital city of Prague funded the modification; the implementation was carried out by an external contractor. All these activities were completed in May 2023.

In mid-April, the tram line renovation in Badeniho street between the Chotkova x Badeniho streets junctions, including the connecting double-track fork, and Badeniho x Na Špejcharu street began. The renovated line is yet again made up of NT1 grooved rail on concrete sleepers in a gravel bed. The track surface consists of large paving stones. The renovation also included the Chotkovy sady stop, which now has both platforms in a straight line. In coordination with the renovation, the connecting double-track fork at the Špejchar crossing was also replaced. The implementation was carried out by Vrchní stavba, with the project having been completed at the end of June.

The first half of July was marked by the replacement of the double-track forks in the Vítězné náměstí track structure from the Svatovítská street end and from Evropská street, including the connecting curves. The existing HARDOX heart-tracks in both branches had reached the end of their service life and were replaced with heart-tracks made of the common material R 220 G1. A new exit for the BUS in Svatovítská street was constructed as part of the project. The implementation was carried out by DPP with its own capacity.

July saw the continuation of the project in the Plzeňská street between Klamovka and Kavalírka, comprising of tracks replacement in six curves, local surface repairs and the track crossing replacement at the exit from the Kotlářka turnaround, including the connecting curves. The crossing was renovated at the entrance to the turnaround, also including the leading curve related to the installation of a new high-speed turnaround. The same closure also included the replacement of the inner return curve in the Sídliště Řepy turnaround, local replacement of sleepers and the renewal of the gravel bed in Makovského street. The implementation was carried out by DPP with its own capacity.

The following August project was the partial re-panelisation of the tracks in Ječná street. Replacement of large BKV panels at the crossing with the main road and at the junction level with Melounová street was carried out. The implementation was carried out by DPP with its own capacity.

The last major holiday event was the replacement of tracks at the Bílá Hora turnaround, as well as the replacement of crossings and at the entrance to and exit from the turnaround. Along with this, the bituminous surfaces in Karlovarská street in front of the turnaround were repaired. The implementation was carried out by DPP with its own capacity.

In September, the replacement of the double-track branching from Orionka and the three-way branching from Olšanské hřbitovy, including the connecting arches, began in the Flora track structure. At the same time, the Korunní x Jičínská and Korunní x Blanická curves were replaced during this phase, where an insulating spraying of the rail was applied in the direction to the centre to protect against the spread of stray currents. In both curves, construction preparation for the future location of stationary lubrication equipment was carried out. The implementation was carried out by DPP using its own capacity.

Over September and October, the Sídliště Hloubětín bus stop was repaired in both directions, during which the parameters of the boarding edge were improved to install a new prefabricated handrail, whereas in the direction to the centre, a shelter for passengers was installed. The work was carried out by DPP's own capacity.

Maintenance work followed in October. The double-track branching in the Želivského track structure from the Krematorium Strašnice side was replaced, including the replacement of VUIS panels with wooden sleepers. At the same time, the double-track branching and connecting plane in the Vinice track crossing, again from Krematorium Strašnice, was replaced. In the intermediate excluded section, local repair of surfaces and cleaning of the gravel bed took place. As part of the Hagibor development project, a light-controlled junction

was built at the site of the original Vinohradské hřbitovy stop, which was newly relocated further towards the centre of the aforementioned junction. The work was carried out by an external contractor together with Vrchní stavba DPP.

The third event in October was the replacement of the double-track branching in the Koh-i-noor track structure from Čechovo náměstí and the related directional curves in Moskevská street. The implementation was carried out by DPP with its own capacity.

At the end of October, the first stage of the U Výstaviště - Dukelských Hrdinů tram line renovation began, specifically from the Elektrárna Holešovice track crossing to the Bubenská street junction. The existing aged BKV panels were replaced by a concrete slab structure with a W-tram fixing, with a temporary link in the incline to the junction with Bubenská street. In the curve under the SŽ bridge, construction preparation for two new stationary lubrication devices was carried out. The renovation was carried out by Vrchní stavba.

In November, construction works were carried out at the Biskupcova stop in both directions, aiming to widen the platforms, add new shelters as well as new prefabricated railings and four freestanding benches. The works were carried out by DPP's own capacity.

At the same time as the action in Holešovice, the replacement of arches in Jindřišská street and at the Vodičkova x Lazarská junction was carried out at the turn of October and November. Here, the stationary lubrication equipment was completely reconstructed. The curve in Jindřišská street in the direction from the centre was replaced with tracks with the application of an insulating spray, just as in the Korunní event. The implementation was carried out by Vrchní stavba.

Within the framework of the TSK project „Prague without Barriers“, the construction of the Čechův most bus stop was modified. Other projects completed by TSK were the Holešovická tržnice bus stop, the temporary

modification of the Svatoplukova bus stop from the centre and Ostrčilovo náměstí in both directions. The Nademlejnská stop in both directions was also modified as part of a development project and was moved closer to the Nový Hloubětín stop.

During the construction and renovation of bus stops, the foundations for electronic information panels (EIP) were installed. These panels are currently in operation at the bus stops Nádraží Zahradní město, Slivenec, Holyně, Náměstí Olgy Scheinpflugové, Depo Hostivař, Karlovy lázně, Palackého náměstí, Divoká Šárka, Vlastina, Sídliště Na Dědině, Ciolkovského, Dědina, Hasičská stanice Modřany, Observatoř Libuš, Sídliště Libuš and Libuš.

Last year, THMP continued to replace urban furniture at bus stops, replacing JCDecaux shelters and railings with new furniture.

Apart from the above mentioned events, several other minor ones were carried out during the year in the form of replacing switches, arches, rail cutouts, curve welding, corrugation or overturn grinding and partial surface repairs.

The repairs and renovations of tram lines were traditionally accompanied by the modernisation of the overhead wires. Significant events include three new tram line constructions. The first was the completion and commissioning of the Modřany - Libuš line, during the construction of which 61 overhead poles were erected and 3.4 km of overhead wires was stretched. Then the second stage of the Holyně - Slivenec construction was completed with 44 poles and 1.4 km of overhead wires. The last tram line to be put into operation in 2023 was the Divoká Šárka - Dědina line, which included the construction of 100 poles and the laying 4.5 km of new overhead wires. The Krejčárk bridge renovation and the Ohrada - Palmovka tram line were completed, during which all 22 trolley gates on the tram bridge trestle, 5 poles and 1.7 km of trolley wires were replaced. The modernisation of the overhead wires was also carried out in other smaller-scale projects, such as the renovation of the tram line in Badeniho street and the completion of the Strašnice depot supports renovation.

As part of the overhead wires maintenance, possibly due to utility accidents and traffic accidents, several emergency replacements of individual poles were carried out in 2023, as well as minor modifications and interventions on the overhead wires.

Cables form an integral part of overhead wires, which also require construction and renovation during their life cycle. As part of the RTT Ohrada - Palmovka construction, cables were replaced between the Krejčárek bridge and the newly built Krejčárek stop. In total, about 10 km of traction cables were laid, 1.5 km of cables for controlling the motor drives of the disconnectors, as well as about 1.5 km of cables for internal wiring in the bridge tube and power supply of the Krejčárek stop. The construction of the 2nd stage of the TT Barrandov - Slivenec extension was completed. Approximately 1.4 km of catenary cables were laid here to supply power to the line which were connected to the cables prepared from the 1st stage. Approximately 25 km of cables were laid as part of the completed construction of TT Dědina, including cables connecting to the existing cable network of the Červený Vrch substation. A total of 25 km of catenary cables were laid as part of the completion of the TT Modřany-Libuš construction. In connection with the construction of new lines to Slivenec, Libuše and Dědina, 7 new polarised drains were implemented to protect the pipelines from stray currents. The modernisation of the MKS Vokovice - Vítězné náměstí cable route was launched; in the first stage about 5.6 km cables were replaced in the existing route. In addition, there were also actions by non-involved investors, triggering cable relocations. Approximately 100 m of the route was relocated during the TSK Badeniho Noise event, and approximately 80 m of the route was relocated during the construction of the Nuselský pivovar multifunctional complex.

During the renovation of tram lines, new electrically operated switches (EOV) were either reconstructed or built. A total of 6 EOV systems were built, 4 for a single turnout, 1 for a pair of switches and one speed switch. In addition, 6 individual switch heating systems were also newly built.

A total of 8 junction traffic lights were equipped with a tram priority detection system.

The construction of the Libuš substation within TT Modřany - Libuš was completed last year. The Dědina substation was also completed and put into operation, providing power supply to the newly built Divoká Šárka - Dědinská tram line. This substation also includes a part with technology for future power supply of line 59 (now119). Furthermore, the Krejčárek substation was completely renovated, where the outdated technologies were completely replaced with new ones, including structural modifications.

As part of the development of trolleybus lines, construction was carried out on the route of line 119, connecting V. Havel Airport with the Veleslavín railway station hub. As part of this construction, a larger part of the line was covered with wires enabling off-wire driving whilst a separate charging point was under construction at the airport. Another recharging point, but here connected to the overhead wires section, is a bus turnaround the Nádraží Veleslavín bus terminal area. The project also includes the construction of facilities for recharging vehicles in the Řepy garage area, where a new substation, cables, poles and overhead wires were built. A total of 258 poles are to be erected and 25.5 km of overhead wires strung. A total of four new substations were under construction to provide power supply, namely at Veleslavín, Dědina, Airport and Garáže Řepy. The Dědina and Garáže Řepy substations were constructed as detached brick buildings, while the Airport and Veleslavín substations are free-standing container assemblies. A large number of cables, nearly 33 km of traction cables and 16 km of control cables, were also laid and commissioned to provide the power infrastructure. 22.5 km of cables were laid in the Dědina substation area and 7.2 km in the Veleslavín container substation area. The remaining cables are used for the Airport container substation and the Řepy Garage substation.

Investments

Investment metro

In 2023, the preparation and implementation of investment projects within the metro network continued systematically. These included comprehensive renovation of metro stations, as well as significant renovation of technological infrastructure and investments in the rolling stock.

In 2023, the implementation of the investment project „Replacement of escalators, revitalisation of the station and building barrier-free access in the Jiřího z Poděbrad station“ continued, where the renovated public areas, including the replaced escalators, were completed and opened to the public on time. In 2024, a new barrier-free access to the station will be put into operation, which is coordinated with the project of HMP and the Prague 3 Municipality - the square renovation. Work also continued on the extensive renovation of the Florenc station ceiling slab. The implementation is set to continue until the end of 2026. In 2023, the 1st stage of the metro station ceiling structure replacement was completed, and the 2nd stage is now ongoing. Furthermore, design plans for the renovation of stations, replacement of escalators and barrier-free access to the Flora and Českomoravská stations were completed. In 2024, contractors will be selected for both of these projects, with work on the Českomoravská station expected to start in the same year. A contractor to build barrier-free access to the Radlická metro station was selected. A contractor is currently being selected for the modernisation of other public toilets. The works on the waterproofing repair of the Smíchovské nádraží station ceiling slab and walls commenced. This project is being coordinated with the construction of the new Smíchov Terminal, where the investors are MHMP and SŽ. For the project „Modernisation of the Zličín depot including the construction of a new four-track hall“, project documentation for the DSP stage is prepared. Furthermore, design preparation for barrier-free access to the Kačerov station was underway, where the concept of the station entrance will be changed in cooperation with the developer.

Among the most significant renovations of the technological infrastructure is the completion of design plans for the renovation of other sections of the main ventilation of metro lines C and B. Other important projects include the renovation of station air-conditioning systems at the Malostranská and Jinonice stations and, before completion, at Pankrác and Karlovo náměstí, some of which are co-financed by EU and MHMP subsidies. We also must not forget the practically continuous renovation of underground and fecal water pumping stations within the metro, of which more than 500 are in operation. The projects „Renovation of power distribution and renovation of lighting Kačerov - Háje“ and „Náměstí míru - Želivského“ were completed. In the spring and summer, the renovation of the DT at the Kačerov depot was carried out and trial operation started. Since January 2022 a very demanding and complex renovation of the MDT Želivského was underway, which was completed at the beginning of November 2023 and is now in trial operation. In 11/2023, the upgrade of 22 kV cable lines in the section Nádraží Holešovice - Vltavská was approved and the replacement of 22 kV cables in the section Náměstí Míru - CD was completed, with trial operation now underway. Today, the CD building is supplied with new 22 kV R cables from 2 sources from DT st IPP and MDT Nám. Míru.

Since 06/2023, the renovation of the HV switchboards at PP station has been underway, including the laying of new 22 kV cables to Vyšehrad and Pankrác metro stations. Towards the end of 2023, the contractor for the MDT Palmovka renovation was tendered and a new public tender for the MDT Náměstí Míru renovation contractor was announced.

The comprehensive renovation of the electrical heating of the exchanges in the Kačerov depot was completed and so were the design plans for the EPS renovation of 9 other selected stations. Furthermore, the second stage of the implementation of information panels over the check-in line (IPOČ) started and the modernisation of the stationary part of the LZA train signalling system on line A in the Hradčanská - Depot Hostivař section, including the test track of the Hostivař depot, is ongoing. So far, the Hostivař depot without the test track and the stations Skalka, Flora, Želivského and Strašnická were completed.

A number of technologies were continuously upgraded and expanded as part of the Comprehensive Metro Security System project. Currently, the CCTV system is complete at all stations including depots. However, within the framework of the camera system, a project for the replacement of analogue cameras with IP cameras including track access security (PZS) is also being implemented. As part of this replacement, the stations of line A and certain stations of lines B and C are already implemented. At this time, all 14 ordered surface locations are already covered by the TETRA system. As part of the renovation of the access control system EKV (electronic access control) in metro stations and depots, all lines A, B, C and CD (Central Dispatching Centre) and the Hostivař, Kačerov and Zličín depots were completed. Electronic security systems are installed on the perimeters of the surface areas, at the entrances of individual buildings or on the sidings where only authorised staff are allowed. These systems cooperate with the CCTV system and ensure a quick and adequate response of the security services or the Police of the Czech Republic in case of a breach. The introduction of a unified integration platform (JIP) integrates the display and control of all installed technologies into a single user environment and reflects the alarm status of access points.

The purchase and replacement of chassis on M1 vehicles is still underway and will be completed in 2024.

The radio units in the metro fleet are being upgraded. Modernisation of Technology Centre 1 (TC1) has started.

The barrier-free access to the Nádraží Holešovice metro station was renovated in 2023.

The installation of an edge profile at 6 metro stations continued (as part of barrier-free measures in the metro - it minimises the horizontal gap between the platform edge and the metro car door threshold) as did the implementation of access ramps on lines A and B.

Investment surface

In 2023, the preparation of investment events for the renewal and development of tram and bus infrastructure continued systematically, including many events providing technical security, adaptation and modernisation. These include not only the maintenance of transport equipment, but also the renovation and adaptation of DPP-owned buildings. These comprise both ongoing events from previous years, but also newly the launch and preparation of new investment projects. As far as the tram lines are concerned, as per the instructions of the Prague City Council, articulated in a Prague City Council resolution, the preparation of the approved investment plans continued. The preparation of the new tram lines and other tram transport infrastructure is permanently in line with the 2030 Tram Line Development Strategy, approved by the city council in 2017, and will further contribute significantly to the implementation of the Climate Commitment of the Capital City of Prague, by which the capital city declares its responsible approach to meeting international CO₂ emission reduction targets.

The construction of the tram line Sídliště Modřany - Libuš was completed in May 2023.

The renovation of the tram line Ohrada - Palmovka was completed in June 2023.

In October 2023, the second stage of the construction of the tram line Barrandov - Holyně - Slivenec was completed, i.e. the continuation to the Slivenec loop.

In October 2023, the construction of the tram line Divoká Šárka - Dědina was completed.

Prague City Council's top priorities include the fundamental development of the tram network, not only in the outlying sections but also in the city centre. During

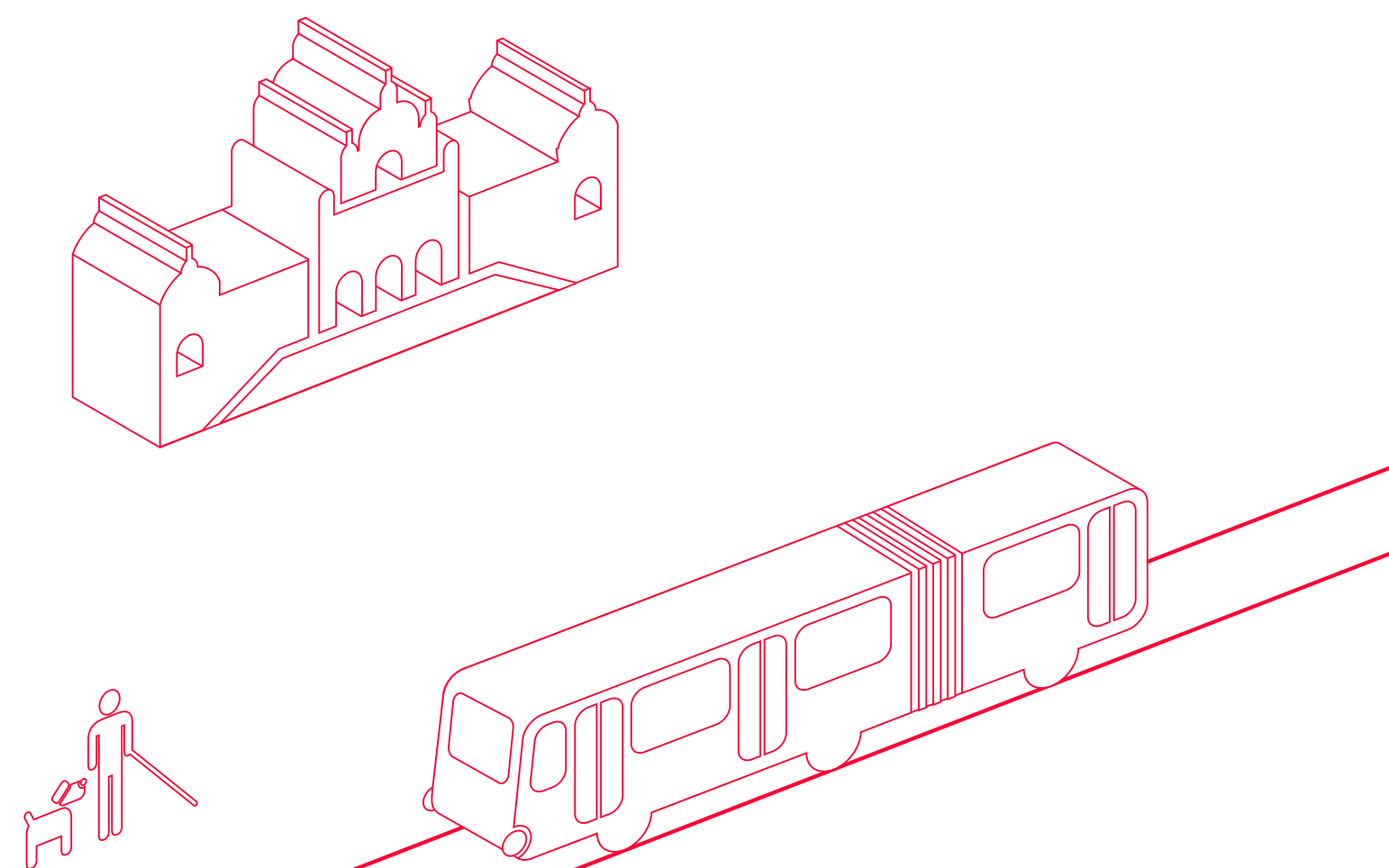
the year, intensive work was carried out on a series of projects, namely, the Wenceslas Square Tram Line and Muzeum Tram Line, whose common goal is to restore the long missing tram connection between Vinohradská street and the upper-half of Wenceslas Square. A contractor was selected for the Wenceslas Square section on the basis of a public tender and after the signing of the contract for the work in early 2024, preparations will be made to start the actual implementation of this part of the construction. For the part of the construction near the Museum, preparations were underway with the aim of applying for a joint permit, which was granted. The outlook for the next few years includes the currently being prepared tram link between Muzeum - Hlavní nádraží - Bolzanova street, which is closely related to the upcoming architectural transformation of the public space around Hlavní nádraží

Other projects in preparation include the Kobylisy - Zdiby tram line, the Pankrác tram line (handed over for implementation in 2024 to Department 900020 Metro I.D), TT Počernická, TT Libuš - Nové Dvory, TT Malovanka - Strahov, TT Olšanská - Habrová, TT Kobylisy - Bohnice, TT Nádraží Podbaba - Suchdol, TT Motol - Vypich and TT Sídliště Ďáblice - Nádraží Čakovice.

Apart from the new lines, another notable construction is the new Hloubětín tram depot, as it is an already ongoing major investment. The original depot had to be demolished due to technical defects of the depot hall, although the work on the project preparation of the new depot was secured well in advance. After the completion of the first stage in 2021, that is the site energy centre, it was possible to proceed to the next stages in September 2022, namely the new depot hall and new operational buildings. The construction of the new depot is a challenge enabling for the low-floor tram maintenance facilities to be built in a layout suitable for today's modern fleet. The new Hloubětín depot should be back in service by the first quarter of 2025 at the latest. Another major project is the construction of a new three-stage pass-through paint booth for 15T, 14T and KT8D5.RN2P vehicles, including technology and associated structural modifications, with actual implementation having started in 2023 and being expected to be completed in the first quarter of 2024.

With regard to the public procurement of up to 200 low-floor, one-directional 32-metre-long trams with the minimum order quantity set to 40, a tram supplier was selected and a framework agreement for the supply of those trams was concluded at the end of 2023. The first 20 units will be delivered in 2025 and the remaining 20 units in 2026, with the first 20 units to be co-financed by the National Recovery Plan.

The concept of electrification of bus lines, provided by Investment - Surface, is described in the chapter Electromobility.



Technical supervision

Technical supervision

The main activity is serving as the guarantor for the entire company for the legal-compliant operation of the UTZ and VTZ equipment according to Ordinance No. 100/1995 and No. 250/2021 of the Coll. and Ordinance. In 2023, the activity of technical supervision focused on carrying out the prescribed inspections on designated and reserved equipment, namely gas and pressure equipment, by Act No. 266/1994 Coll. and Ordinance No. 100/1995 Coll.

In total, 1,951 regular inspections, 73 extraordinary inspections, 1,829 operational inspections were carried out in 2023: of which electrical equipment accounts for 1,002 inspections, 352 visual inspections and tests, UTZ inspections including the issuance of reports; machinery: transport equipment (escalators, lifts, platforms for the disabled) 1,724, pressure equipment 717, gas equipment 174 and welding supervision 84. In addition, 365 tests and training sessions, 375 inspections and visual inspections of technical equipment, 1,672 outsourced both visual and standard inspections, etc. All carried out, including their administration and entry into database programmes.

Testing room and corrosion protection

E-09 High Voltage Testing Laboratory possesses a valid Certificate of Competence No. 250/2019 with national scope, issued by the Association of High Voltage Testing Laboratories, and can perform selected tests of protective equipment for electrical engineering.

In 2023, the HV Testing Centre tested 546 pairs of dielectric gloves, 176 pcs of high voltage testers, 9 pcs of lightning arresters, 123 pcs of rescue hooks, 98 pcs of handling rods, 6 pcs of rods for short-circuit kits, 56 pcs of traction short-circuit kits, 3 pcs of IZM 32 circuit breakers, 1 pair of fuse clamps and 169 pairs of electrically insulating sleeves (galoshes).

In the area of measurement and analysis of electricity consumption, measurements were made on 78 RM and RS switchboards on 22 power stations and other specialised measurements. For the year 2023, 110 specialised measurements of stray current electric fields in the vicinity were carried out.

In 2023, two stations were successfully tested for online monitoring with 24/7 transmission to a single site. The measurement of potential values from the measuring centres was carried out via new multi-channel data loggers.

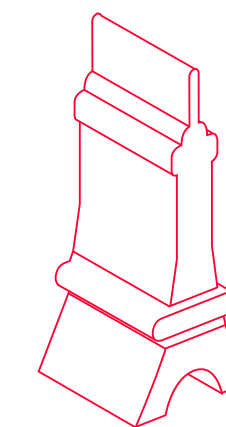
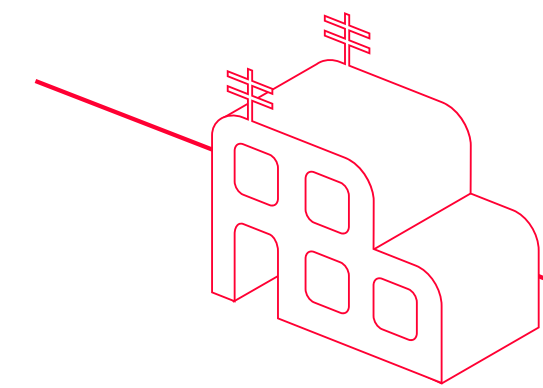
Technical facilities management

The department provides comprehensive technical management of individual metro depot complexes, tram depots, bus garages, the Sokolovská administrative building, the Central Dispatch Centre building, the network of social facilities at terminuses, recreation centres, land and other facilities. It also oversees a community service programme. Furthermore, the department collaborates in the preparation of long-term and annual technical management plans and building maintenance plans, but also provides activities related to dislocation and record keeping processes. In FY 2023, 3,824 cases were resolved through the ServisDesk-SD application and upon direct staff notification or public sector request in the operational and technical maintenance of the entrusted properties assets. The department now handles a number of SDs with the new Department 200500 - Energy Services.

Throughout the year, the working environment of DPP's operational employees continuously improved, especially in the area social facilities - e.g., in Building J at the Kačerov depot, at the Vokovice depot, at the Zličín depot and at the Kačerov garage. Interior painting according to hygiene standards, laying of new floor coverings and repairs of industrial floors in interior spaces continued.

The Hostivař garage lots along with the electrical wiring in the DOZ and GHo areas underwent a complete renovation, with parts still being ongoing. An investment event was carried out at the Klíčov and Řepy garages to provide a depot for new types of trolleybuses and electric buses. At select sites, the original lighting is being replaced in complete batches with energy-saving LED lighting, resulting in significant energy savings.

TSO is actively involved in the preparation of the at depots Zličín, Střešovice, Pankrác and Kačerov, as well as the Central Dispatching Building.



Environment

In the area of the environment, new emergency plans were prepared and approved by the City of Prague in accordance with the Water Act (254/2001 Coll.) for the Klíčov Garage, ÚD Bus Hostivař, ATC 1 - Chodov, ZTC 2 - Hagibor, ZTC 3 - Radlice as well as Metro lines B and C. Throughout the year, the employees carried out regular inspections of premises, stations and metro routes focused on compliance with applicable legislation in all areas of the environment (waste, air, climate, water, nature and landscape, chemicals, etc.) They represented the company in inspections and negotiations with state environmental authorities within the scope of their mandate. As a precautionary measure, monitoring of the hot water distribution system continued, focusing primarily on monitoring for the pathogenic bacterium Legionella. As part of the monitoring, 153 control samples were taken at the premises and company facilities. In addition to this systematic sampling, random checks on drinking water quality were carried out, too. In the area of wastewater management, more than 250 control samplings were carried out to determine the quality of the 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 ten stationary sources of air pollution, which showed that the controlled sources were complying with the prescribed emission limits with a margin. In 2023, DPP generated 13,346 t of waste, of which 11,223 t classed as other waste and 2,123 t of hazardous waste. Regular mini-tenders are conducted in the area of metal waste and waste oil management so as to maximise the financial effect for compliance with all legal standards in waste management.

Energy

Electricity

DPP is the city's largest electricity consumer. In 2023, the total electricity consumption was 351 million kWh, costing CZK 1,977 million. For the traction

operation of the metro and trams, 235 million kWh were consumed, costing CZK 1,319 million.

Heat

The main and largest supplier of heat for DPP was Pražská teplárenská, a. s., mainly due to the creation of a duality of heat sources on the Hostivař and Kačerov sites. The purpose of duality is mainly to secure the supply (CZT / gas) as well as to give the option to optimise the economics of operation. In addition to these two largest above-ground complexes, Pražská teplárenská supplies heat to the Klíčov, Vršovice, Kobylisy, AB Sokolovská facilities and several metro stations alike. In 2023, we purchased 138 thous. GJ of heat, costing CZK 117 million. Heat deliveries from other suppliers in 2023 amounted to 3 thousand GJ, costing CZK 3 million.

Natural gas

Our own sources (gas boiler rooms) were used to provide heat in the Florenc metro station, the Radlice Technical Centre, the Central Dispatching Centre, the Hostivař, Kačerov and Zličín depot, Řepy garage, Pankrác, Motol, Žižkov, Vokovice, Strašnice, Střešovice, Hloubětín depots, and the Orionka and Švábky depots. Gas consumption in 2023 was 3,733 thousand m³ at a price of CZK 79 million.

Water and sewerage charges

The supplier of water is Pražské vodovody a kanalizace, a. s. DPP's consumption was 499 thousand m³ at a price of CZK 26 million. The sewerage fee includes not only water supply, but also water leakage in the metro and rainwater. For 2023, sewerage costs for 2,070 thousand m³ were CZK 117 million.

The total cost of all types of energy (electricity, heat, gas, water, sewerage) in 2023 was CZK 2,319 million.

Energy service

The Energy Service Department, within the framework of DPP and TÚ Surface, provides all energy services, heat production, cold and compressed air, including distribution to end consumers. The Department was established on 1 November 2022 by taking over 37 core employees of České teplo, s.r.o. and integrating them into DPP's structure.

Within its scope, it collaborates mainly with the Energy and Technical Facilities Management Department in terms of supply, maintenance and management of technology, as well as in the preparation of repair plans or investment projects.

During the „trial“ year of 2023, the department was fully integrated into the structure of TÚ Surface and fulfilled its task. During the scrutiny period, all media supply and distribution was carried out in a standard manner, without any non-deliveries or major breakdowns. During the 2022/2023 heating season, the department secured the duality of heat sources in the key premises - namely Kačerov BUS + DEPOT and Hostivař BUS, ED, METRO DEPOT + OZM. This alternative method of heating options, both from the central heat supply from PT, a. s. and from the natural gas supply from PP, a. s., reduced both the dependence on gas consumption from Russia and the threat of emergency situations of the heat supply.

In 2023, the Department handled approximately 491 reported cases or requests through the Service Desk application. A similar number of managed faults was handled as part of preventive maintenance and service. In the case of urgent cases, i.e. emergency situations, a large number of faults are solved operatively by phone, email or on site.

A plan of repairs and proposed capital works for 2024 is prepared and technically discussed.

Historic vehicles

2023 was a successful year for the Střešovice unit in several respects.

Performance on Line 23 increased, as we provided dispatches on five weekends in December. The number of unique riders on the historic tram Line 42 surpassed 30,000. A record number of visitors, nearly 33,000, toured the Museum of Public Transport in 2023. Construction of the much-anticipated bus and road vehicle museum hall is nearing completion.

During 2023, there were three weekday and four Saturday, Sunday and holiday departures from the depot on Line 23. With the exception of car No 7122, a long-idled car awaiting overhaul, nine cars were in operation, two of which (7188 and 7205) at the end of their lifespan. We plan to initiate a Line 23 car overhaul programme in 2024 and believe that the situation improves towards the end of 2026 when the overhauls should be completed.

The historic tram line 42, operated in cooperation with Prague City Tourism, ran all year round on Saturdays, Sundays and public holidays. During the holidays, the line also ran on weekdays with the total number of unique passengers exceeding 30,000. 24-hour tickets are sold on the line, allowing the line to operate as a hop-on, hop-off tram. As its reputation grows, the daily operation of Line 42 in 2024 will start on 29 March and will continue until the end of the year. Having been in service since the first quarter of 2023 after refurbishment by the Brno City Transit Company, the K2 registration number 7000 car proves to be fit for operation on line 42. The second line is operated by two-axle motorised cars, now supplemented by trailing cars since the spring to meet the growing demand from visitors to Prague.

The number of commercial journeys also increased and it is clear that tourism is gradually recovering from the 2020 and 2021 pandemic downturn. On the busiest days, we processed ten to fifteen commercial bookings a day.

The higher performance also necessitated a greater number of inspections on vintage and retro cars; a total of 69. In the first months of the year, work was carried out on the commissioning of the K2 car and at the end of 2023 work began on the commissioning of car 3098 (Mevro), which we plan to put into service in the first and second quarter of 2024. Trailer car 1522 also underwent major repairs.

Preparation of museum vehicles for the parade on the occasion of 150 years since the inauguration of Prague public transport continued. In 2023, we took further steps to ensure that the museum's collection could be seen in full splendour on the streets of Prague in September 2025. Although more work awaits us in 2024 and the first half of 2025.

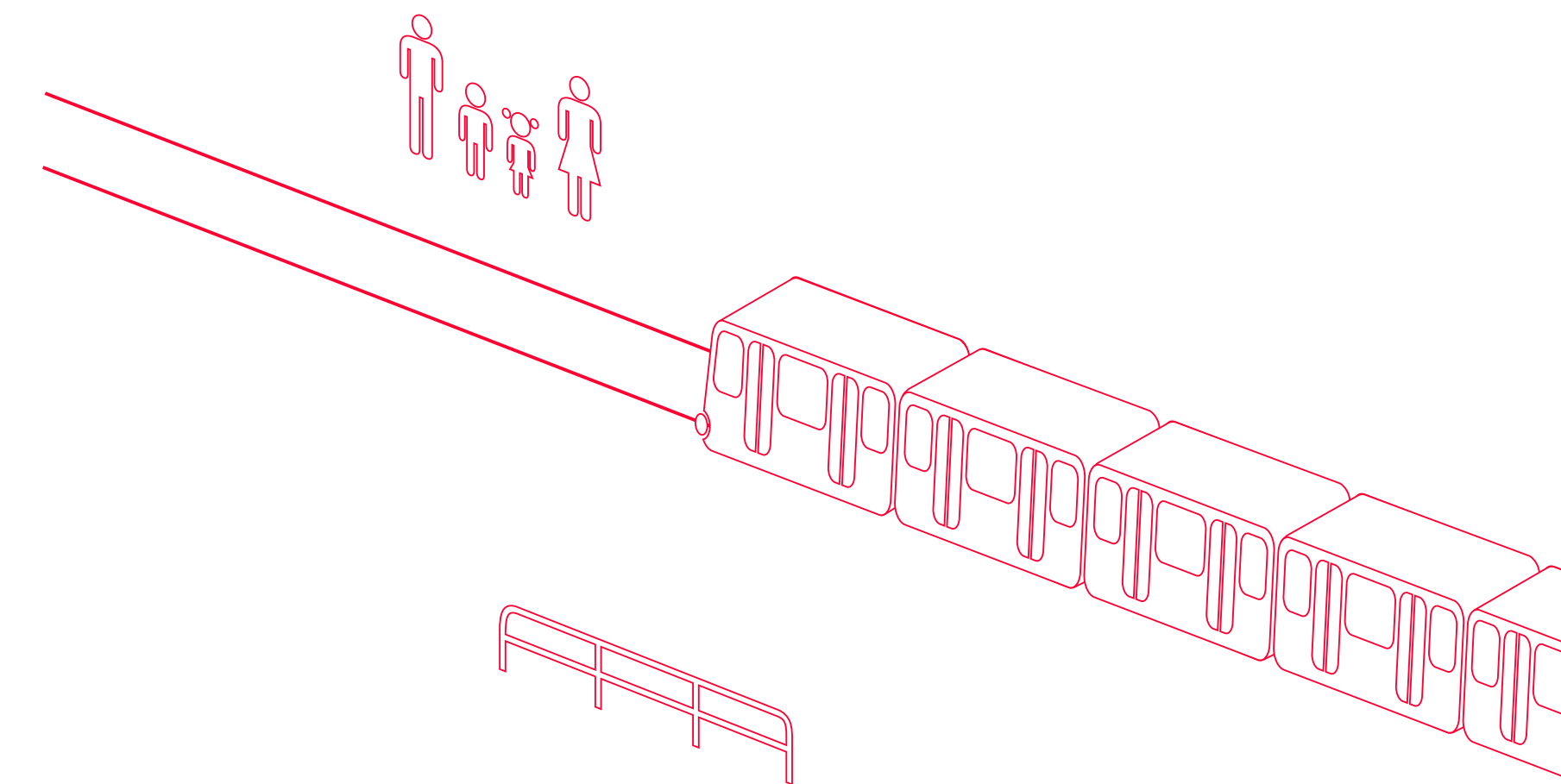
In December 2023, the Government of the Czech Republic declared the museum car, registration number 200, the so-called Mayor's car, a national cultural monument, which is an excellent testimonial for us for taking care of the cultural heritage entrusted to us.

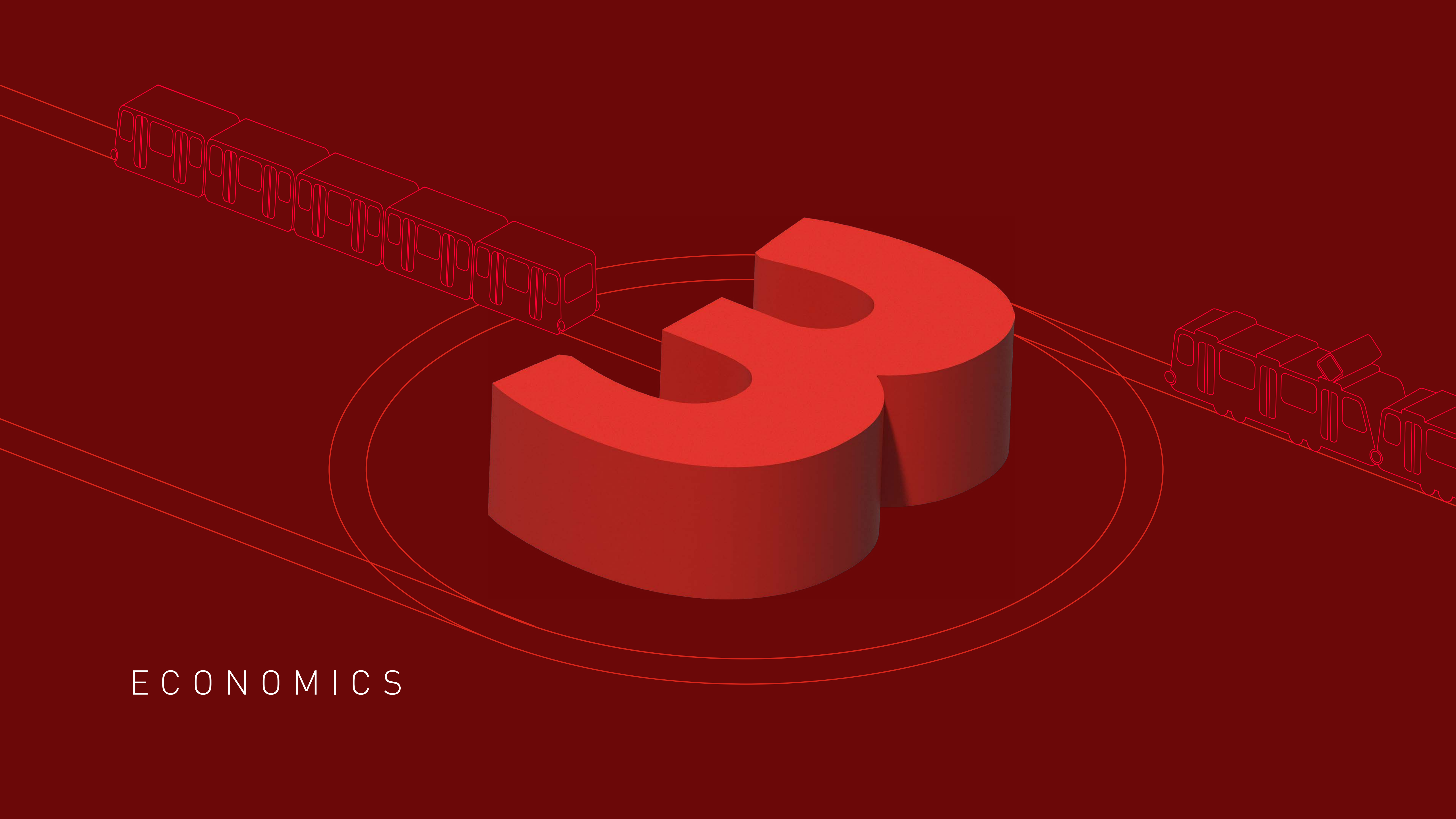
The Museum of Public Transport itself had recorded several significant milestones in the past year. In February we welcomed our half-millionth visitor, in May we commemorated 30 years of the existence of the Museum of Public Transport in Střešovice, and in spring we introduced the newly acquired Praga NDO bus. The museum was open for more than 130 visitor days and its total number of visitors approached 33,000.

With the removal of the two Metro Museum cars at the end of October, preparations for the construction of the new bus and road vehicle hall began in the first weeks of 2024, limiting the activities of the entire unit. With a planned construction period of 20 months, by the end of 2025, the buses in their new home hall will be on display for visitors.

We are also preparing buses for the June 2025 parade, when 100 years of continuous bus service in Prague will be commemorated.

From April 2023, the Historic Vehicles unit also includes six retro buses, operating on lines 180 and 213 until the end of 2022. Retro buses continued being deployed on this line and since the summer we had been working to make the fleet of retro vehicles more varied and interesting for passengers. In the summer of 2024, our efforts should be fulfilled as a result of acquiring the oldest vehicle from the late 1960s and early 1970s.





ECONOMICS

Economics

Introduction

DPP provides transport services to the capital city of Prague and suburban areas in the Prague Integrated Transport (PID) system. The provision of transport services in the capital city of Prague is covered by a long-term Public Service Contract with HMP represented by ROPID (hereinafter referred to as the HMP Contract).

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

- **basic transport services in the territory of the capital city of Prague** - contract with HMP represented by ROPID,
- **basic and other transport services in the territory of the Central Bohemian Region** - contract with the Central Bohemian Region represented by IDSK.

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

The Capital City of Prague

The preliminary estimate of the compensation for 2023 was set at CZK 18,998,661 thousand, including all interim additions of CZK 136,676 thousand and carry-over funds of CZK 104,884 thousand. The amount of the transfer of CZK 1,104,000,000 for unused transport performance for 2022, with a transport performance order of 181,237 thousand vehicle kilometres. The reasonable profit was valued by the carrier at CZK 1,622,097 thousand, whereas the amount set by the customer was CZK 0.

The assessment of the shared risks for 2023 amounts to CZK 1,038,014 thousand to be refunded. Of the above amount, on the basis of ZHMP Resolution 9/3 of 14 December 2023, funds from the 2022 risks in the amount of CZK 104,884 thousand will be transferred to the 2024 compensation for undelivered transport performance. Funds for unrealised transport performance in 2023 in the amount of CZK 117,040 thousand will also be transferred. The remaining CZK 25,682 thousand will be transferred to the potential adjustment fund in accordance with Article VII, par (4) of the HMP Contract; the amount to be reimbursed for shared risks is CZK 790,408 thousand after taking into account the agreed adjustments to the 2024 transport performance volume.

In accordance with the approved budget for 2023 (Resolution No. 1/34 of 15 December 2022), the submitted preliminary estimate was reduced by an inflationary increase in personnel costs of CZK 274,510 thousand and an inflationary increase of cost items by CZK 531,829 thousand. Of this amount, DPP claims a total of CZK 365,754 thousand. The settlement of the first quarter of 2023 resulted in the payment of CZK 120,876 thousand. The amount to be reimbursed is CZK 244,878 thousand.

The total amount to be returned to the client for 2023 is CZK 545,530 thousand.

The compensation paid, including a reasonable profit for 2023, therefore totals CZK 18,205,525 thousand.

Suburban transport

In addition, a subsidy of CZK 85,795,000 is provided for suburban bus transport for the entire year:

- **for lines operating in the capital city of Prague in zone 0** (CZK 66,357 thousand)
- **for lines in outer zones 1, 2** (CZK 19,438 thousand from the Central Bohemia 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 16,600 thousand for 2023, including VAT (CZK 15,091 thousand excluding VAT).

Other activities and accounting entries

For other activities not covered by individual public service obligations, DPP proceeds in the planning process to determine the amount in such a way as to

ensure that they are cost-effective, efficient in terms of capacity utilisation and productivity.

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

Economic result

The balance of the public service obligation for HMP, i.e. the main activity of DPP, for 2023 amounts to CZK 545,530 thousand.

In the overall result, DPP achieved a profit of CZK 1,222,616 thousand.

Fare revenues

Within the entire PID system, revenues (without fare surcharges) for 2023 were 12.7% higher (approx. CZK +551 million) compared to the previous year of 2022. The reason was the end of the covid-19 pandemic, the return of passengers to urban transport and also the impact of partial changes to the PID Tariff as of 1 January 2012. In 2022, the discount on fares was reduced and in 2023 there was an increase in prices, introduction of new types and adjustment of time and zone validity of passes and individual tickets valid for external zones.

Total revenue from the sale of time coupons (including employee, transferable and claims tickets) was 11.1% higher than in the comparable period in 2022 (approx. CZK 280 million).

The situation is similar with regard to revenue from the sale of individual tickets, where an increase was also registered. Compared to 2022, sales of single journey

tickets were 8.8% higher (approx. CZK +123 million). That said, when short-term time coupons are included, total sales for this type of ticket were 14.8% higher (approx. CZK +270 million). The total fare revenues for 2023 are contained in the annexes to the Annual Report.

DPP's revenues in connection with the long-term HMP contract amount to CZK 3,803,414 thousand. This represents a share of 77.7% of the total fare revenues within the entire PID system.

Information Technology Unit

Applications Department 410100

From the application perspective, the most important event in 2023 is the launch of the Enterprise Integration Bus (ESB), which is a key architectural element for the further development of applications within DPP, through which all data exchange between individual information systems will take place.

Our plan to digitise HR agendas, with the preparation and successful testing of electronic pay slips and electronic tax returns within the ELANOR payroll system, both of which should be available to users during 2024, is currently still ongoing.

In 2023, the sale of electronic public transport tickets for zones P, 0 and B in ticket machines was also extended. With this step, DPP enables passengers to purchase long-term passes at other locations throughout Prague. The network of electronic pass sales is gradually expanding. Currently, this purchase is possible at almost 300 ticket machines.

DPP and ŠKODA Auto DigiLab established a collaboration, offering the purchase of individual tickets for public transport in the CityMove mobile app. DPP plans to continue and gradually extend the sale to other providers' apps.

Last but not least, the Enterprise Applications department staffed new SAP ERP administrators and is thus succeeding in taking over more of the agenda for its own management in line with the IT Strategy.

Department of Infrastructure 410200

The Department of Infrastructure manages a large amount of equipment from different manufacturers, requiring ongoing care and service. In 2023, many expiring service contracts had to be renewed and partners had to be transparently tendered. For the Network Management Department (410220) this meant support and maintenance of Cisco, Checkpoint, F5 and Flowmon technologies. Furthermore, it was possible to complete a public contract for the installation of fibre optic and data cables, without which it is impossible to develop and renew the Transit Company's infrastructure.

In 2023, the regular renewal of outdated and unsupported hardware with new hardware purchased through the Ministry of the Interior's public tender was successful. This model proves to be functional and will continue to be used.

The Server Management Department (410210) provided support for the migration of databases to the new Enterprise Cluster in 2023. It also continued the renewal of servers and stabilised the optical network lines between the Kačerov and Sokolovská depots by procuring powerful optical modules.

Department of Records and Archives 410300

The Archive of the Prague Transit Company received a total of 416.2 bm of documents from internal departments, of which 268.7 bm were intended for short-term storage in the central filing room, 130.4 bm for direct disposal and 17.1 bm for permanent storage, alternatively for selection in the shredding procedure. In one block of the shredding procedure, a total of 494 bm of documents were disposed as their shredding deadlines had been exceeded and were no longer needed for the company's further operation. In 2023, a total of 431 internal and external requests

for archiving were processed within the ServiceDesk application, of which the largest share was accounted for by personnel agendas, receipts to the central filing cabinet and archive, retrievals and digitisation of technical documentation. A total of 6 researcher visits were made in 2023.

In July 2023, after several years of negotiations, a contract for the safekeeping of archived materials was concluded between DPP and the Prague City Archives, which is a crucial step in ensuring the continued operation of the DPP Archives in accordance with current legislation. The ELZA standardised organising application, the most important part of the future archiving information system, was launched in test mode in September 2023. In the area of capital actions, preparations were underway for the renovation of the shell and replacement of the windows of the existing archive building, which had been requested for many years. The discussion regarding the development plans for the Hostivař Central Workshops site started, specifically relating to the construction of a new building for the DPP central file room and archive in the designated area, as per the 2022 development study of the Hostivař Central Workshops site. The new building should solve the spatial and technological problems of the existing premises and free up the existing building for the purposes for which it was originally designed. In the area of technical facilities modifications, the conversion of the 08 depository to a staff payroll facility continued. In addition, the renovation of the 1931 historic drawing cabinet for the City's General Transportation Programme Competition entered its final phase, and the digitisation of its contents for record keeping purposes progressed, too. In terms of expanding the archive collection, the most significant ones were the acquisitions of two estates of important DPP personalities - Mgr. Pavel Fojtík, historian and head emeritus of the DPP Archives, and Lubomír Kysela, co-founder and long-time administrator of the Museum of Public Transport in the Střešovice depot. As in the 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 took place beyond the scope of services for internal departments. The archive's contribution to the demanding renovation of the historic tram T1 No. 5001 for the Museum of Public Transport was also significant. The programme of up-to-date documentation of

major DPP construction and engineering projects, for which electronic records were introduced, continued successfully throughout the year.

Department User Support 410400

In 2023, we gradually started equipping DPP meeting rooms with interactive display panels. This step enables conducting improved presentations, meetings and team collaboration, which had contributed to efficiency and better use of workspaces.

A phased transition to the new Windows 11 operating system started. This initiative ensures that our information technology is up-to-date, bringing not only new capabilities but also improved security and performance to our systems.

In order to strengthen the protection of company data, in 2023 we deployed MS Defender on all mobile phones and tablets that have access to our sensitive information. This measure enhances the security of our mobile devices and minimises the risks associated with potential cyber threats.

We also enhanced our endpoint security with MS Defender for Endpoint. This advanced security provides a high level of protection against various forms of malware and cyber attacks, helping to protect our company assets and data.

During 2023, measures were put in place to secure access to company data on M365 services from private devices. This initiative strengthens the protection of our data and continues to allow employees the flexibility to work on their devices without compromising security.

We had started and successfully tested the new Extranet access for employees without a DPP account. This step will increase the awareness among our employees who do not have a company account and a device allowing access to information readily available on the intranet.

In 2023, the software and hardware support needed to launch the operation of the JPT and JPA mobile dispatch centres was successfully secured.

Department of IT Conception and Development 410500

The Department of Conception and Development was newly established in 2023 to ensure quality improvement in project procurement and implementation by unifying project management methodology, introducing a basis for business analysis in relation to the objectives set by the IT Unit Conception. New positions were created for the business analysis area and were filled through competitive tenders. The new colleagues in business analyst positions are the basis for extending the internal capabilities of DPP to the area of user needs description and collection. This information, knowledge and experience will now remain in DPP and can be reused.

In the area of project management, it was possible to ensure the smooth centralisation of project management, which in the past was carried out only in cooperation with the heads of departments. In addition, the content and method of reporting on the status of projects to the management of the IT unit was redefined. Information on the current status and potential risks of projects is communicated at regular intervals in a written form directly to the heads of the departments as well as at the established project committees who regularly meet to manage projects.

The Department also continuously coordinates the activities of other DPP specialist units, e.g., the Energy Service Department or Tram Operations Unit. Various projects were successfully completed, e.g., an implementation contract for a printing solution to cover newly required locations, technology and support for printing payroll, improvement of the mobile coverage in the Hostivař driving school or a contract for support of structured cabling.

Property Department

The Property Department, in cooperation with the expert departments, ensures the registration of all DPP-owned properties registered in the public list, and ensures the recording of all changes related to properties in the public list. The Department of Immovable Assets methodically guides the expert services in order to bring the registration of immovable property in the public register into line with the actual situation on the ground, while ensuring consistency between DPP's accounting records and those of the public register. In addition to the comprehensive registration of immovable property in the public register, it also deals with the registration of immovable property not subject to registration in the public register, including its possible contractual protection.

The immovable property owned by DPP is located in 94 cadastral areas within Prague and in one cadastral area outside the capital city. One of the tools used to register immovable property is the SAP S4/HANA system and the Flexible Property Management module. The system contains 6,384 plots of land on which property owned by DPP is located. Of this number, DPP owns 1,967 plots.

The Flexible Property Management module, in addition to the properties asset records, customer lease agreements and their invoicing and cost allocation to internal tenants in relation to the reporting of costs demonstrable for the public service, also provides the possibility of recording all contractual documentation related to properties assets.

Another activity is to ensure all contractual relations in the area of disposal of immovable property and at the same time to contractually protect the interests of DPP in the event that the interests of DPP are affected by the immovable property of another entity. At the same time, it deals with contractual documentation for the property rights for the implementation of DPP's constructions. In 2023, the Department of Immovable Property concluded 234 new contracts relating to immovable property and 44 amendments to previously concluded contracts. The agenda of the Department of Immovable Property

includes the representation of DPP in litigation and administrative proceedings relating to immovable property.

The fundamental contractual documentation concluded in 2023 was an exchange agreement with the City of Prague. DPP acquired ownership of the KOMOKO tram buildings and handed over 359 plots of land to the shareholder, which they should have owned on the basis of the auditor's reservation in the form of built-up roads and greenery.

It also processes economically concluded contracts concerning properties assets, including invoicing, securing payments, setting up investment projects and their processing, including the completion of documents for activation, issuing purchase orders to the liquidation of incoming invoices. Under the concluded lease agreements, a total of CZK 408,218,450 in rent was invoiced in 2023. An amount of CZK 9,484,771 was paid to DPP for the payments related to the establishment of the easements. In connection with the charging of contractual penalties and default interest, CZK 1,409,211 was invoiced. A total of CZK 40,740,347 was paid to DPP on the basis of the concluded purchase contracts.

Warehouse Management Department

The Warehouse Management Department methodically managed and comprehensively coordinated the quality management system implemented in the Central Purchasing and Warehouse Management Departments. At the end of the year, the effective functioning of the implemented quality system, the fulfilment of the requirements of the criterion standard and the achievement of the set objectives as well as the successful integration of the operational warehouses managed by the Warehouse Management Department into the QMS were confirmed by an external audit carried out by a multinational certification authority. Full compliance with the certification requirements, a properly

implemented and maintained quality management system and its continuous improvement had been demonstrated.

Department employees actively participated in the development of the used applications, especially in the stabilisation and optimisation of the MTZ functionalities implemented in the SAP environment at the end of the previous year and in the expansion of their widespread use, especially in the area of warehouse document management. In the area of inventory management, the Warehouse Management Department initiated the conclusion of contracts for the supply of the AdBlue liquid so that responsibility for stock and continuous supply was transferred to the supplier, thereby reducing both inventory and the administrative burden on employees. Another significant saving is the successful conclusion of a consignment contract for the supply of new tyres.

Investments

During 2023, we spent the following funds on these investments:

- **DPP's own resources** CZK 3,766.147 mil.
- **available funds (see note)** CZK 711.395 million
- **compensation 2023 (reasonable profit)** CZK 0.000 mil.
- **Capital City of Prague current budget subsidy** CZK 5,618.736 mil. *
- **EU subsidies (OPD)** CZK 367,836 mil.
- **a total of** CZK 10,464.114 mil.

/* Total subsidy from the budget of the Capital City of Prague CZK 5,618.736 mil.

- **OPD2 - TT Sídliště Barrandov - Holyně - Slivenec** CZK 239.042 mil.
- **OPD2 - TT Divoká Šárka - Dědinská** CZK 449.742 mil.
- **I. operational section of metro line D** CZK 2,975.888 mil.
- **new Hloubětín depot construction** CZK 644.739 mil.

- Jiřího z Poděbrad metro station barrier-free access CZK 129.124 mil.
- Jiřího z Poděbrad metro station renovation CZK 450.000 mil.
- TT Muzeum CZK 2.787 mil.
- RTT Revoluční CZK 1.284 mil.
- metro comprehensive security system CZK 20.000 mil.
- Českomoravská metro station renovation CZK 11.362 mil.
- RTT Badeniho CZK 41.208 mil.
- Florenc metro station ceiling slab and stairs renovation CZK 200.000 mil.
- RTT Strossmayerovo náměstí - U Výstaviště CZK 25.000 mil.
- TT Kobylisy - Zdiby (Prague section) CZK 2.642 mil.
- TT Libuš - Nové Dvory CZK 5.000 mil.
- TT Malovanka - Strahov CZK 4.790 mil.
- Flora metro station incl. escalators replacement CZK 11.000 mil.
- Zličín depot modernisation and new hall construction CZK 21.859 mil.
- JHV - Střešovice Exhibition Hall CZK 4.896 mil.
- TT Kobylisy - Bohnice CZK 2.085 mil.
- LD Podbaba - Troja - Bohnice CZK 5.549 mil.
- Bus lines electrification - left bank CZK 10.000 mil.
- Line 119 electrification CZK 200.000 mil.
- Prague - Stará Boleslav section electrification CZK 2.000 mil.
- Bus lines 142 and 225 electrification CZK 0.225 mil.
- Kačerov metro station barrier-free access CZK 5.000 mil.
- Flora metro station barrier-free access CZK 5.000 mil.
- RTT Ohrada - Palmovka CZK 90.000 mil.
- TT Wenceslas Square (Jindřišská - Muzeum) CZK 1.564 mil.
- Invalidovna metro station rec. incl. barrier-free access CZK 0.499 mil.
- OPD2 - TT Modřany - Libuš CZK 30.031 mil.
- KoMoKo route Hodkovičky new stop CZK 1.187 mil.
- Generála Šišky tram line modernisation CZK 25.233 mil.

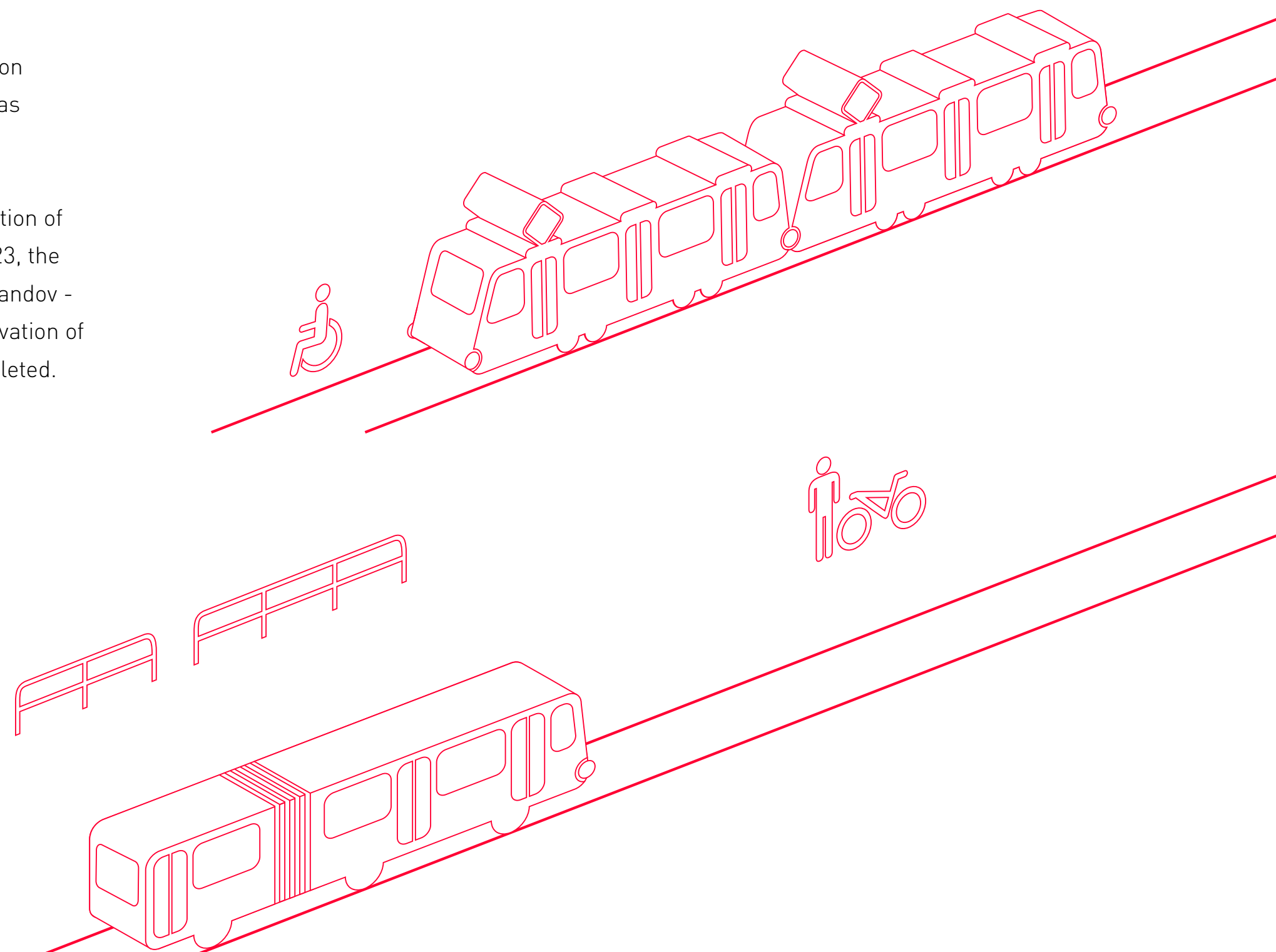
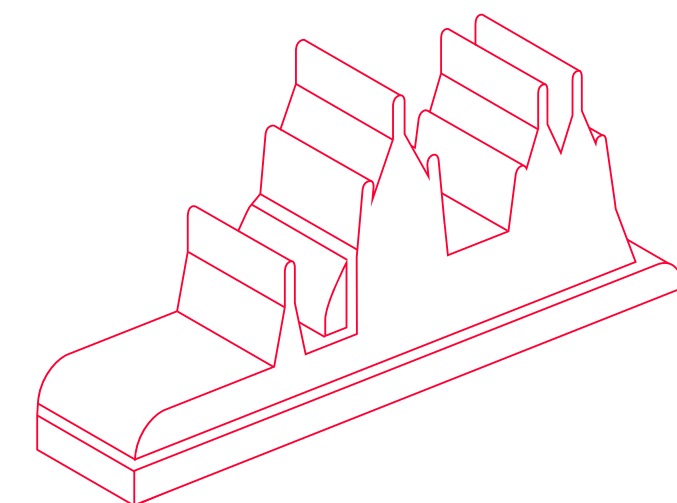
A large part of the funds was used for the renewal and modernisation of our fleets:

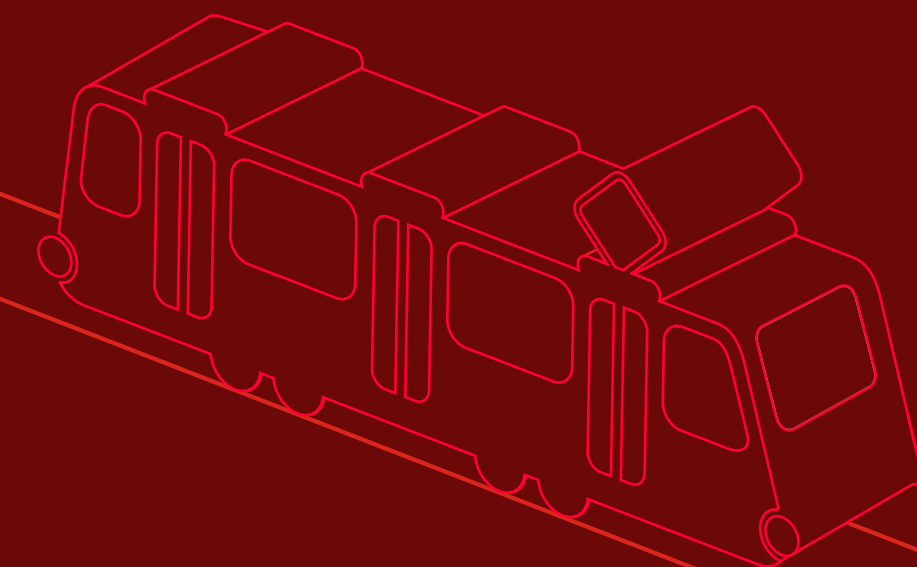
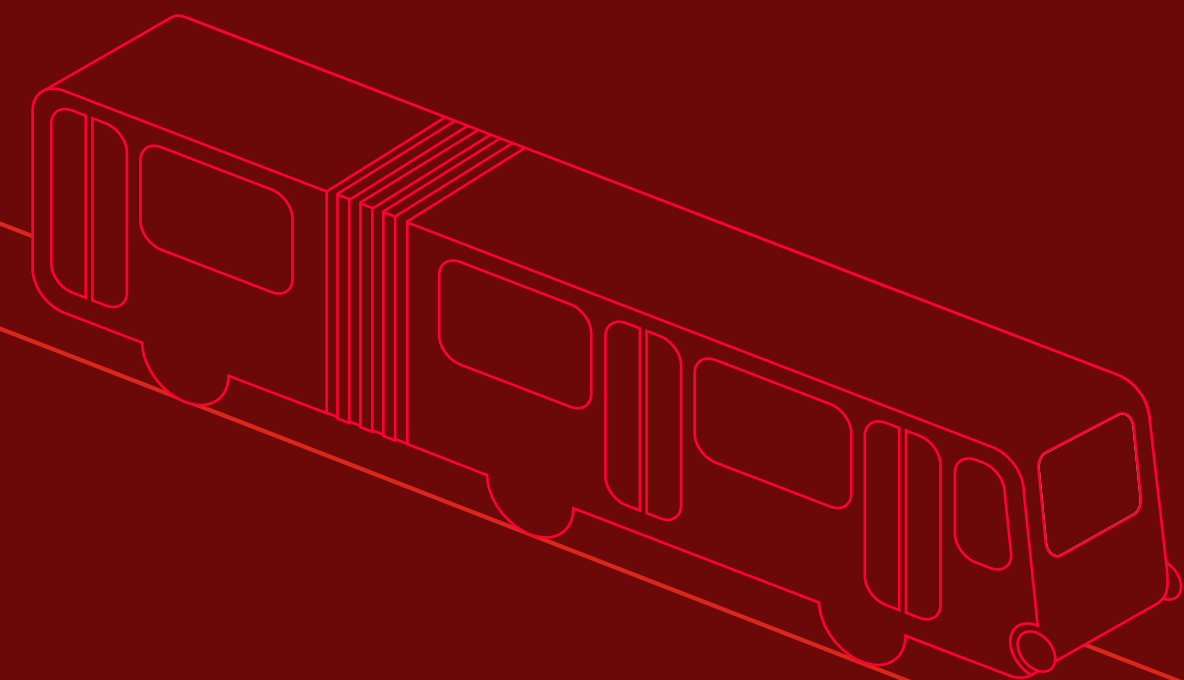
- CZK 187.194 million **was spent on tram renovations.**
- CZK 317.961 million **was invested in bus purchases.**
- CZK 220.305 million **was invested in electric bus and battery trolleybus purchases.**

Furthermore, a repayment of the promissory note programme used to pay for the 15T trams in the amount of CZK 800,000 mil. was made.

In 2023, construction of metro line D in the Pankrác - Olbrachtova section was underway. The renovation of the Jiřího z Poděbrad metro station was completed.

A significant part of the funds was used for the construction and renovation of tram lines (RTT), with CZK 1,412.090 million spent on this project. In 2023, the construction of 3 new tram lines Sídliště Modřany - Libuš, Sídliště Barrandov - Holyně - Slivenec and Divoká Šárka - Dědina were completed. The renovation of tram lines Ohrada - Palmovka, Badeniho and Generála Šišky was completed.





HUMAN RESOURCES

Human Resources

Staff development

As at 31 December 2023, there were 11,214 employees on the register of whom 9,575 were male and 1,639 were female. The number and mix of employees is based on the employment needs and opportunities within our company. The numerically strongest group is public transport drivers (39.55%), followed by TH employees (28.54%) and then blue collar employees (27.70%).

The educational and age structure of the company's employees did not change significantly in 2023. Middle-aged employees with A-Levels and no A-Levels are still significantly predominant.

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

Wage policy

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

The average monthly salary of employees in 2023 was CZK 55,706, and wage costs were drawn in the total amount of CZK 7,637,290 thous. This amount does not include the estimated items for 2023. The wage costs were affected by the payment of severance pay for health reasons and the increase in tariff wages in accordance with the applicable KS.

There is a decrease of 31,084 hours in overtime in 2023 compared to 2022, mainly due to the increase in the number of public transport drivers in 2023.

Total overtime as a proportion of hours worked in 2023 was 6.52%.

Social policy

Social policy is a set of measures in the social sphere of society aimed at meeting the needs of employees and their job satisfaction. Through social policy, DPP provides social services to its employees. The social needs of the employees are met by increasing their motivation, work commitment and job satisfaction. The social policy is implemented in the form of benefits and advantages enshrined in the Collective Agreement of the Transit Company of the Capital City of Prague, joint stock company, in Appendix 1, Appendix 2, Appendix 3, Appendix 4 and Appendix 5.

In 2023, DPP provided employees with, for example, a contribution to supplementary pension savings, to supplementary pension insurance with state contribution and life insurance, leisure vouchers, a contribution to children's recreation, a contribution on work anniversaries and on the first termination of employment due to old age or disability retirement, assistance in social distress, employee fares, family members and pensioners (former employees) or rehabilitation stays for select professions or functions.

DPP continued participating in partial reimbursement of the employee's liability insurance for employee caused damage of employer's assets, and accident insurance for select professions or functions listed in the Collective Agreement of the Transit Company of the Capital City of Prague, joint stock company, in Appendix 1, Appendix 2, Appendix 3, Appendix 4 and Appendix 5.

DPP allowed all employees to take one day of unpaid leave per month on request and in case of sudden illness, three paid additional working days per year. If this leave is not taken, the benefit is provided in the form of a

contribution to supplementary pension savings, supplementary pension or life insurance, or in the form of leisure vouchers in the financial amount corresponding to the wage amount.

DPP provided accommodation for employees in its own Řepy garages hostel.

Employees are allowed to draw non-monetary meal allowance as a benefit either - paper or electronic, or in the form of a cash meal allowance. In 2023, employees were provided with meal vouchers worth CZK 140, of which CZK 70 was provided by the employer and CZK 70 was paid by the employee, and a cash meal allowance of CZK 70 as well. As part of improving and making the working environment more pleasant, DPP provides its employees with the possibility of placing drink and food vending machines, including chilled meals, at select locations. It also provides the possibility of discounted catering for employees through external operators in their own and DPP's canteens.

Staff training and development

In 2023, we continued our efforts to provide employees with systematic training and development to support their performance, motivation, job satisfaction and career growth.

In total, we provided 765 training events relating to regular training and retesting for professional competence, seminars to enhance professional knowledge delivered through external agencies and IT courses. The professional development programme offered 12 topics to deepen knowledge on recent changes in legislation and internal regulations.

Hands-on workshops in the area of first aid training for specific target groups, topics on negotiating as well as recognising counterfeit or invalid banknotes for ticket inspectors, took place throughout the year.

We also further developed the already established system of electronic learning, which not only allows us to deliver a large number of periodic courses efficiently, but also offers self-study guides for employees and practice materials for exam preparation.

We also supported the participation of 758 employees at 261 external conferences and seminars to enable them to share knowledge, gain inspiration, and to network.

In cooperation with SPŠD, a. s., the 20th anniversary year of the accredited Management training programme was implemented, which is designed for employees in Apprenticeship Masters roles and those in charge of work groups in operational units or preparing for this role. A total of 40 employees completed the programme for the full year of 2023.

The language skills of employees who use a foreign language to perform the agreed type of work continued to be enhanced in the form of group long-term

general courses and one-off conversation courses aimed at specific, coherent groups of employees. In 2023, a total of 141 employees were enrolled in long-term group courses, while one-off conversation courses were implemented for historical tram conductors and drivers of the Řepy garage serving Václav Havel Airport lines.

We also supported the improvement of employees' qualifications by studying. A total of 53 qualification agreements were concluded for studies in line with the needs of DPP. As in the year prior, the largest share of the concluded qualification agreements was made by the employees of the Vehicle and Bus Administration unit, who were studying the Electrician subject at SPŠD, a. s., to expand their qualifications in connection with the developing electromobility.

We continued to promote the importance of adhering to the principles of a standardised adaptation process for new employees in order to successfully integrate them into the DPP team. We regularly updated the Practical Information for New Employees booklet, which was given to 956 employees at the HR Department's Induction Training, introducing both the history and the present day DPP.

We continued to implement regular staff appraisals as a key HR process in the area of managing staff performance and developing their competencies. In order to continuously raise awareness of the appraisal system, all appraisers who were new to the role in 2023 were trained. In collaboration with the IT unit, we developed software records of staff appraisals within the EGJE HR payroll system. A total of 84 interactive workshops were delivered to 545 participants in 2023 in relation to suggestions for developing staff competencies arising from the regular annual appraisal.

The Personnel Reserve System development programme continued to be an integral part of the systematic planning for career growth, motivation and stabilisation of employees. The system includes a succession process for key positions in connection with retirements and the development and motivation

of promising employees with potential for career growth. As of 31 December 2023, a total of 232 employees were enrolled in the scheme. 2-year Individual Personal Development Plans were drawn up for the 38 new staff reserves included in the scheme in 2023.

Other development programmes also fulfilled their purpose. We continued the implementation of the HR Academy, which focused on internal training in selected HR processes with Module 1 in 2 full-day lectures for 62 employees, and Module 2; interactive workshops on communication skills, motivation and team leadership for 60 blue-collar team leaders. We innovated the Career Consulting Programme for Secondary Schools to promote, through non-systemised job positions, the enhancement of employees' competence to perform senior operational functions. We continued to offer employees with a university degree the opportunity to be included in the University Career Consulting Programme in an effort to support their placement in positions that match their qualifications and potential.

Intensive cooperation with the SPŠD, a. s. subsidiary continued with the primary objective of linking theory with hands-on experience and attracting future qualified employees. A total of 278 students completed apprenticeship and gained work experience at DPP workplaces in 2023. The Apprenticeship Internship Programme for SPŠD, a. s. teachers provided vocational internships at DPP workplaces for 11 teachers.

In order to increase the attractiveness of DPP for SPŠD, a. s. students, we launched the 11th year of the Motivation Programme in an innovative form, the principle of which is to earn motivation points for activities DPP related and the engagement of students in their studies. 59 students enrolled in the programme and had the opportunity to win 15 attractive rewards.

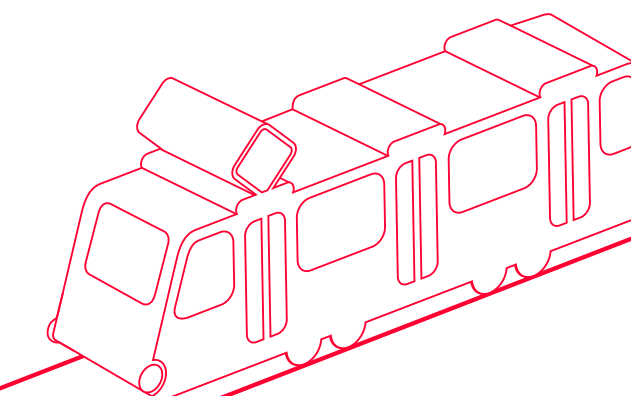
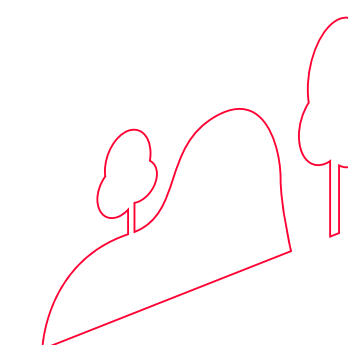
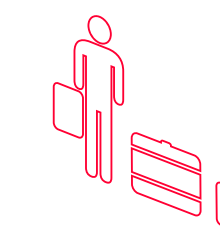
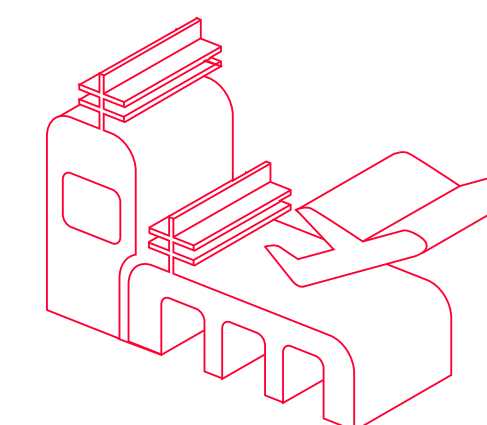
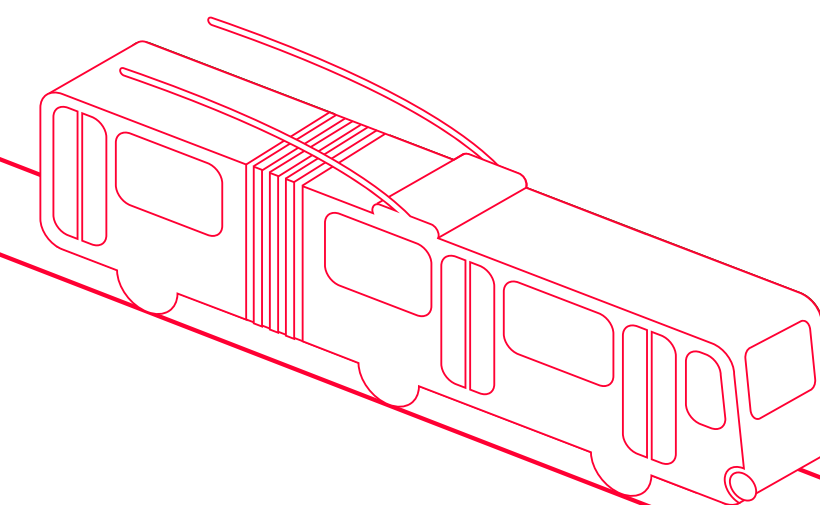
As part of the 5th year of the Scholarship Programme, which aims to attract future qualified graduates for technical professions at DPP while they are still studying, we placed 15 successful graduates with an Incentive Agreement at

a DPP workplace in 2023 and launched the 6th year of this programme, which included 22 final-year students of supported technical secondary schools.

In an effort to facilitate the graduates' entry into the work environment and at the same time to support generational renewal and the transfer of knowledge from retiring employees to young graduates, we launched the 11th year of the Graduate Programme for Secondary Schools and the 10th year of the Graduate Programme for Universities. We placed 16 individuals in graduate positions in 2023.

In the course of 2023, we worked on preparing the launch of a pilot year of the Trainee Programme for students of technical disciplines at universities, the intention of which is to offer select university students the opportunity to engage in interesting professional technical activities in DPP's operating units while they are still studying.

All training and development activities implemented in 2023 were aimed at improving the performance of employees, supporting their motivation, stabilisation and career growth, and preparing them for future challenges in relation to planned tasks and readiness for change, which was achieved based on feedback and regular evaluation of training events and development programmes.





SECURITY

Security

DPP risk management system

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

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

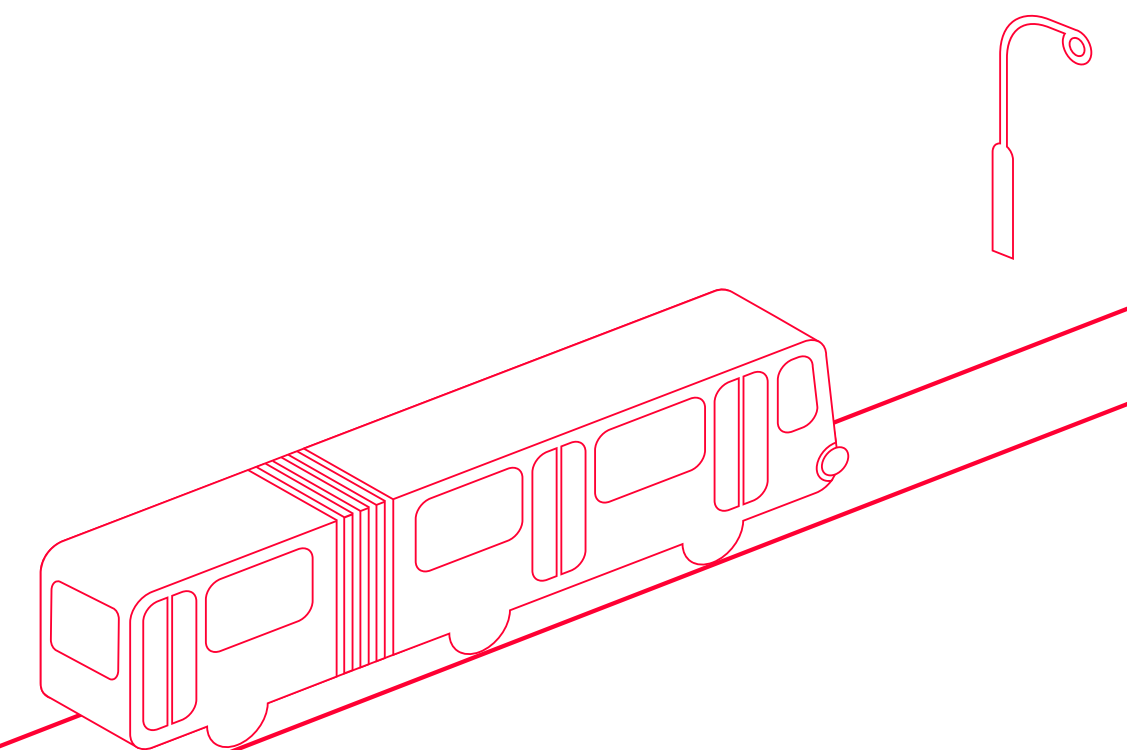
DPP implemented a software tool for the risk management system, where all risks are identified in the Risk Register, which is regularly reviewed and updated. DPP staff are primarily responsible for identifying, assessing and responding to risks in their area of responsibility on an ongoing basis. The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

On the basis of the company-wide implementation of ESG requirements (requirements related to social responsibility and environmental sustainability) at DPP, a new functionality in the software tool for the risk management system called „ESG Factors“ was introduced in 2023. The aim of the new functionality is to link identified risks to defined ESG factors (environmental, social and governance factors) affecting the fulfilment of these factors.

Risk management at DPP is an integral part of the management and control system of DPP. The risk management system set up takes into account all

internal and external factors and changes in legislation affecting the activities of DPP.

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



Corporate security development

OHS

In 2023, the OHS Department worked closely with senior staff at all levels of management on risk prevention, taking comprehensive measures to ensure a safe working environment and satisfactory working conditions for all DPP employees.

This year saw a major shift in the provision of information to DPP employees, with the expansion of publications in the internal magazine, the Intranet and now the use of LED panels in the premises.

The recording of workplace accidents has undergone a fundamental change. The Electronic Injury Register has been launched. Its introduction will significantly improve the statistical monitoring of the causes of accidents at work, their evaluation and the adoption of corrective measures. The internal evaluation of workplace accidents that do not require an accident report is important for the choice of further procedures. The introduction of the ECU provides an overview across all DPP workplaces, with data collected in one place.

Security dispatching

The Security Dispatching Department specialises in working with security and technical means, especially alarm and emergency security systems, as well as camera systems and other detection or analytical tools. Responding to the outputs from these systems requires coordination of cooperation not only with other DPP departments and local security, but also with the Police of the Czech Republic and the Prague City Police.

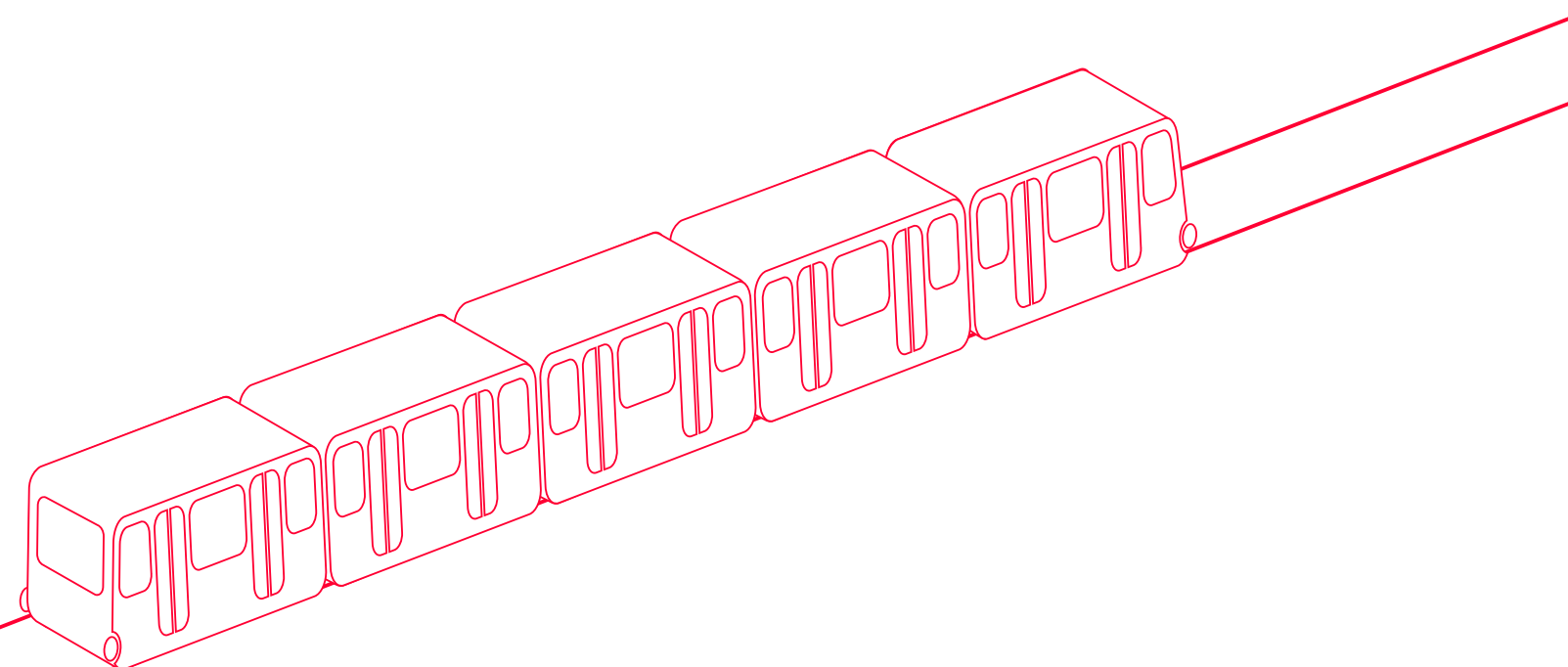
The cooperation between the Police of the Czech Republic, the Regional Directorate of Public Transport and the Security Dispatching Centre was expanded, where information on security incidents related to public transport operations is transferred directly. This initiative strengthens the overall security framework and enables the Security Dispatch to be quickly informed of incidents handled by the Police.

Security projects

The main activity of department 600160 is in the administration, maintenance and servicing of security technologies. In addition, there are other activities of a day-to-day nature, such as commenting on project documents, participating in inspection days of these events and acceptance of the finished work, including acceptance tests of the functionality of the safety equipment.

In the previous year, the department 600160 was given a difficult task, namely, to secure by technical means during the renovation of the track superstructure of the TT KOMOKO and TT KREJCÁREK, i.e. about 4 km of tram tracks, without data connectivity and electrical power supply. It was necessary on this line to technically secure everything against theft and damage to the power supply elements such as back boxes, power points - poles with power point and electric motor drive and section dividers. No theft or damage to site equipment and tram track occurred on the secured line during the tram superstructure renovation.

Another essential task was the procedural and technical security of investment projects, in particular the renovation of the former Dolní Libeň railway station, the installation of Wi-Fi and CCTV in the Řepy, Kobylisy and Pankrác garages.



Fire protection

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

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

In 2023, we recorded a total of 740 emergency calls by Fire and Rescue units. Of this number, there were 53 fires, 164 interventions at road and rail vehicle accidents, 398 technical assistance, 14 liquidations of hazardous substance leaks, 9 exercises, 94 false alarms and 8 other emergencies. During the interventions of the DPP Fire Brigade units, 229 persons were rescued and 110 persons were evacuated.

In accordance with the Fire Protection Unit's 2023 Training Plan, consistent and systematic professional and physical training of Fire Brigade employees was carried out. Regular training on emergency procedures for different types of metro, tram and bus rolling stock continued.

We provided professional training for members of climbing groups (e.g., at the LD ZOO), chainsaw operators and chemical service technicians. In connection with the newly introduced equipment, we conducted training of crane operators and binders. We provided regular training for members of the company's volunteer fire brigade units providing fire protection for bus garages. As part of the renewal and development of firefighting equipment, the container

programme was expanded to include a container for electric vehicle fire fighting and a container for water pumping.

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

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

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

Control

Control is one of the basic functions of management, with the aim of obtaining reliable information with feedback on ongoing processes, revealing undesirable deviations from the established rules of certain activities. It is primarily a comparison of the actual state of affairs with the expected state of affairs, regulated according to the relevant rules.

Knowledge and timely use of complete and reliable control information is a prerequisite for purposeful and effective management. The implementation of controls (not internal audit, transport controls, etc.) within the company is carried out by specialist departments reporting directly to the Security Director.

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

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

In 2023, the installation of exhaust gas extraction was carried out at the emission measurement station, followed by a professional expertise by an authorised person of the Ministry of Transport. On the basis of this expertise, a new authorisation was granted and a new certificate to operate the technical

inspection station was issued in accordance with the provisions of Act No 211/2018 Coll.

In order to unify the activities of the technical inspection stations and in accordance with the Instruction for STK No. 7/2022 issued in the Transport Bulletin No. 13/2022, the STK workplace was retrofitted with CANOS noise measuring equipment (noise meter) by EKOLA group, s. r. o.

In the autumn, the ISO 9001:2015 re-certification audit was carried out again by LRQA (Lloyd's Register Quality Assurance). The audit objectives were met in full.

Security services

Physical security and asset protection

An internal audit was carried out in the area of personal data protection and, on the basis of its results, the procedures for the processing of personal data and the extension of the information provided to employees were refined. In cooperation with the Data Protection Officer, the procedure for the transfer of personal data to external bodies was clarified and the need to conclude contracts for the processing of personal data was introduced.

In the past year, 2,138 identification cards were issued to DPP staff, of which almost 57% were for new recruits, 3% for trainees and the remaining 44% comprised duplicates, whether due to damage, loss or change of personal details. External identification cards were issued in 983 units, of which 78% were in the form of a new issue and the remaining 22% were duplicates. Entry permits for external works contractors for 2023 were issued in a volume of 1,725.

With regard to periodic training, 151 DPP employees are currently granted access to classified information of the classification „Restricted“. In 2023, no documents were produced on the certified information system in classified mode. Over the past year, 47 mock drills were carried out in cooperation with the Police of the Czech Republic, the Army of the Czech Republic, the Medical Rescue Service and the DPP Fire Brigade in cooperation with the JSVA, JSVT, JPM and JDCM.

Under the auspices of Department 600400, regular coordination meetings were held with representatives of the Municipal Police, the Police of the Czech Republic and the Traffic Department. In spite of the unfilled personnel base, close cooperation with the city and state police remained the order of the day. In particular, this involved the deployment of officers of the Patrol Unit of the Municipal Police and members of the Metro Police Department of the Czech Republic in the premises and surroundings of DPP facilities, especially metro stations, with a high turnover of non-abiding citizens. In addition, 29 submissions were addressed in the Public Complaints application, mostly directed at the actions of security agency personnel. All of them were resolved within the deadline with no objections from the submitters.

The Physical Security and Asset Protection Division managed a management base of asset and personnel protection personnel for many years and provided employment to dozens of employees during that time after they lost their medical fitness for their original employment. Currently, the department employs 32% of the workers who had lost medical fitness in their previous employment and 25% are people with a Level I to III disability. A new reception desk has also been set up in the driving school building, where the reception work is carried out by disabled employees. Cooperation with the Commission for the Social Programme is already an integral part of the life of this department in the security sector.

New in 2023 was also the creation and launch of the Physical Security and Asset Protection department's website.

Crisis planning

The covid-19 epidemic situation improved substantially in 2023. As a result of this improvement, the World Health Organization (WHO) declared an end to the public health emergency internationally on 5 May 2023. However, the Crisis Planning Unit continued to monitor current information related to covid-19 and also monitored other diseases with epidemic potential in the Czech Republic. Some supplies in the form of antigen tests, disinfection and protective equipment such as respirators and gloves were issued from the Crisis Stockpile on an emergency basis during the year.

In January, an updated Crisis Preparedness Plan was issued. Subsequently, this document was transferred to the Special Events regime pursuant to Act No. 240/2000 Coll., on Crisis Management (hereinafter referred to as „ZS“). In July, the Crisis Planning Department inspected the preparation of the Crisis Preparedness Plan and checked its contents by the Fire and Rescue Service of the Capital City of Prague. It was stated that the Crisis Preparedness Plan of DPP had met all the requirements and the document was well prepared in terms of functionality and purpose.

The non-public annexes to the DPP Staff Response Plan for the Metro Chemical Attack were also transferred to the ZS regime. Following the ZS classed documents, „Permits“ were issued to authorise access to special events in the field of crisis management for the required number of staff members who are required by their job title to consult the documents. These staff members were trained and instructed on the obligations arising from the designation to deal with the ZS.

At the request of the Department of Emergency Situations of the Prague City Hall, documents with key information on the activities of the security section of DPP were prepared for a training course for mayors and secretaries of the city municipalities' security councils. The training course was held for the training of the security officers and safety officers of the City of Prague (hereinafter

referred to as „Municipalities, MČ“). This information can serve as a guide for mayors and secretaries of security councils of municipalities in dealing with crisis situations and emergencies.

At the beginning of the year, an annual update meeting was held with the Prague City Hall and the respective city municipalities, at which the data on the composition of the flood committees of the respective municipalities was carried out for the needs of the DPP dispatcher management.

A new DPP Pandemic Plan directive was developed and issued, which is a basic document for dealing with a pandemic, dealing with the preparation and implementation of specific measures in the event of a crisis situation within DPP. In addition, the Crisis Management Authorities Directive was updated based on changes in the composition of the DPP Crisis Staff or expert working groups.

During the year, preparations were made to update the evacuation plans for surface transport sites, where existing sources of potential threats and possible new risks in the vicinity of garage and depot sites were examined.

Throughout the year, regular checks were carried out on the servicing of contactless disinfection stands and service was provided promptly in the event of reported malfunctions or damage to the stands due to vandalism.

At the end of the year, the flood threats on the Vltava and Lužnice rivers were monitored. However, the currents did not reach such flows that DPP deemed it compelling to implement flood protection measures.

Cybersecurity

In 2023, the collaboration with KPMG continued on the Risk Analysis and Policy Update projects. The Policy Update project was completed in April and resulted in a total of 38 documents. In June, the Risk Analysis project was completed, resulting in analyses for each subsystem of the core service, a risk management plan, a statement of applicability, a major supplier register and other mandatory documentation.

During 2023, all corrective actions imposed by the NÚKIB following the 2022 DPP inspection were completed.

The deployment of technological components and testing of a tool for collecting and evaluating cyber security events was carried out continuously throughout the company with the supervision of an external monitoring centre.

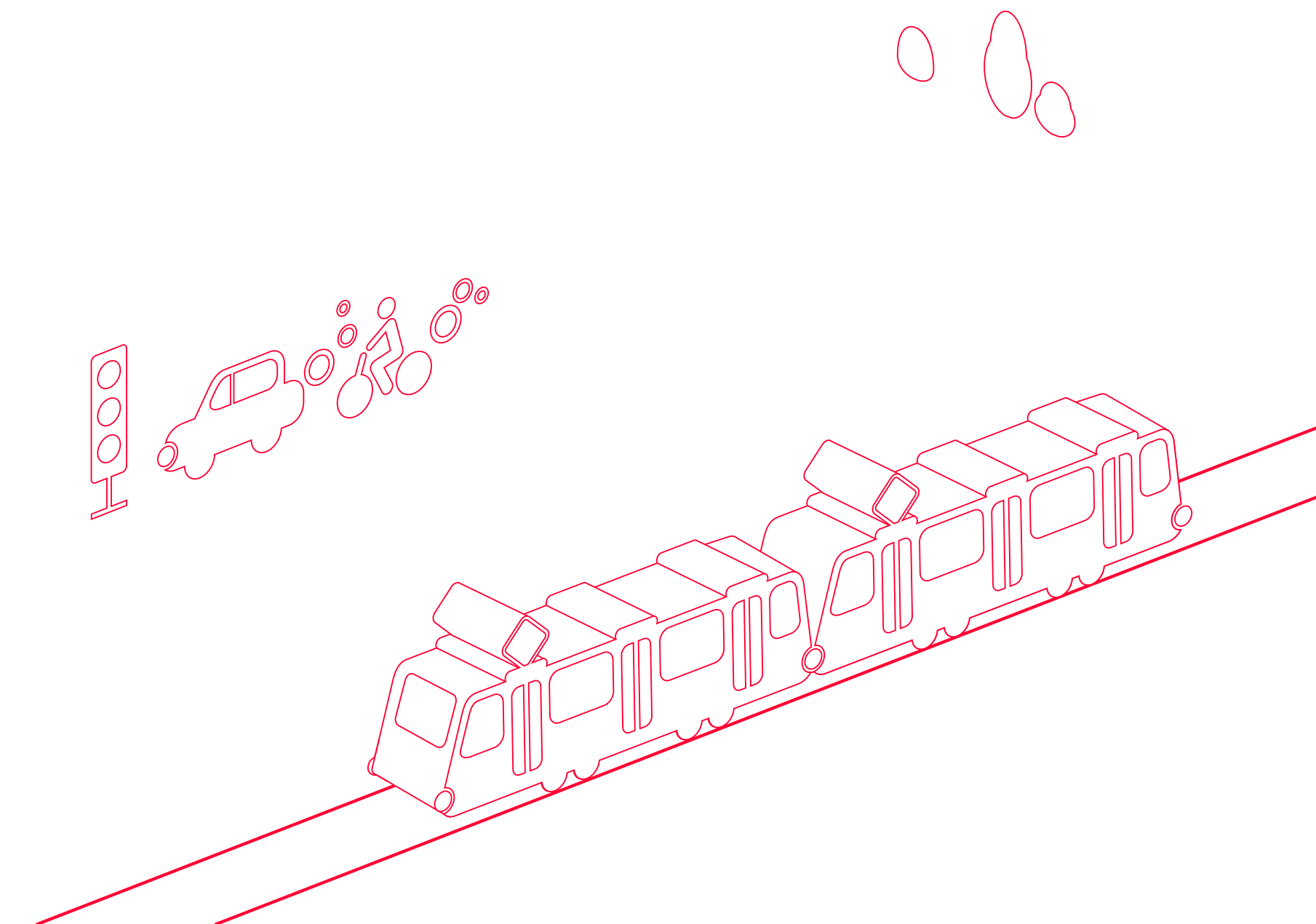
During 2023, a total of 16 new cybersecurity policies were issued in the form of directives, including related methodologies and other supporting materials, whereas 2 directives were updated.

On 1 July 2023, unit 600430 as part of the Cybersecurity department was formed, which initially consisted of 2 former 600400 unit staff members, but by the end of the year had had a total of 7 employees working on a variety of projects impacting cybersecurity across DPP.

DPP conducted a cyber security audit between July and September 2023. The auditor was I3C who worked with an internal cyber security auditor. The audit was conducted in two areas. The first area was a full audit of security documentation and the second was an audit of selected core service information systems.

During 2023, a total of 11 DDoS attacks were recorded against DPP's website and infrastructure. In addition, the company was the target of three phishing

attacks. In one case, an incident was recorded by a DPP employee where the operating system of a personal computer had been tampered with. In one case, a computer virus was detected on a computer station. In none of the above cybersecurity incidents was there any damage to DPP due to loss of confidentiality, availability or integrity of data. However, these events highlighted the urgent need to strengthen enterprise-wide cybersecurity.



Legal Department

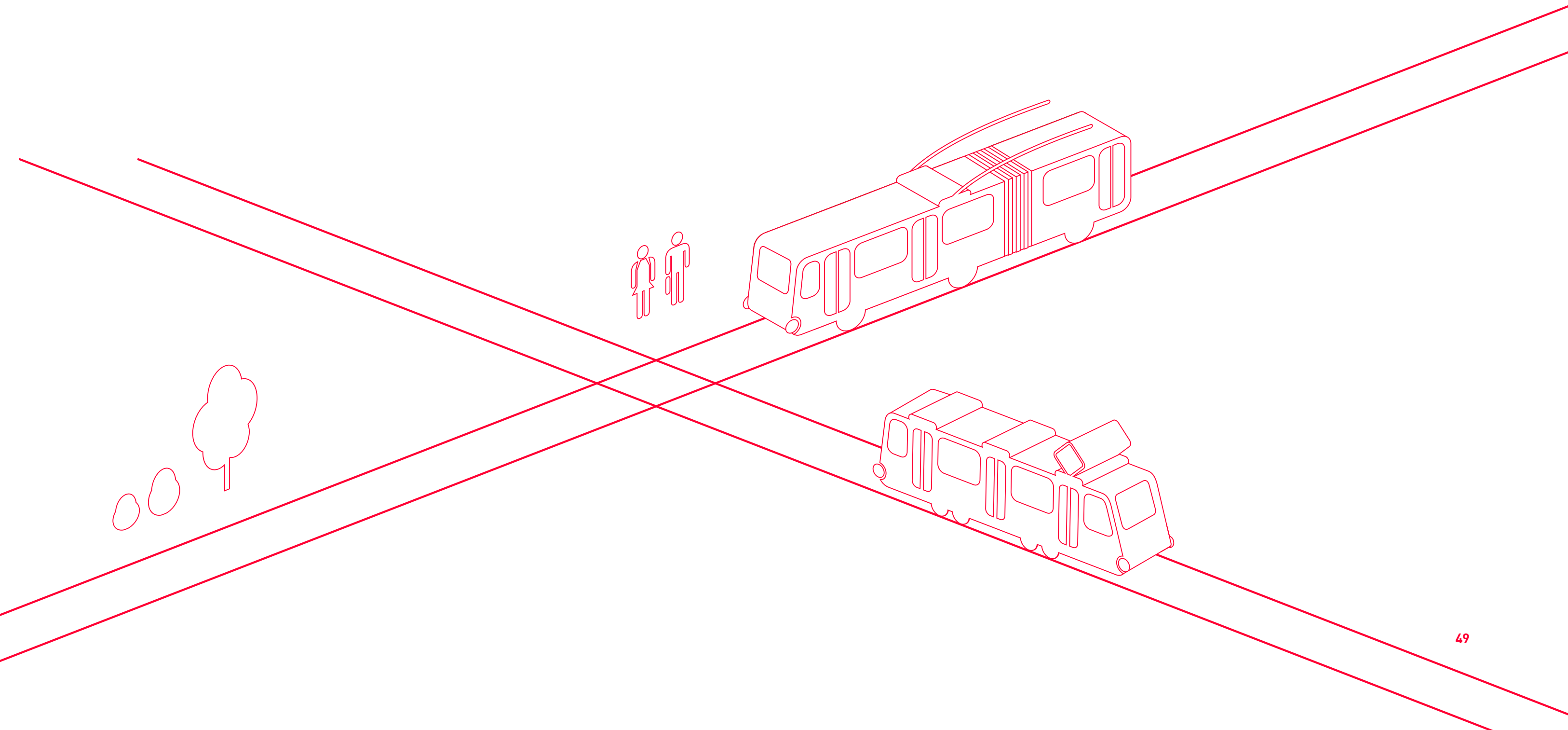
The Legal Department is responsible for all the company's legal agenda except for legal relations to properties.

Unit 900210 Operational Damages was responsible for activities related to the settlement of operational damages. In 2023, this department dealt with a total of 5,587 incidents, which amounted to 11,950 processing processes - this includes all accidents and damage to DPP property, including vandalism and crime, and claims for damages made by the travelling public. Compared to previous years there was an increase in the administrative burden, which exceeded the situation before the epidemiological measures by 10%. In addition, the Unit coordinated activities related to the procurement and administration of insurance policies.

Unit 900220 Organisational and Management Standards commented on 225 organisational and management standards in 2023, and collaborated on the editing of 257 draft new or updated organisational and management standards in the development process. The Department published 213 new or updated organisational and management standards in 2023. As of December 31, 2023, there were 1,321 organisational and management standards in effect in the Standards Registry.

The 900220 Organisational and Management Standards Division developed or updated 336 form templates in 2023.

Unit 900240 Legal Support and Unit 900260 Legal Support for Contractual Relations and Procurement. These departments handled a total of 1,069 requests in 2023. These mainly included the preparation of comments on draft contracts, opinions and statements on internal labour law issues and the handling of claims and litigation. In addition, in 2023, the Legal Support for Contractual Relations and Public Procurement Unit provided internal administration of a total of 37 above-limit public contracts and supervision of a total of 44 above-limit public contracts.



Central Purchasing Department

The Central Purchasing Department secured cost-effective terms and conditions for supplies, services and works to ensure that quality requirements were met. As in previous periods, it ensured a two-stage aggregation of the requirements of all DPP departments. The focus remained on the process of publishing contracts and purchase orders in the Contracts Register. In the context of procuring materials and services, it ordered supplies and services from employers with more than 50 per cent of their workforce disabled, or sourcing products or services directly from the disabled. At the end of the year, new thresholds were set for the tendering procedures, which are published on the contracting authority's profile.

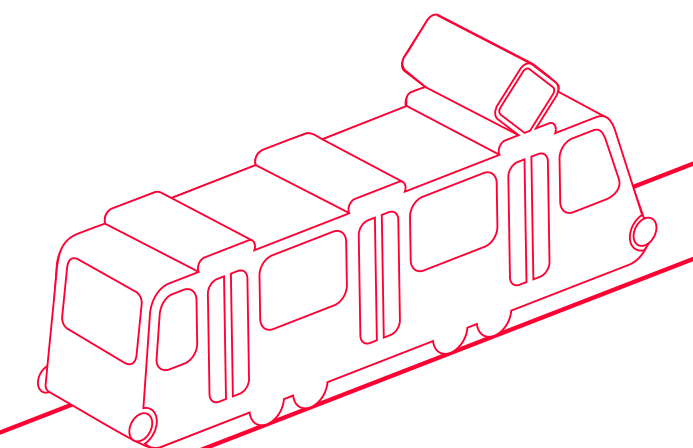
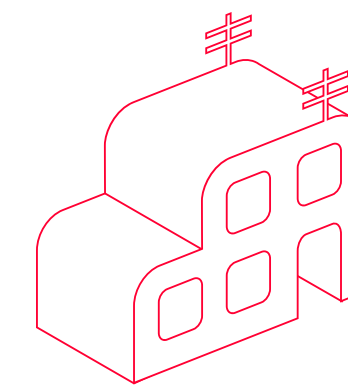
The Public Tender Division received a total of 89 requests for procurement in 2023. 121 contracts were then concluded on the basis of the implemented procurement. In addition, 109 standard contract amendments were concluded. No new requests were registered in 2023 based on increases in commodity input prices. Also, 5 preliminary market consultations were carried out to verify or obtain relevant information essential for the award of a specific public contract. The department also continues to optimise its purchasing processes through the Category Management project, through the introduction of further computerisation of processes, through the development of methodologies and training for specific procedures (e.g., training was implemented in the Central Purchasing Department on procedures in the dynamic purchasing system at the end of 2023). The principles of responsible procurement continue to be applied.

In 2023, the Inquiry Procedures Unit received 252 requests. A total of 204 contracts were concluded as a result of the public tenders and an additional 208 contract amendments, contracts or contract terminations were processed in total.

The Purchase of Services and Purchase of Materials departments performed standard activities related to the issuance and execution of purchase orders and related follow-up activities. Both departments, in cooperation with the Information Technology Unit, introduced a new numerical order series with the ability to enter delivery dates. As in previous periods, the Materials and Services Procurement Division uses a dynamic purchasing system for the supply of spare parts for buses, trams, as well as other commodities and materials. In 2023, supplies and services were procured by purchasing products or services from employers with more than 50% of their workforce disabled or by purchasing

products or services directly from the disabled. In 2023, the Purchasing Materials and Purchasing Services Division issued 38,742 purchase orders.

The Asset Disposal Division received a total of 3,618 requests to remove assets from DPP's records in 2023. Assets transferred to the Disposal Centre as a result of these requests were disposed of by sale as a priority and, in the absence of buyer interest, by environmentally sound disposal. Of the above-mentioned assets disposed of, 68 were transport equipment (buses, trams, vehicles, etc.). A total of 90 purchase contracts, 214 proforma invoices, tax documents and 323 receipts (cash payment documents).



Strategy Department and Project Office

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

The Strategy Department and Project Office manages the long-term project „Metro 2040“, whose main objective is to define the strategy and concept for the development of the Prague metro in by 2040, especially in the area of introducing fully automatic driverless metro operation on the existing Prague metro lines in connection with the concept of the type 81-71M metro fleet renewal. The Strategy and Project Office is also managing the separate Line C Automation project with the aim of introducing fully automatic driverless operation on line C of the Prague metro by 2031, while in 2023 the preparation of tender documentation and other necessary documents for the related joint public procurement for new trains, platform screen walls and a fully automatic driverless metro transport system for the automation of line C and the new line D.I was underway.

In 2023, the Projects Department provided the Unified Information System of the Capital City of Prague project internal coordination to the working groups: Data Base, Implementation and Evaluation of Pilot Projects, including ensuring synergy with other involved organisations (ROPID, IPR, THMP). The Unified Information System is a complex project addressing the overall presentation of Prague and its information and orientation system within all types of mobility. The first pilot elements of the new information system can be seen at Palmovka, Chodov and Náměstí Jiřího z Poděbrad stations, where the new graphics are being tested. A completely new element - a luminous navigation totem pointing to the metro station from a distance - can be seen at Palackého náměstí, Rajská Zahrada, Malostranská and Háje. As DPP meets the definition of a large enterprise and will in the future be obliged to comply with the requirements of the EU CSRD (Corporate Sustainability Reporting Directive), a new project was launched in November 2023 in the Projects Department. The Implementation of the ESG Strategy at DPP project was launched in November

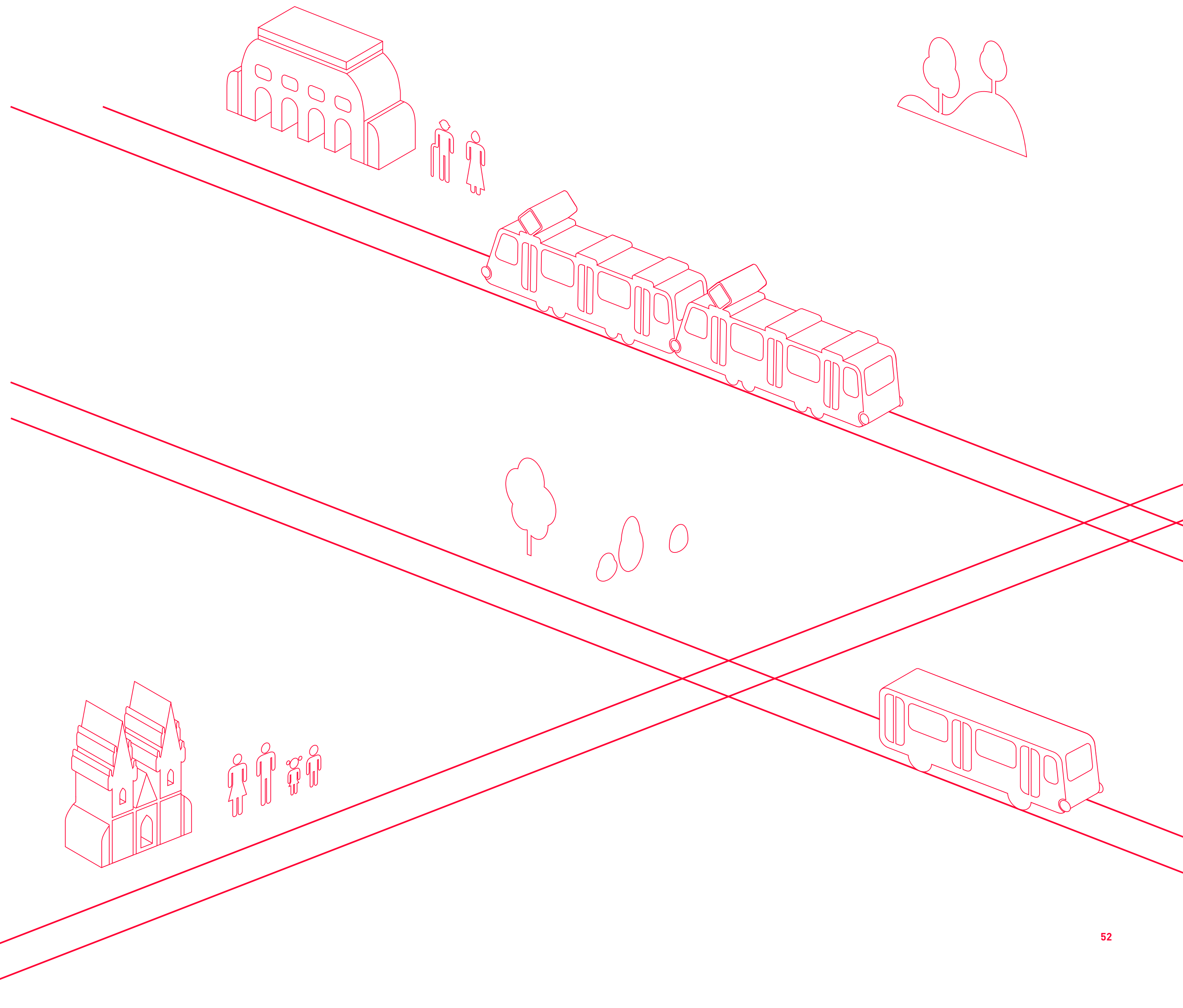
2023. The aim of the project is to meet upcoming regulatory requirements while strengthening the sustainability of DPP's operations in line with the EU CSRD requirements. I.e. in particular the integration of the ESG Strategy and the setting up of the annual publication of a sustainability report (the environmental and social impacts of its business) according to the ESRS reporting standard in the relevant format and the creation of relevant implementation documents. The Projects Department also continued with the design competition to design a new representative uniform for DPP employees, with the final step for selection being the presentation of the designs to the selected employees. The resulting uniform was not just one design, but a blend of three designs that will be seen by passengers as part of a small batch being tested by staff in the autumn of 2024. The Projects Division was also managing a project to review the range and change the allocation system for Personal Protective Equipment (PPE), including a number of other process-oriented projects.

In 2023, the Strategy Department administered the co-financing of investment projects of DPP from EU Structural and Investment Funds and other sources. For example, funding was secured from the Operational Transport Programme for the new infrastructure construction for the Divoká Šárka - Sídliště Na Dědině tram line, the Zahradní Město tram loop, the Sídliště Modřany - Libuš (1st stage) tram line and the Sídliště Barrandov - Holyně - Slivenec (0 - 1st stage) tram line. Within the framework of the Operational Programme Prague - Growth Pole of the Czech Republic, financing was secured for the projects for the acquisition of 14 standard electric buses - electrification of line 154, procurement of 15 articulated battery trolleybuses - line 140, modernisation of the lighting of the Náměstí Míru - Želivského tunnels, modernisation of the lighting of the Kačerov - Háje tunnels, modernisation of the metro station air-conditioning equipment - Malostranská station and replacement of the

escalators at the Jiřího z Poděbrad metro station. During 2023, two EPC project subsidy applications were continuously processed for the call No. 12/2021 Energy Savings of Public Buildings under the National Recovery Plan under the Ministry of the Environment. From other sources, grant funds were obtained for the project Gene Pools for Cities and Landscapes supported by TAČR.

During 2023, the Strategy Department intensively prepared further drawdowns from EU resources in the 2021+ programme period and submitted applications for support to the calls of the National Recovery Plan supporting the construction of dynamic charging infrastructure for battery trolleybuses (electrification of line 119, electrification of line 140 and electrification of line 176), purchase of vehicles (20 large-capacity battery trolleybuses and 20 low-floor trams). In the call for proposals of the Operational Programme Transport 3, supporting new constructions of urban rail transport, applications for support were submitted for the project Tram line Sídl. Barrandov - Holyně - Slivenec: Stage 2 (section Holyně - Slivenec), Tram line Wenceslas Square and Muzeum, Tram line Malovanka - Strahov and Tram line Počernická and an application for support for the Tram line Olšanská Habrová project was prepared for submission in January 2024.

The Strategy Department represented DPP in the working group of the Sustainable Mobility Plan for Prague and its Surroundings, coordinated the preparation of comments on amendments to the Master Plan and land use studies. In the framework of ensuring the implementation of the approved concept of removing barriers to public transport in the capital city of Prague, in 2023 the Department managed the preparation of the implementation of projects for barrier-free accessibility of Malostranská, Náměstí Republiky, Vyšehrad and Rajská zahrada stations, where the transfer between the newly built railway station and the metro station is to be improved. Preparatory work on these projects will continue in the coming year. Furthermore, the study of barrier-free access to the platform of the Strašnická metro station was prepared and commented on in preparation for the subsequent implementation.



Communication and public relations

During 2023, a total of 20,056 submissions from the travelling public were processed, representing a year-on-year increase of approximately 3%. Submissions can be divided into complaints, compliments and enquiries, with the proportion of each category of submission remaining stable year-on-year (more than 3/5 of the number are complaints, 1/3 are enquiries and more than 3% of all submissions can be classified as compliments).

In 2023, a total of 7,843 outputs mentioning DPP or Prague public transport were published in the monitored media. In a year-on-year comparison, there was a decrease in publicity by more than 3,700 articles, i.e. by about a third. The reason for this was the extremely high number of media outputs in the previous year (2022), in which the level of publicity and its tonality were significantly affected by the Dozimetr case. Thus, there was some calming down last year compared to 2022. The media published the highest number of articles on DPP, 788 in total, in December, while the lowest number of outputs, 482 in total, were published in September.

Internet news servers have long been publishing the most articles about DPP and Prague public transport and this was also the case in 2023. Their share in the total publicity of DPP increased again in 2023, namely by two percentage points (to 63%). In total, they published 4,970 articles about DPP or Prague public transport. Print titles published 1,602 articles about DPP (21% share), ČTK published a total of 723 news stories about DPP (9% share), TV stations broadcast 432 (6% share) and radio stations 116 stories in their main news bulletins (approx. 1% share). ČTK leads the statistics of individual titles with the largest number of articles published about DPP in 2023 with 611 outputs, followed by iDNES.cz with 442 and Právo with 389 articles.

In terms of tonality, the most frequent media coverage in 2023 was neutral coverage of DPP, accounting for 52% of the total coverage (4,085 reports). The second largest group was positive coverage, which accounted for just under a third (32%, 2,516 stories) of total coverage. The proportion of positive articles increased by seven percentage points year-on-year. Negative news about DPP accounted for 10% (746 outputs) of total publicity in 2023. There were 496 ambivalent reports, with a share of 6%. The media image of DPP improved

significantly year-on-year, despite the Dozimetr case receiving less media coverage.

The DPP website (www.dpp.cz) received approximately 14 million visits in 2023. More than 70% of users used a smartphone or tablet to access information from the website. The content of the most frequently searched for information, including timetables, special events and fares, remains constant. DPP recorded the highest number of monthly visits to its website in June. One of the most searched for events was the DPP Christmas fleet, with more than 10,000 users searching for information on the website.

The number of users who follow DPP's official Facebook profile (www.facebook.com/DopravniPodnikPraha/) increased by almost 4,000 (12%) to 36,400 last year. DPP's X account (twitter.com/DPPOfficial/) was followed by almost 20,000 users last year, 3,000 (18%) more than the previous year. Also, on Instagram (www.instagram.com/dppoficialni/), DPP managed to increase its followers by more than 2,200 (19 %) to around 13,700 last year. DPP's YouTube profile (www.youtube.com/dopravnipodnik) was followed by over 6,000 subscribers last year. Nearly 2,200 users followed DPP on LinkedIn.

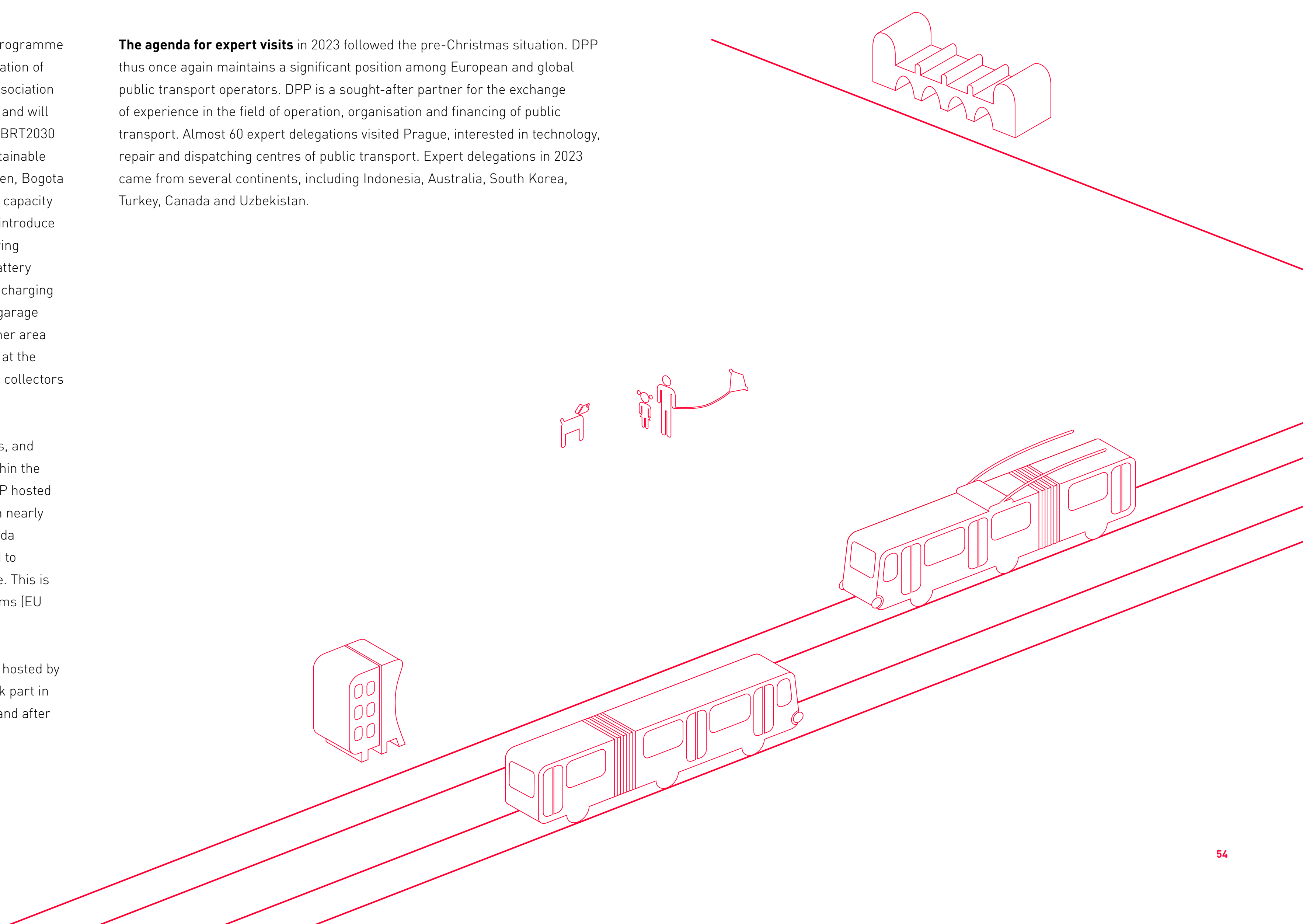
The DPP intranet had a year of pilot project in the new Microsoft SharePoint Online environment. Almost two hundred news items were published on the main page in 2023. DPP continued to use forty LED information panels located at the company's sites for internal communications. The monthly employee newsletter DP Contact, now in its 28th year, was published eleven times; ten times in its standard size and once as a summer double issue. DP Contact started a new series of employee interviews during 2023 to announce the upcoming 50th anniversary of the Prague Metro.

The Transit Company is involved in the European scientific research programme within the Horizon **eBRT2030** initiative, which addresses the electrification of large-capacity bus systems and is coordinated by the International Association of Public Transport UITP. The project started at the beginning of 2023 and will run until the end of 2026. 49 partners are involved in the project and eBRT2030 includes 7 demo projects worldwide to illustrate the expansion of sustainable urban bus transport (Barcelona, Amsterdam, Athens, Rimini, Eindhoven, Bogota and Prague). DPP will present the electrification of line 119 with large capacity battery trolleybuses as a demonstration project of an efficient way to introduce electromobility in bus transport. In addition to presenting and comparing the operational and technological parameters of the large-capacity battery trolleybuses, the project also includes monitoring and controlling the charging of the trolleybus batteries during operation, at final stops and during garage closures, using advanced vehicle energy management features. Another area being addressed is a system for automatically withdrawing collectors at the termination points of overhead wires and alerting the need to connect collectors at stops where overhead wires begin.

DPP continued its active participation in the relevant UITP committees, and during 2023 the Transit Company was granted full member status within the Metro Division in the Operations Platform working group. In April, DPP hosted a meeting of the UITP Metro Division rolling stock subcommittee, with nearly twenty metro fleet experts from three continents in Prague. The agenda included, among other things, fire safety solutions, challenges related to battery-powered maintenance vehicles and the metro set of the future. This is also why DPP has joined the UITP initiative on the Future Metro Systems (EU Rail project „Future Metro Systems“).

In June, DPP joined **the 10th European Tram Drivers' Championship** hosted by Oradea, Romania. A total of 25 teams from 19 European countries took part in the competition. At the finish line, the DPP team came in third place, and after several years, they were once again the winner.

The agenda for expert visits in 2023 followed the pre-Christmas situation. DPP thus once again maintains a significant position among European and global public transport operators. DPP is a sought-after partner for the exchange of experience in the field of operation, organisation and financing of public transport. Almost 60 expert delegations visited Prague, interested in technology, repair and dispatching centres of public transport. Expert delegations in 2023 came from several continents, including Indonesia, Australia, South Korea, Turkey, Canada and Uzbekistan.



Marketing and sales

As every year, the Marketing and Sales Department prepared a number of attractive events of various sizes, which took place gradually throughout the year. The main activities were aimed at promoting recruitment through targetted campaigns and spreading safety awareness. Although experiences were not ommitted either.

Recruitment of new employees

A separate chapter of the work of the Marketing and Sales Department is the support of recruitment. Communication on this topic is very massive and takes place all year round. It includes, for example, billboards, radio spots, online campaigns, as well as full-car wraps, CLV displays, bus backsides and fabions.

The „Start Driving“ recruitment advertisement ran throughout the year. It primarily communicated the recruitment of bus and tram or metro drivers, and included Information Days.

At a number of independent events, which we carefully selected for relevance and impact, we placed our recruitment stand or information centre as partners. Our participation in the CTU Career Days and ČZU Career Days events was important for recruitment. As part of our participation in these events, we raise awareness of the company and build DPP's image, thereby supporting recruitment itself. In addition to the two events mentioned above, we can mention participation in United Islands, Majáles, Science Fair, E-salon, Maker Fair, Comic-con, World of Books and others.

Developing company culture and supporting existing employees

As part of the activities to promote a positive perception of the company by employees, both proven and new interesting events were held with the excellent participation of our colleagues. Sports days and cultural events are consistently popular.

In April and May, a meeting of former and current employees of the Klíčov and Vokovice facilities was held to mark the anniversary. The social gatherings took place in the premises of the Museum of Public Transport.

The Christmas Thank You to employees included musical performances at the Broadway Theatre and the Prague Convention Centre. The main pre-Christmas event was a concert for 2,000 colleagues, featuring three popular artists led by a Golden Nightingale Award winner.

Events and experiences

Every year we organise a number of events that contribute to the long-term positive perception of DPP. The events actively respond to contemporary issues and promote culture, diversity and awareness in our society.

The main events organised by DPP were, as every year, open days. This year, three separate events were again organised, which were also linked to important anniversaries in the place where they were held.

In April, an open day at the Klíčov Garage to mark 90 years of operation.

In May, an open day of the Vokovice depot on the occasion of the 90th anniversary of its opening.

In September, an open day at the Hostivař depot - including an open day at our fire brigade, which celebrated its 50th anniversary in 2023.

Over three thousand people attended the September Family Day with the Transit Company with a travelling fair and activities for the whole family.

The Marketing and Sales Department cooperates closely with the Public Transport Museum in promoting the operation of the experience and historical lines as well as in the long-term promotion of the Public Transport Museum and the events held there. Musical performances at the Museum have become popular. The most successful was „Tune in at the Museum“, which featured a total of eight zones, including a big zone of more than 20 musicians. Themed events such as Easter and Halloween at the MHD Museum were popular, with activities for the whole family.

From June to September, the popular Kinobus operated. The summer cinema started its 16th season. Over the season, an amazing 13,316 people attended the summer screenings under the stars, organised by the Transit Company. The charity remains donated to the SOS Children's Villages Foundation. An incredible CZK 34,673 was raised. The highest attendance per screening was in Prosek, with 1,016 spectators.

We continued the established tradition and presented the „Christmas Fleet“ in December. The festively decorated DPP cars were on the streets of the capital throughout December. This event has an exceptional response from the general public. It makes DPP an integral part of the magic of Christmas. This year, the following were festively decorated: 15T, 14T, 2x T3, 2 historic trams, a lubricating tram, SOR NB 12, SOR NB 18, the gables of the Střešovice depot, a tree in the depot yard and the cable car to Petřín. The outputs confirmed the positive effect of the event: over 301 thousand views on social networks, a large number of positive suggestions from the public and 149 thousand views of the dpp.cz/vanocce website. DPP in cooperation with the Scouts delivered the Bethlehem Light.

Among other successful events, we can mention the „Triple Hundreds Event“, which took place in January and during which DPP together with ROPID commemorated the 30th anniversary of the first suburban lines 351 and 352.

In November 2023, the anniversary of the M1 train set was celebrated with a special experience ride, lecture, meeting of memorabilia, engineers, designers and architects.

November also saw the international Movember event to raise awareness against prostate cancer. DPP is the initiator of the campaign in the Czech Republic.

Security

The Marketing and Sales Department has been developing a long-term campaign to improve road safety called „Don't jump under my wheels“. The accident trend is decreasing compared to 2022. In 2023, there were 4 deaths and a total of 75 collisions, which unfortunately is only 8 less than 2022. We focused on increasing awareness among children through outreach campaigns in schools and IZS Days.

In particular, several contact events were held, mainly aimed at young people.

In April, as part of a preventive action with Prague 17, we trained a total of 300 children, who were also given a dynamic demonstration of tram braking.

In September, we trained students from Libuš Primary School on the newly opened tram line, where we trained 12 classes.

In September, we organised a „Heroes Week“ and trained 30 classes over 3 days including a dynamic demonstration and analysis of tram-pedestrian collisions.

Sales Department

The Sales Department recorded a significant increase in the turnover of historic trams, which exceeded the sales for 2022 by CZK 4 million in 2023. Total sales thus reached CZK 11.9 million, as opposed to 7.9 million in 2022.

This increase was helped by a strong end of the year trading, with Unit 900750 facilitating tram revenue of CZK 4.1m. This is up 56% on the same period in the previous year.

On some weekend days the number of enquiries is very high, but in cooperation with JHV we manage to meet both the expectations of our customers and the set business plan.

The sales department in cooperation with the IT unit is continuously working on improving the convenience of the JHV ordering process and improving the order form for our services based on customer feedback. Pro-customer orientation is one of the main pillars of our business policy.

The first year saw active cooperation with a new catering service provider, which has met JHV's expectations and continues to improve the quality of services provided in this sector. The new price lists are in line with the market offer and thus contribute significantly to the business objectives of the sales department.

The Sales Department continued its cooperation with the incentive and experiential tourism segments, deepened its cooperation with the Association of Incentive and Experiential Tourism, the Association of Czech Travel Agencies, and expanded its cooperation with Prague City Tourism regarding experiential activities during tours of the Prague metro, as well as regular trips on line 42.

Metro D

Since the 1990s, the metro D 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. It starts in the centre at Náměstí Míru station on line A, crosses line C at Pankrác and continues to the southern edge of the city to Písnice.

On 24 March 2022, DPP obtained a final building permit for the first section of Metro D Pankrác - Nové Dvory. After decades of preparatory work, the construction of the first section of Metro D, i.e. I.D1a Pankrác D - Olbrachtova, was officially launched on 21 April 2022. In the first year after the start of construction, 1.6 km of tunnels were driven, and in December 2023, the first section of I.D1a was ceremoniously driven in its entire construction length from the future Olbrachtova station to the tunnel for the turnaround tracks behind the future Pankrác D station, in the direction of Náměstí Bratří Synků. In April 2023, the Information Centre of the 1st section of the metro line Pankrác D - Olbrachtova was opened in Neveklovská street. In November 2023, the RHMP decided to include a part of the Pankrác tram line in the ongoing construction of Metro I.D. The construction permit became legally valid in December 2023. Work is scheduled to start in February 2024.

Obtaining a valid construction permit thus enabled the public tender for the construction contractor and the supplier of monitoring and passporting of the next section of Metro D, i.e. I.D1b Olbrachtova (outside) - Nové Dvory, to be announced in May 2022. In December 2023, based on the decision of the company's Board of Directors, DPP signed a contract with the winner of the public tender for comprehensive geotechnical monitoring and passporting of the construction I.D1b Olbrachtova (outside) - Nové Dvory. In view of the ongoing administrative proceedings at the Office of the Public Prosecutor's Office regarding the contract for the contractor for the construction of I.D1b in 2023, the construction of this section has not started. In March 2023, a tender for the contractor for the felling in the area Olbrachtova (outside) - Nové Dvory with access tunnels from the Depot Písnice site was announced. In November 2023, a contract was signed with the selected felling contractor and a call for works was issued. In May 2023, a tender was issued for a contractor for the rescue archaeological survey at the Krč Hospital. In September 2023, a contract was signed with the selected contractor, who was invited to start the activities.

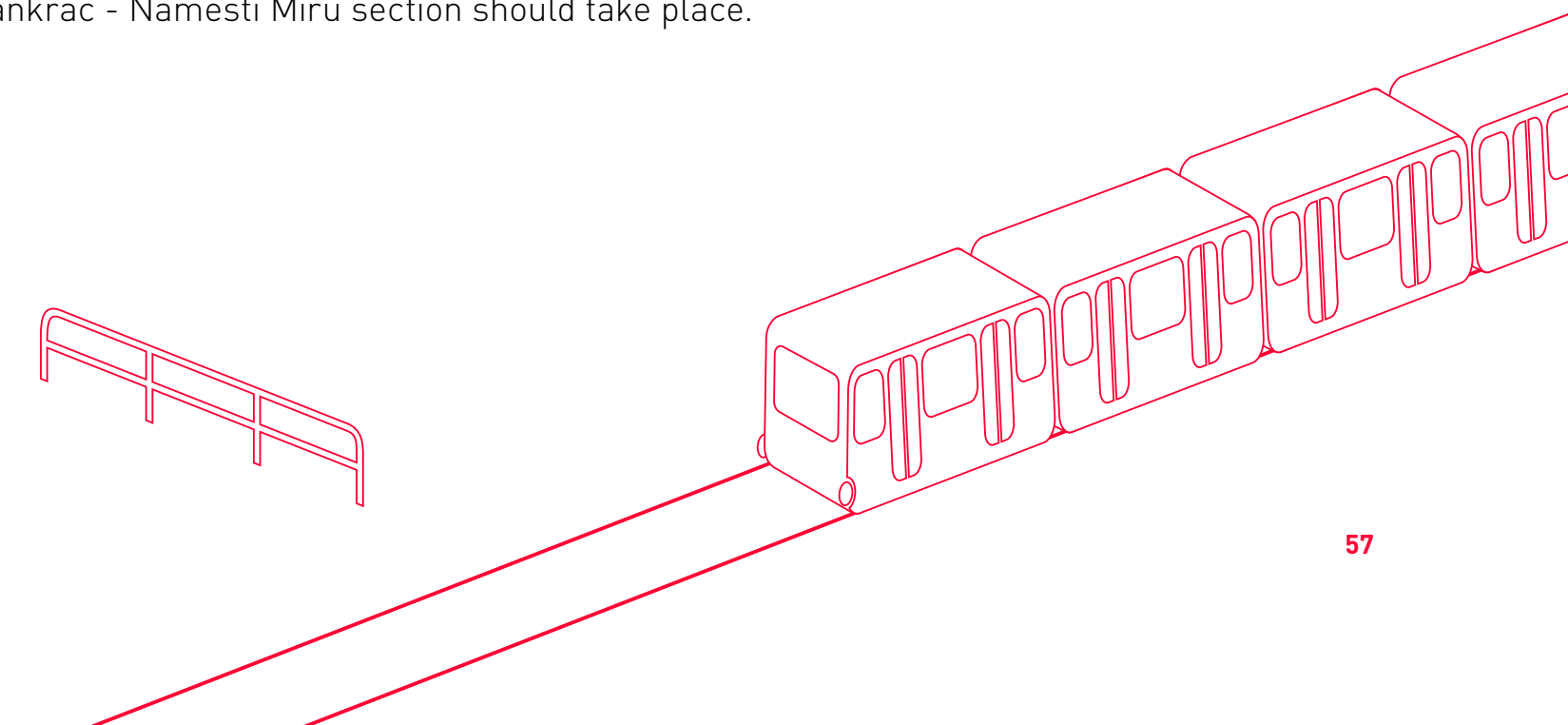
In July 2022, a public tender was announced for the supervision of the construction of Metro D, the currently implemented section Pankrác - Olbrachtova and the connected sections Olbrachtova (outside) - Nové Dvory and Nové Dvory (outside) - Libuš. In April 2023, a contract was signed with the selected contractor and a call for works was issued.

As part of the property-legal securing of the Metro D route in 2023, DPP managed to complete and secure 100% of the Pankrác - Olbrachtova section, where comprehensive contractual documentation was concluded with the last missing owner - Gemini Office, s. r. o. This enabled the construction of the vestibule and exit from the metro for the planned Pankrác D station.

DPP continues to strive to secure the property of other sections of Metro D, where in the case of the Olbrachtova (outside) - Nové Dvory section approximately 86% of all affected owners are already secured and in the case of the Nové Dvory (outside) - Depot Písnice section 54% of affected owners are secured. In addition to the contracts with landowners, the preparation and securing of relocation contracts with the owners of the affected utilities continued, for example by reaching an agreement and concluding a contract with Pražská teplárenská, whose hot water pipeline in the original route limited the implementation of Metro D in the Pankrác - Olbrachtova section.

In the northern part of the planned Metro D line, especially in the area of Náměstí Bratří Synků, initial negotiations with the affected property owners took place and the designer prepared a study to optimise the technical solution and the extent of encroachments in this area.

The most important milestones of 2024 include the selection of the contractor for the construction part of the Olbrachtova (outside) - Nové Dvory section of Metro D and the start of construction. The completion of the Pankrác tram line is also important, as in 2025 the Pankrác C station will be closed, modernised and prepared for future operation as a transfer station between the C and D lines. In 2024, following the submitted study of the northern part of the upcoming Metro D line, the preparation of the selection of the contractor for the I.D3 Pankrác - Náměstí Míru section should take place.



Companies with capital participation

Pražská strojírna, a. s.

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

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

Secondary Industrial School of Transport, a. s.

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

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

RENCAR PRAHA, a. s.

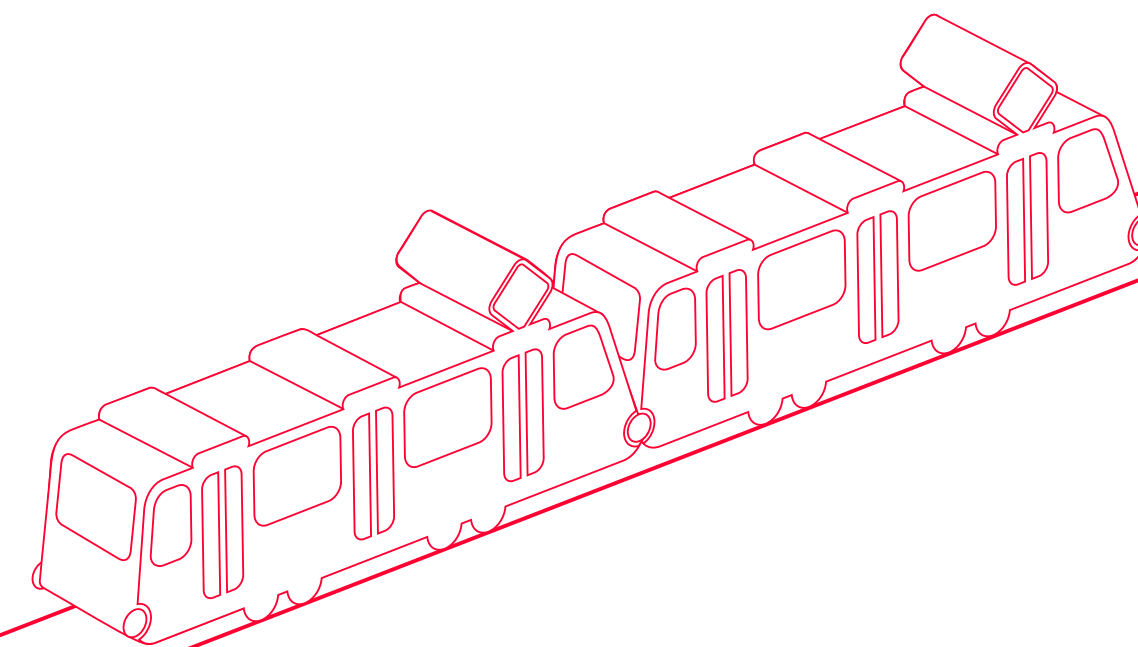
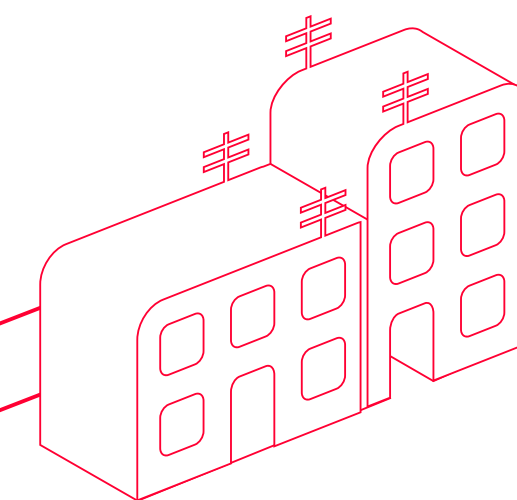
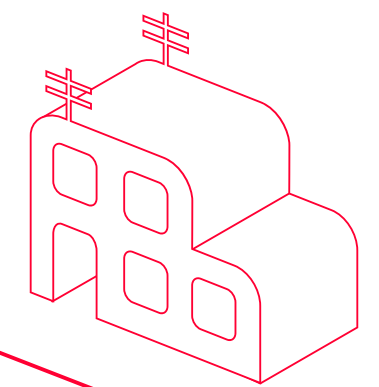
The company is engaged in all kinds of advertising activities from the operation of advertising full-deck trams, buses, metro sets to the rental of showcases at bus stops.

- Transit Company of the Capital City of Prague, joint stock company, owns 28 % of shares.

Nové Holešovice, a. s.

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

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



2023 Audit Committee Report on the activities of Public Transit Company of the Capital City of Prague, joint stock company

In accordance with Act No. 93/2009 Coll., (on auditors), the General Meeting of 19 January 2010 decided to establish the Audit Committee (hereinafter referred to as the „Audit Committee“) as a body of the Transit Company of the Capital City of Prague. The VpA worked in 2023 as an independent body of the company, and took resolutions and minutes of its meetings, which are archived.

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

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

In 2023, the VpA held a total of 6 meetings. The individual meetings were always guided by the approved agenda and materials, which were sent to the VpA members in advance.

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

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

In view of the issues discussed, the Director General, the Economic Director, the Head of Internal Audit and other professional employees of DPP or DPP's external auditor were regularly invited to the meetings of the Board.

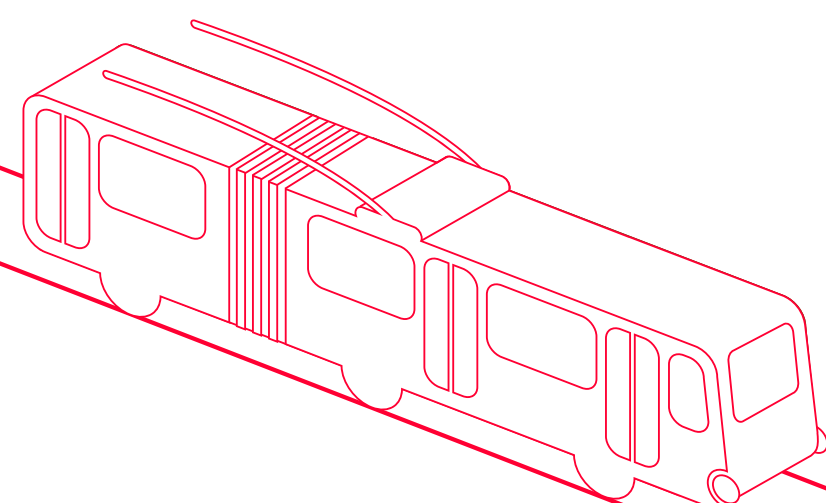
In 2022, the VpA fulfilled its obligations under applicable law and the company's articles of association.

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

At the opening of the meeting on February 23, 2023, the VpA agreed to the submitted report on the Audit Committee's activities in 2022 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 General Meeting.

The VpA was presented with the report of the preliminary audit of the 2022 financial statements and the 2023 budget.

The VpA reviewed the Q3 2022 Corrective Action Implementation Summary, the Q4 2022 Corrective Action Implementation Summary, the 2022 CMS Status Report, the ISO 37301 Compliance Management Systems Implementation Plan, and information on the progress and results of the asset and liability inventory.



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

On May 3, 2023, the VpA, by Resolution No. 2/2023/2 on the audit verification of the financial statements and the annual report for 2022, took note of the audit verification of the financial statements and the annual report for 2022 and stated that the VpA did not find any reasons that would prevent the General Meeting from approving the annual financial statements of DPP.

The VpA noted the additional auditor's report of NEXIA AP, a. s. for 2022 and the auditor's independence assessment.

Furthermore, the VpA discussed the report on the management and costing of PID for 2022, the report on the status of the internal control system, information on the activities of the Control Department, the risk management system as part of the management control system, the provision of management and control activities in 2022.

Finally, the Board discussed audit reports and regular information on the activities of the Internal Audit and Compliance Department.

At the meeting on 13 June 2023, the VpA paid attention to the letter from the statutory auditor of NEXIA AP, a. s. to the management of the entity (Management letter) for 2022, the PID's management report and costing for Q1 2023, and the summary of the implementation of corrective actions for Q1 2023.

The VpA was informed of the update No. 1 of the Internal Audit, Cybersecurity and IT Plan.

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

On 9/21/2023, the VpA approved the VpA's report to the Public Oversight Board and directed the Chair of the Audit Committee to submit the report to the Public Oversight Board.

The VpA noted PID's 2022 tax liability summary and supplementary tax returns, PID's performance report and costing for the first half of 2023, the Q2 2023 corrective action performance summary and PID's 2023 risk analysis of malpractice.

In addition, the VpA discussed significant legal disputes, the functions and risks of the Transport Section, the functions and risks of the Technical - Surface Section, the functions and risks of the Personnel Section and the functions and risks of the Security Section.

Finally, the Board discussed the submitted audit reports and regular information on the activities of the Internal Audit and Compliance Department.

At the opening of the meeting on 27/11/2023, the VpA was provided with the 2023 financial statement audit plan, the 2023 annual financial statement schedule and the PID's Q1 to Q3 2023 management report and costing.

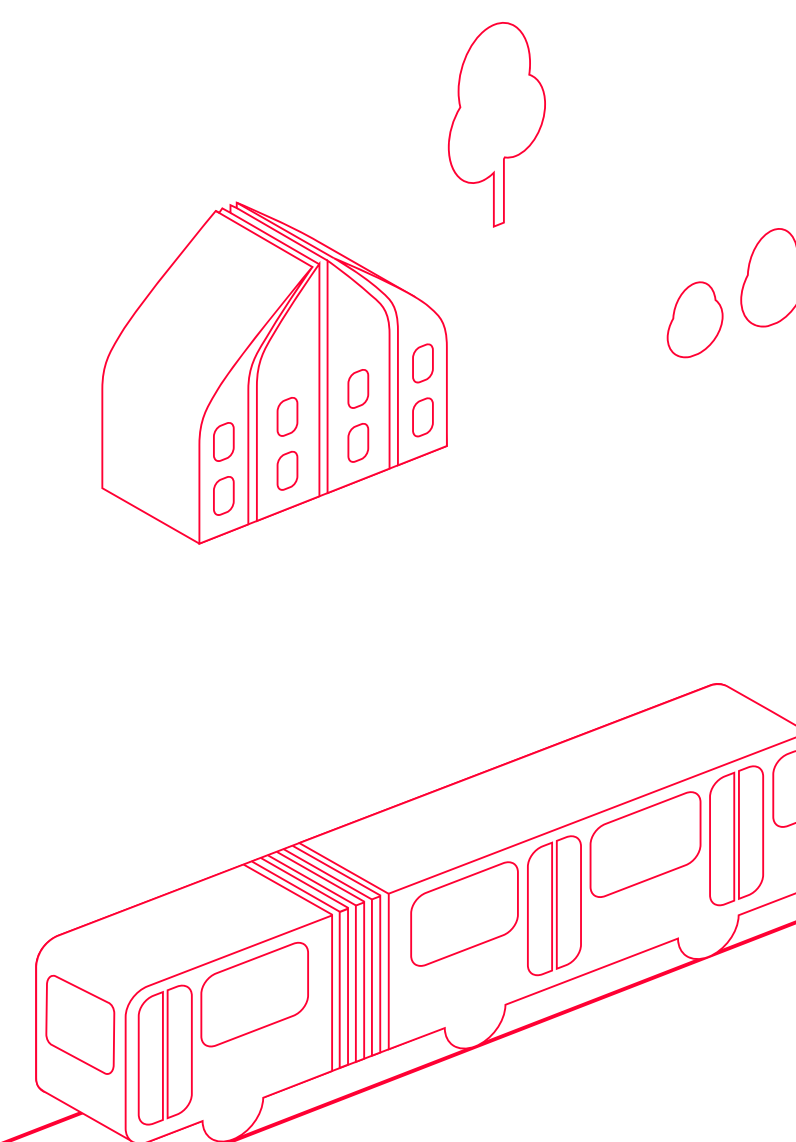
In addition, the VpA discussed Update No. 2 to the 2023 Internal Audit Plan, the Q3 2023 Corrective Action Implementation Review, and the Compliance Risk and Corrective Action Review.

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

At its meeting on 18/12/2023, the VpA initially approved the Audit Committee's work plan for 2024.

The VpA noted the write-off of wasted investments 2023, non-financial reporting related to ESG, significant changes in legislation 2024, draft internal audit plan 2024, validation audit of compliance management system according to ISO 37301 and ISO 37001.

At the end of the meeting, the VpA was informed about the processes and risks of the Technical Department - Metro, the Risk Management System, regular information about the activities of the Internal Audit and Compliance Department and information about the Metro I.D.



2023 Report on the activities of the Supervisory Board of Prague Transit Company of the Capital City of Prague, joint stock company

The Supervisory Board of Transit Company of the Capital City of Prague, joint stock company (hereinafter referred to as „the Supervisory Board“) functioned in 2023 primarily in the following composition:

Ing. Adam Scheinherr, MSc., Ph.D. (Chairman), Pavel Vyhnánek, M.A. (Vice-Chairman), Jan Marek (Vice-Chairman), Roman Slanina (Vice-Chairman), Filip Vácha, Ing. Tomáš Mikeska, Mgr. Petra Kolínská, Mgr. Jakub Jiran, MBA, Ing. Jan Lička, Jiří Obitko, Vratislav Feigel, MBA, LL. M, Josef Buriánek, Marcel Nový, MUDr. Zdeněk Hřib (Chairman), Ing. Gabriela Lněničková, MBA, Ing. Ondřej Prokop, JUDr. Tomáš Sunegha, Ing. Zdeněk Kovářík, JUDr. Tomáš Homola.

During 2023, the following personnel changes were made to the Supervisory Board.

During 2023, the following personnel changes were made to the Supervisory Board.

The Prague City Council in the competence of the General Meeting of the Transit Company of the Capital City of Prague, by its resolution of 6 March 2023, dismissed a member of the Supervisory Board of the Transit Company of the

Capital City of Prague from the position of member of the Supervisory Board of the Transit Company of the Capital City of Prague. Pavel Vyhnánek, M.A., and Mgr. Petra Kolínská. At the same time, as of 7 March 2023, it elected MUDr. Zdeněk Hřib, Ing. Gabriela Lněničková, MBA, and Ing. Ondřej Prokop.

Subsequently, the Prague City Council, in the competence of the General Meeting of the Transit Company of the Capital City of Prague on 20 March, dismissed Tomáš Mikeska and Filip Vácha as members of the Supervisory Board of the Transit Company of the Capital City of Prague as of 21 March 2023. Prague elected JUDr. Tomáš Homola, Ing. Zdeněk Kovářík and JUDr. Tomáš Sunega.

The current Chairman of the Supervisory Board of the Transit Company of the Capital City of Prague, Ing. Adam Scheinherr, MSc., Ph.D., resigned as Chairman of the Supervisory Board as of 22 March 2023. The new chairman of the Supervisory Board of the Transit Company of the Capital City of Prague is Mr. Zdeněk Hřib, M.D., 1st Deputy Mayor of the Capital City of Prague, was elected as of the same date.

On 26 April 2023, the Supervisory Board elected a new Vice-Chairman, Mgr. Jakub Jiran, MBA.

Regularly discussed matters:

In 2023, 11 Supervisory Board meetings were held. The company's Supervisory Board, among other things, regularly:

- monitored the operational management of the Transit Company of the Capital City of Prague. (hereinafter referred to as „Transit Company,“ or “DPP”) and monitored the development of revenues (discussion of quarterly and half-yearly management results, annual financial statements of the PID costing and the development of the use of funds);
- Discussed the implementation of the procurement plan and its members participated in the evaluation panels for assessing the suppliers' bids;
- discussed the materials and adopted conclusions from the meetings of the Board of Directors and the General Meeting;
- discussed property law matters: granted consent to the conclusion of individual contracts limiting the ownership right or creating a lien on movable or immovable property owned by 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 discussed the investment plan for 2023 and the operating budget for 2023.

The Supervisory Board discussed the achievement of the non-economic targets set for 2022 by the General Manager, Transportation Director, Human Resources Director, Technical Director - Surface and Technical Director - Metro.

The Supervisory Board was also presented with a report on the draft procedure for the possible selection of directors, the report of the insurance broker and evaluated the achievement of the joint non-economic targets of the Executive Board members for 2022 for the granting of the annual individual bonus.

In the personnel area, the Supervisory Board was informed about the progress of collective bargaining and manual occupations - staffing, public transport drivers and metro drivers.

The Supervisory Board approved the objectives of the members of the Management Board for 2023 and discussed its opinion on the issue of compensation for non-pecuniary damage in the criminal proceedings in the Dozimetr case.

The Supervisory Board recommended the General Meeting to approve the annual financial statements, the annual report and the profit for the year 2022 and to decide on the distribution of the company's profit for the financial year 2022 in the form of a profit of CZK 2,236 thousand in the form of a transfer to account 428 - Undistributed profit of previous years.

The Supervisory Board discussed the management letter for 2022.

The Supervisory Board was regularly informed about individual steps in the construction and preparation of the I.D metro line, the development of DPP's contractual relations with Inženýring dopravních staveb, a. s., and dealt with the issue of contractual relations with RENCAR PRAHA, a. s. and euroAWK, s. r. o. They also repeatedly focused their attention on the issue of surface transport

control systems and concentrated on the progress in the negotiations on the ongoing court disputes in connection with the exits from the metro stations.

During 2023, the Supervisory Board also discussed the company's strategic materials, such as the DPP Business Plan 2050, the DPP Business Plan 2023, and the Acceptance of the DPP ESG Strategy.

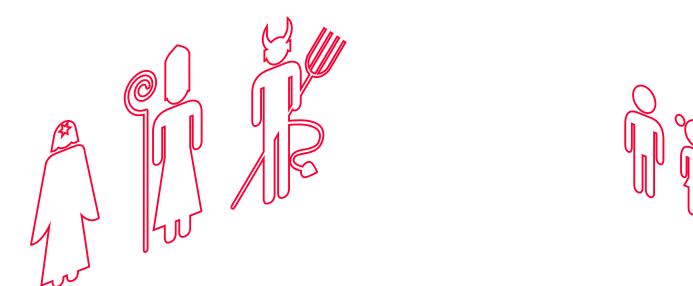
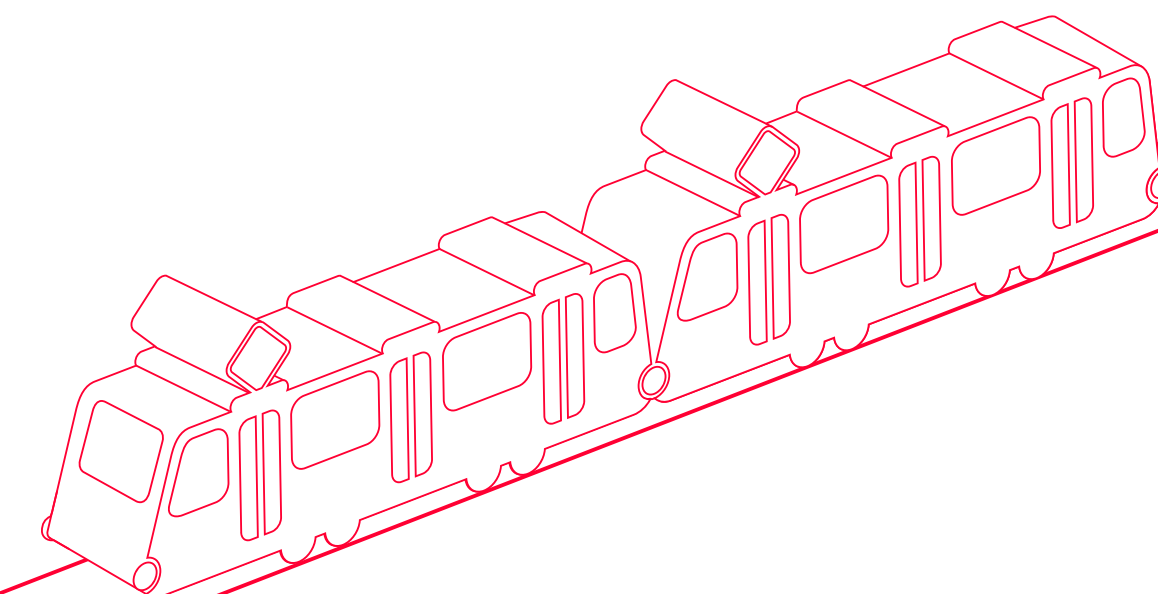
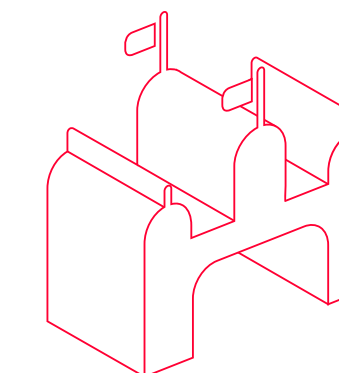
Conclusion:

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

The Supervisory Board paid extra 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 tenders and public contracts during 2023.

It is imperative to state that during 2023 the Supervisory Board fulfilled its mission as the company's controlling body with due care in accordance with applicable laws, the company's Articles of Association, other regulations and the interests of the sole shareholder of the Capital City of Prague and supervised the performance of the Management Board's duties and the company's management.

Through its activities, the Supervisory Board 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 2023 is submitted on the activities of the Transit Company of the Capital City of Prague, joint stock company (hereinafter referred to as „DPP“) in the area of providing information in accordance with the Information Act.

<p>1. Number of requests for information submitted and number of decisions issued refusing the request:</p> <p>a) number of requests for information submitted: 75</p> <p>b) number of decisions issued rejecting the application: 15</p> <p>2. number of appeals against decisions: 8</p> <p>3. details of the judicial review of the appeal decision: 0</p> <p>a) a copy of the essential parts of any judgment of a court reviewing the lawfulness of a decision refusing a request for information 0</p> <p>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 CZK 0</p> <p>4. List of exclusive licences granted, including justification for the need to grant an exclusive licence: no exclusive licences were granted;</p> <p>5. data on complaints lodged against the procedure for handling requests for information (hereinafter referred to as „complaint“):</p> <p>a) the number of complaints lodged: 3</p> <p>b) the reason for making complaints about the DPP’s procedure:</p>	<p>- § 16a(1)(a) 2</p> <p>- § 116a(1)(b) 1</p> <p>c) the method of handling the DPP:</p> <p>- § 16a(5) (self-remedy) 1</p> <p>- § 16a(5) (referral to the appellate authority) 2</p> <p>d) the manner of handling by the appeal body (the Office for Personal Data Protection):</p> <p>- § 16a(6)(a), § 16a(7)(a) -</p> <p>6. Other information related to the handling of requests for information: the most frequent requests for information related to the tender procedure for non-residential premises owned by the Transit Company of the Capital City of Prague. The most frequently requested information related to the requests for information concerning the transport claims of the Transport Authority of Prague, joint-stock company, the „gracious summer“ and the construction of the I.D. metro line.</p>
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Relationship Report

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Introductory provisions

The Board of Directors of the Transit Company of the Capital City of Prague, joint stock company, with registered office at Sokolovská 42/217, Vysočany, 190 00 Prague 9, ID No.: 000 05 886, registered in the Commercial Register maintained at the Municipal Court in Prague, Section B, Insert 847 as a controlled company, has prepared the following report on the relations between Transit Company of the Capital City of Prague, joint stock company and the controlling person and between the company Transit Company of the Capital City of Prague, joint stock company and persons controlled by the same controlling person (hereinafter referred to as „related persons“) for the past accounting period from 1 January 2023 to 31 December 2023 (hereinafter referred to as the „Relevant Period“)

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

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

1.1 The structure of relationships

1. 1. 1. The structure of relations between related parties is branched and multi-tiered and is based on the controlling (legal) person, which is the City of Prague, ID No.: 000 64 581 (hereinafter referred to as the „Controlling Person“). The Controlling Person directly controls eighteen companies in the group of controlled persons (business corporations). One of them is the Transit Company of the Capital City of Prague. Two companies, namely Pražská strojírna, a. s., ID No.: 601 93 298, with registered office at Prague 9 - Vinoř, Mladoboleslavská 133, Postal Code 19017 and Střední průmyslová škola dopravní, a. s., ID No.: 256 32 141, with registered office at Prague 5, Plzeňská 298/217a, Postal Code 15000, are controlled by the controlling person through the controlled person Transit Company of the Capital City of Prague, joint stock company.
1. 1. 2. The basic structure of the relationships in the cluster is shown in the diagram attached as an integral part of this report (Appendix 4). The structure of the specific relationships in the grouping to which Transit Company of the Capital City of Prague, joint stock company was a party in the relevant period, and the position of the individual participants in this structure can be seen, in addition to the above-mentioned facts, from the breakdown of the related parties as contracting parties in the overview of the reciprocal agreements set out in this report.

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

- a) Kolektory Praha, a. s., with registered office at Pešlova 341/3, Vysočany, 190 00 Prague 9, registered in the Commercial Register, File No. B 7813, registered at 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, registered at 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, kept at the Municipal Court in Prague, ID No.: 272 51 918 (100 % share)
- d) Pražská energetika Holding, a. s., with registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague, registered in the Commercial Register, File No. B 7020, registered at the Municipal Court in Prague, ID No.: 264 28 059 (51 % share)
- e) Pražská vodohospodářská společnost, a. s., with registered office at Evropská 866/67, Vokovice, 160 00 Praha 6, registered in the Commercial Register, File No. B 5290, registered at the Municipal Court in Prague, ID No.: 256 56 112 (100 % share)
- f) Pražské služby, a. s., with registered office at Prague 9, Pod Šancemi 444/1, registered in the Commercial Register, File No. B 2432, registered at the Municipal Court in Prague, ID No.: 601 94 120 (100 % share)

- g) TRADE CENTRE PRAHA, a. s., with registered office at Praha 2, Blanická 1008/28, Postal Code 12000, registered in the Commercial Register, File No. B 43, kept at the Municipal Court in Prague, ID No.: 004 09 316 (100 % share)
- h) 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, registered at the Municipal Court in Prague, ID No.: 264 96 224 (share 90.0353 %)
- i) Zdroj pitné vody Káraný, a. s. with registered office at Podolská 15/17, Podolí, 147 00 Praha 4, registered in the Commercial Register, file number B 7438, registered at the Municipal Court in Prague, ID No.: 264 96 402 (97.25% share)
- j) 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, registered at the Municipal Court in Prague, ID No.: 027 95 281 (100 % share)
- k) Technical Administration of Communications of the Capital City, Prague, a. s. with registered office at Veletržní 1623/24, Holešovice, 170 00 Prague 7, registered in the Commercial Register, File No. B 20059, registered at the Municipal Court in Prague, ID No.: 034 47 286 (100 % share)
- l) Výstaviště Praha, a. s., with registered office at Výstaviště 67, Bubeneč, 170 00 Prague 7, registered in the Commercial Register, File No. B 5231, kept at the Municipal Court in Prague, ID No.: 256 49 329 (100 % share)
- m) 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, registered at the Municipal Court in Prague, ID No.: 256 72 541 (100 % share)
- n) Prague City Tourism, a. s., with registered office at Žatecká 110/2, Staré Město, 110 00 Prague 1, registered in the Commercial Register, File No. B 23670, registered at the Municipal Court in Prague, ID No.: 073 12 890 (100 % share)
- o) Teplo pro Prahu, a. s. with registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register, file number B 27282, registered at the Municipal Court in Prague, ID No.: 171 38 558 (49 % share)
- p) PPF banka, a. s., with registered office at Evropská 2690/17, 160 41 Prague 6, registered in the Commercial Register, File No. B 1834, registered at the Municipal Court in Prague, ID No.: 471 16 129 (6.73 % share)
- q) 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, registered at the Municipal Court in Prague, ID No.: 601 93 492 (100 % share)

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

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

- a) Pražská strojírna, a. s., with registered office at Prague 9 - Vinoř, Mladoboleslavská 133, Postal Code 19017, registered in the

- Commercial Register, File No. B 2318, kept at the Municipal Court in Prague, ID No.: 601 93 298 (100 % share)
- b) Střední průmyslová škola dopravní, a. s., with registered office at Praha 5, Plzeňská 298/217a, Postal Code 15000, registered in the Commercial Register, File No. B 5097, registered at the Municipal Court in Prague, ID No.: 256 32 141 (100 % share)
- c) RENCAR PRAHA, a. s., with registered office at Rohanské nábřeží 678/25, Karlín, 186 00 Praha 8, registered in the Commercial Register, File No. B 86, registered at 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, registered at the Municipal Court in Prague, ID No.: 119 26 384 (25 % share)

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

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

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

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

- b) eYello CZ, k. s. with registered office at Kubánské náměstí 1391/11, Vršovice, 100 00, Prague 10, registered in the Commercial Register, file number A 76596, registered at the Municipal Court in Prague, ID No.: 250 54 040 (90 % share)
- c) PREměření, a. s., with registered office at Prague 10, Na Hroudě 2149/19, Postal Code 10005, registered in the Commercial Register, File No. B 5433, kept at the Municipal Court in Prague, ID No.: 256 77 063 (100 % share)
- d) KORMAK Praha, a. s., with registered office at náměstí Bratří Jandusů 34/34, Uhřetěves, 104 00 Praha 10, registered in the Commercial Register, File No. B 20181, registered at the Municipal Court in Prague, ID No.: 485 92 307 (100 % share)
- e) PREservisní, s. r. o., with registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register, File No. C 215222, registered at 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, registered at the Municipal Court in Prague, ID No.: 065 32 438 (100 % share)
- g) VOLTCOM, spol. s r. o. with registered office at Prague 6, Otevřená 1092/2, Postal Code 16900, registered in the Commercial Register, File No. C 7541, registered at the Municipal Court in Prague, ID No.: 447 94 274 (100 % share)

Companies with capital participation of PREdistribuce, a. s.

- a) PREnetcom, a. s. with its registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register, File No. B 23057, registered at 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 No. C 287994, registered at the Municipal Court in Prague, ID No.: 280 80 378 (100 % share)
- b) SOLARINVEST - GREEN ENERGY, s. r. o. with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Praha 10, registered in the Commercial Register, File No. C 153406, kept at 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, registered at the Municipal Court in Prague, ID No.: 272 34 835 (100 % share)
- d) PRE VTE Částkov, s. r. o. with registered office at Na hroudě 2149/19, Strašnice, 100 00 Praha 10, registered in the Commercial Register, file number C 19065, registered at 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, registered at the Municipal Court in Prague, ID No.: 11911913 (100 % share)

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

- a) Pražská plynárenská Distribuce, a. s., a member of the Pražská plynárenská, a. s. Group, with registered office at Praha 4, U Plynárny 500, Postal Code 14508, registered in the Commercial Register, File No. B 10356, registered at the Municipal Court in Prague, ID No.: 274 03 505 (100 % share)
- b) Pražská plynárenská Servis distribuce, a. s., a member of the concern Pražská plynárenská, a. s., with its registered office at U plynárny 1450/2a, Michle, 140 00 Prague 4, registered in the Commercial Register, File No. B 1878, kept at the Municipal Court in Prague, ID No.: 471 16 471 (100 % share)
- c) Prometheus, energetické služby, a. s., a member of the 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, kept at the Municipal Court in Prague, ID No.: 630 72 599 (100 % share)
- d) MONTSERVIS PRAHA, a. s. with registered office at U Plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register, file number B 270, registered at the Municipal Court in Prague, ID No.: 005 51 899 (100 % share)
- e) Nová PP Distribuce, a. s. with registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register, file number B 28573, registered at the Municipal Court in Prague, ID No.: 210 31 088 (100 % 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 No. B 25960, registered at the Municipal Court in Prague, ID No.: 097 83 172 (75 % share)
- b) Teplo pro Prahu, a. s., with registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register, File No. B 27282, registered at the Municipal Court in Prague, ID No.: 171 38 558 (51 % share)

Companies with capital participation of the trading company Pražské služby, a. s.

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

Company with capital participation 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 No. B 19766, registered at the Municipal Court in Prague, ID No.: 291 31 804 (100 % share)
- b) Želivská dálniční, a. s. with registered office at K Horkám 16/23, Hostivař, 102 00 Prague 10, registered in the Commercial Register, file number B 26370, registered at the Municipal Court in Prague, ID No.: 108 95 868 (100 % share)
- c) Želivská rozvojová, a. s. with registered office at K Horkám 16/23, Hostivař, 102 00 Prague 1, registered in the Commercial Register, file number B 26371, registered at 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, kept at the Municipal Court in Prague, ID No.: 291 48 995 (100 % share)

Companies with capital participation of the trading company 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 at the Municipal Court in Prague, ID No.: 256 56 635 (49 % share)

2. Method and means of control

- 2. 1. Direct control of the companies referred to in paragraph 1.1 above was exercised by the controlling person in the relevant period by exercising its shareholder rights (shareholder rights). Control of the other controlled corporations is exercised only through the companies that control them and are themselves controlled by the City of Prague, i.e. exclusively indirectly.
- 2. 2. From the point of view of the Transit Company of the Capital City of Prague, joint stock company, the City of Prague exercises direct control over it.

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

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

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

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

- 4.2 The contracts between the controlled entity and the controlling entity in the financial year 2023 are listed in Annex 1. These contracts were entered into on normal commercial terms and the performance and consideration are in accordance with normal commercial terms taking into account the nature of the controlled person's business and no detriment was caused to the controlled person by the performance of these contracts.
- 4.3 There were no other legal transactions between the controlled and the controlling person in the interest of the controlling person.
- 4.4 No action was taken in the interest of the controlling person.
- 4.5 No action was taken in the interest of the controlling person.
- 4.6 No action was taken at the instigation of the controlling person.
- 4.7 No action was taken at the instigation of the controlling person.
- 4.8 The agreements listed in Appendix 2 were entered into between the controlled person and other persons directly controlled by the controlling person in the financial year 2023. These contracts were entered into on normal commercial terms and the performance and consideration are on normal commercial terms, so that no detriment can arise to the controlled person from the performance of these contracts.
- 4.9 No other legal transactions have been made between the controlled person and other persons directly controlled by the controlling person in the interest of other persons controlled by the controlling person.
- 4.10 No measures have been taken in the interest of other persons directly controlled by the controlling person.

- 4.11 No measures have been taken in the interest of other persons directly controlled by the controlling person.
- 4.12 No action was taken at the request of other persons directly controlled by the controlling person.
- 4.13 No action was taken at the instigation of other persons directly controlled by the controlling person.

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

- 4.14 The agreements listed in Appendix 3 were entered into between the controlled person and other persons controlled indirectly by the controlling person in the financial year 2023. These contracts were entered into on normal commercial terms and the performance and consideration are on normal commercial terms, so that no detriment can arise to the controlled person from the performance of these contracts.
- 4.15 There were no other legal transactions between the controlled person and other persons indirectly controlled by the controlling person in the interest of other persons indirectly controlled by the controlling person.
- 4.16 No measures was taken in the interest of other persons indirectly controlled by the controlling person.
- 4.17 No measures was taken in the interest of other persons indirectly controlled by the controlling person.
- 4.18 No action was taken at the instigation of other persons indirectly controlled by the controlling person.

- 4.19 No action was taken at the instigation of other persons indirectly controlled by the controlling person.

5. Assessment and evaluation

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

Certain risks can be inferred from the relationship with RENCAR PRAHA, a s., ID No.: 00506397, where several pending court proceedings are pending between the controlled person and this person related to the alleged existence of an obligatory relationship between the company Transit Company of the Capital City of Prague and the company RENCAR PRAHA, a s., ID No. As a result of a possible reversal of previously favourable decisions, certain mutual claims relating, inter alia, to the year 2023 could arise.

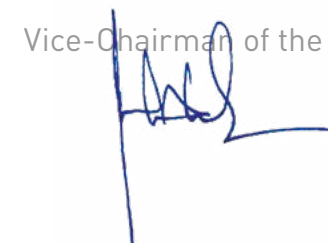
It follows from the above that in the financial year 2023, the controlled person did not incur any property damage as a result of the influence of the controlling person.

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

Ing. Petr Witowski
Chairman of the Board of Directors



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



Annex 1

Overview of contracts concluded in 2023 by the controlled person with the controlling person

Controlling person	Controlled person	Total contracts concluded
The capital city of Prague	Transit Company of the Capital City of Prague, joint stock company	111

Characteristics of contracts and number of contracts:

- Settlement Agreement - 2
- Authorised person agreement - 5
- Agreement on the cancellation of the future contract on the establishment of the easement - 1
- Purchase contract - 2
- Lease agreement - 20
- Agreement on short-term lease of part of the land - 1
- Exchange contract - 1
- Contract on the conclusion of a future agreement on the establishment of an easement - 16
- Contract for the establishment of easement - 12
- Agreement on the establishment of easements - 4
- Contract on future easement agreement - 3
- Contract for water supply and sewage disposal - 3
- Addendum to the Contract on financing of the project within the Operational Programme Prague-Polar Growth of the Czech Republic - 1
- Cooperation agreement - 3
- Archival Custody Agreement - 1
- Water supply contract - 1
- Media contract - 1
- Contract for the relocation of public lighting - 1
- Contract for the relocation of the water and sewerage system - 1
- Addendum to the Contract for the Provision of Services Necessary to Ensure the Proper Provision of Public Transport Services in the Territory of the Capital City of Prague by Public Transport under the Public Services Contract - 1
- Addendum to the Contract for public services in public rail and urban bus transport in the PID system - 2
- Service contract for the provision of services to ensure the consistent fulfilment of a public service obligation - 1
- Addendum to the Service Contract to ensure uniform performance of the public service obligation - 1
- Loan agreement - 21
- Addendum to the Loan Agreement - 1
- Supplement to the Contract on public service obligation in public line transport in the Prague Integrated Transport System - 5

Annex 2

Contracts concluded in 2023 with persons controlled by the controlling person

DIRECTLY

Company	Number	Contract parameters
Kolektory Praha, a.s.	5	Addendum to the contract for the use of the collector - 5
Kongresové centrum Praha, a.s.	1	Lease agreement - 1
Obecní dům, a.s.	0	
Operátor ICT, a.s.	2	Addendum to commission contract - 1, Service contract - 1
Prague City Tourism a.s.	4	Addendum to the contract for transport - 1, Commission contract - 2, Contract for work - 1
Pražská energetika Holding a.s.	0	
Pražská plynárenská, a.s.	3	Natural gas supply contract - 2, Supplement to natural gas supply contract - 1
Pražská vodohospodářská společnost a. s.	3	Lease agreement - 1, Loan agreement - 1, Agreement on transfer of rights and obligations - 1
Pražské služby, a.s.	5	Addendum to service contract - 2, Framework agreement for purchase - 1, Agreement on the establishment of land easements - 1, Framework agreement on the provision of waste collection - 1
Technická správa komunikací hl. m. Prahy, a.s.	5	Agreement on the establishment of a easement - 1, Agreement on the cancellation of the lease agreement - 1, Agreement on the transfer of rights and obligations - 1, Agreement on the granting of consent to enter the land - 1, Contract for work - 1
Technologie hlavního města Prahy, a.s.	0	
Teplo pro Prahu a.s.	0	
TRADE CENTRE PRAHA a.s.	0	
VODA Želivka, a.s.	0	
Výstaviště Praha, a.s.	2	Barter cooperation contract - 1, Water supply and wastewater disposal contract - 1
Zdroj pitné vody Káraný, a.s.	0	
PPF banka, a.s.	0	

Annex 3

Contracts concluded in 2023 with persons controlled by the controlling person

INDIRECTLY

Company	Number	Contract parameters
Střední průmyslová škola dopravní, a.s.	6	Addendum to the Contract on the Conditions of Providing Education and Training in a Secondary Industrial School and Secondary Apprenticeship School - 1, Addendum to the Contract on Providing Professional Development for DPP Employees - 1, Contract on the Lease of Business Premises - 1, Contract on Providing Education and Training to Obtain Group B, B+C and RB/C Driving Licences - 1, Addendum to the Contract on Providing Education and Training to Obtain Group B, B+C and RB/C Driving Licences - 1, Contract on LAN Interconnection - 1
RENCAR PRAHA	0	
Pražská strojírna, a.s.	4	Addendum to the Framework Agreement - 1, Supplement to the Framework Agreement - 1, Supplement to the Framework Agreement - 1, Supplement to the Contract for Work - 1
Nové Holešovice, a.s.	1	Non-disclosure agreement - 1
Pražská energetika a.s.	227	Addendum to the Electricity Supply Contract - 4, Electricity Supply Services Agreement - 15, Addendum to the Electricity Supply Services Agreement -
eYello CZ, k.s.	0	
PREenergo, a.s.	0	
KORMAK PRAHA a.s.	0	
PREservisní s.r.o.	0	
PREzákaznická a.s.	0	
PREdistribuce a.s.	85	Rights and Obligations Agreement - 6, Rental Agreement - 5, Handling, Operation and Work on el. Equipment - 9, Connection Agreement - 20, Distribution System Service Agreement - 2, Future Connection Agreement - 7, Future Easement Agreement - 13, Easement Agreement - 9, Relocation Agreement - 5, Short-term Connection Agreement - 2, Power Supply Agreement - 1, Supplement to Connection Agreement - 3, Supplement to Future Connection Agreement - 1, Supplement to Electricity Distribution Agreement - 1, Supplement to Future Contract for the Establishment of easement - 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.	2	Energy Services Contract - 1, Confidentiality Agreement - 1
PRE VTE Částkov, s.r.o.	0	
PRE VTE Nové Sedlo, s.r.o.	0	

Company	Number	Contract parameters
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	6	Contract for the establishment of easement - 2, Contract for the provision of the relocation - 2, Consent declaration - 1, Supplement to the contract for the operation of gas facilities - 1
Pražská plynárenská Servis distribuce, a.s. člen koncernu Pražská plynárenská, a.s.	1	Contract on future contract on establishment of easement - 1
Prometheus, energetické služby, a.s. člen koncernu Pražská plynárenská, a.s.	0	
Nová PP Distribuce, a.s. člen koncernu Pražská plynárenská, a.s.	0	
MONTSERVIS PRAHA, a.s.	0	
Teplo pro Kbely, a.s.	0	
Teplo pro Prahu, a.s.	0	
Pražské vodovody a kanalizace, a.s.	2	Contract for the relocation of a water supply or sewerage system - 1, Contract for water supply and sewerage protection measures - 1
AKROP s.r.o.	0	
Pražský EKOservis, s.r.o.	0	
RELAKA s.r.o.	0	
Želivská provozní, a.s.	0	
Želivská dálniční, a.s.	0	
Želivská rozvojová, a.s.	0	
Vodárna Káraný, a.s.	0	

Diagram

CONTROLLING PERSON - CITY OF PRAGUE

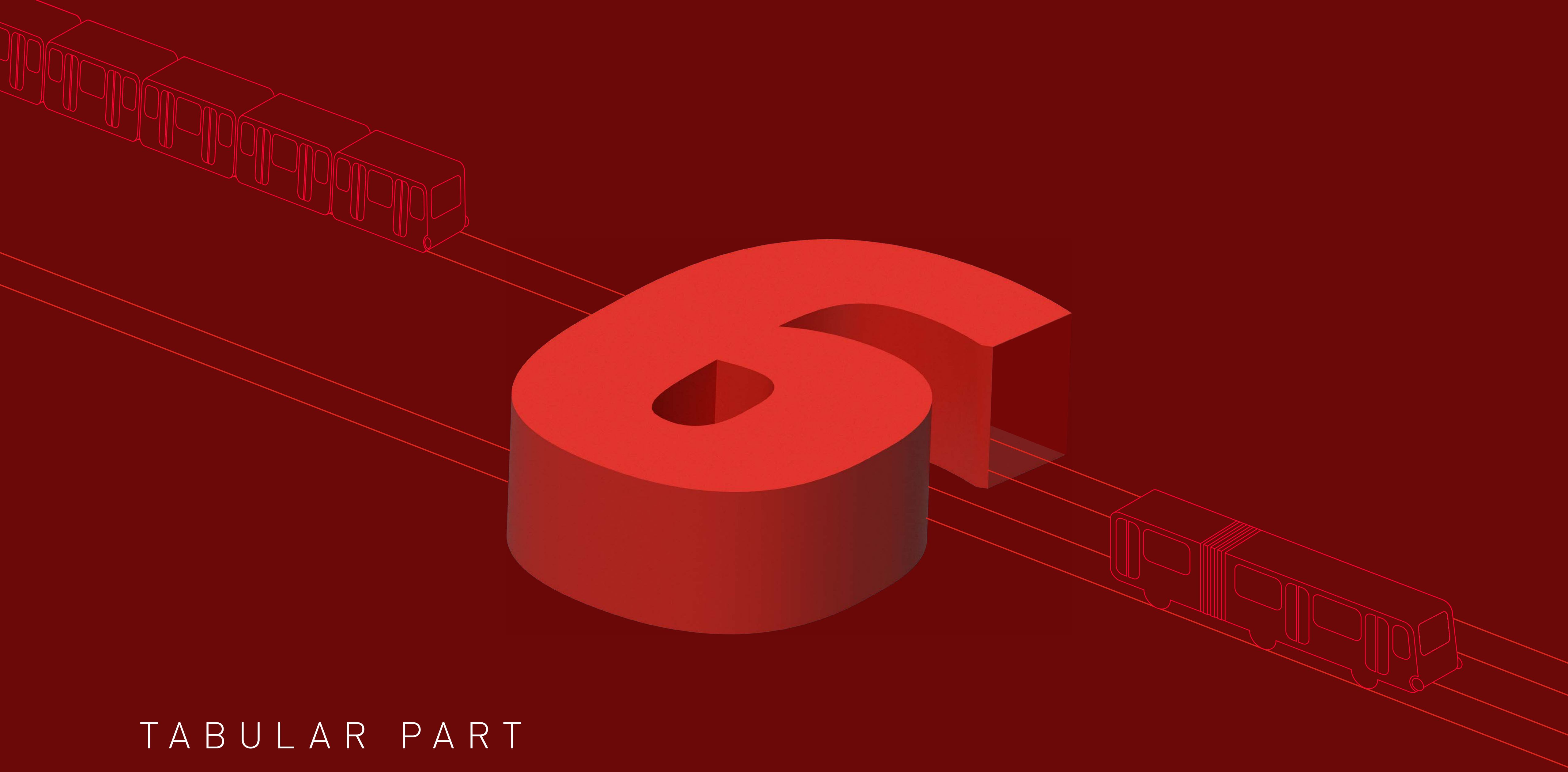
	Directly controlled persons	ID	Companies with capital participation - Indirectly controlled persons	ID	Companies with capital participation - Indirectly controlled persons	ID	Companies with capital participation - Indirectly controlled persons	ID
	Dopravní podnik hl. m. Prahy, akciová společnost	000 05 886						
			Pražská strojírna a. s.	601 93 298				
			Střední průmyslová škola dopravní, a.s.	256 32 141				
			RENCAR PRAHA, a. s.	005 06 397				
			Nové Holešovice, a.s.	119 26 384				
a)	Kolektory Praha, a.s.	267 14 124						
b)	Kongresové centrum Praha, a.s.	630 80 249						
c)	Obecní dům, a.s.	272 51 918						
d)	Pražská energetika Holding a.s.	264 28 059						
			Pražská energetika, a.s.	601 93 913				
					PREdistribuce, a.s.	273 76 516		
							PREnetcom, a.s.	067 14 366
					eYello CZ, k.s.	250 54 040		
					PREměření, a.s.	256 77 063		
							PRE FVE Světlík, s.r.o.	280 80 378
							SOLARINVEST - GREEN ENERGY, s.r.o.	289 23 405
							FRONTIER TECHNOLOGIES, s.r.o.	272 34 835
							PRE VTE Částkov, s.r.o.	279 66 216
							PRE FVE Nové Sedlo, s.r.o.	119 11 913
					KORMAK Praha a.s.	485 92 307		
					PREservisní, s.r.o.	020 65 801		
					PREzákaznická, a.s.	065 32 438		
					VOLTCOM, spol s r.o.	447 94 274		
e)	Pražská vodohospodářská společnost a.s.	256 56 112						
			Pražské vodovody a kanalizace, a.s.	256 5 635				
f)	Pražské služby, a.s.	601 94 120						
			AKROP s.r.o.	264 32 331				
			Pražský EK0servis, s.r.o.	032 98 973				
			RELAKA s.r.o.	067 72 731				
g)	TRADE CENTRE PRAHA a.s.	004 09 316						

	Directly controlled persons	ID	Companies with capital participation - Indirectly controlled persons	ID	Companies with capital participation - Indirectly controlled persons	ID	Companies with capital participation - Indirectly controlled persons	ID
h)	VODA Želivka, a.s.	264 96 224						
			Želivská provozní a.s.	291 31 804				
			Želivská dálniční a.s.	108 95 868				
			Želivská rozvojová a.s.	108 96 562				
i)	Zdroj pitné vody Káraný, a.s.	264 96 402						
			Vodárna Káraný, a.s.	291 48 995				
j)	Operátor ICT, a.s.	027 95 281						
k)	Technická správa komunikací hl. m. Prahy, a.s.	034 47 286						
l)	Výstaviště Praha, a.s.	256 49 329						
m)	Technologie hlavního města Prahy a.s.	256 72 541						
n)	Prague City Tourism a.s.	073 12 890						
o)	Teplo pro Prahu a.s.	171 38 558						
p)	PPF banka, a.s.	471 16 129						
q)	Pražská plynárenská, a.s.	601 93 492						
			Pražská plynárenská Distribuce a.s., člen koncernu Pražská plynárenská a.s.	274 03 505				
			Pražská plynárenská servis Distribuce, a.s., člen koncernu Pražská plynárenská a.s.	471 16 471				
			Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská a.s.	630 72 599				
						Teplo pro Kbely a.s.	097 83 172	
						Teplo pro Prahu a.s.	171 38 558	
			Montservis PRAHA, a.s.	005 51 899				
			Nová PP distribuce, a.s.	210 31 088				

List of abbreviations

AE	Airport Express	ČSOB	Czechoslovak Trade Bank	EPC	Energy Performance Contracting	JDCM	Metro Traffic Route Unit
AIS	Automatic Information System	DHM	Long-Term Tangible Assets	EPS	Electric Fire Alarm System	JHV	Historic Vehicles Unit
APC	Automatic Passenger Counting	DM	Long-Term Assets	EU	European Union	JPM	Metro Operation Unit
ASDŘ-D	Automated System of Dispatcher Management of Transportation	DNM	Long-Term Intangible Assets	EZS	Electronic Security System	JPT	Tram Operation Unit
ASDŘ-T	Automatic System of Dispatcher Management [Technology]	DPH	Value Added Tax	GHo	Hostivař Garages	JSVA	Bus Vehicle Management Unit
BOZP	Safety and Health Protection at Work	DPP	Transit Company of the Capital City of Prague	HMP	Capital City of Prague	JSVT	Tram Vehicle Management Unit
BM	Standard Meter	DRHM	Minor Tangible Assets	HZS	Fire Rescue Service	Kč	Czech Crown (currency)
CD	Central Dispatch	DRNM	Minor Intangible Assets	IČO	Identification Number	ks	Pieces
CO₂	Carbon Dioxide	DSP	Documentation of Actual Execution	IDSK	Integrated Transport of the Central Bohemian Region	LD	Cableway
CZT	Central Heating Supply	DT	Distribution Substation	JPA	Bus Operation Unit	LZA	Train Security Device
CP	Securities	Ečs	Oldest type of metro cars	IPOČ	Information Panels Above Check-in Line	MČ	Municipal District
ČSN	Czech Technical Standard	EIP	Electronic Information System	IPR	Institute of Planning and Development of the Capital City of Prague	MD	Ministry of Transport
ČS	Czech Savings Bank	EKV	Electronic Entry Control System	IT	Information Technology	MDT	Converter Stations and Distribution Substations
		EOV	Electrically Operated Turnouts				

MHD	Public Urban Transport	PS	Prague Services	TH	Technical-Economic (employees)	VZ	Public Tender
MKM	Local Kilometers	PT	Prague Heating	THMP	Technologies of the Capital City of Prague	VZT	Air Conditioning
MHMP	Prague City Hall	Ptv	Industrial Television	TSK	Technical Road Administration	ZIS	Basic Information System
MTZ	Material Technical Supplies	QMS	Quality Management System	TSO	Technical Building Administration	ZLD	Lines for Persons with Reduced Orientation and Mobility and their Companions
OON	Other Personal Expenses	ROPID	Regional Organiser of Prague Public Transport	TT	Tram Track	ZOK	Business Corporations Act
OOPP	Personal Protective Equipment	RTT	Tramway Track Renovation	UITP	International Association of Public Transport	ZOO	Zoo
OPD	Operational Programme Transport	SAP	Integrated Economic Information System	UPS	Uninterruptible Power Supply	ZVS	Public Service Obligation
OPP	Provisions	SD	Service Desk	UTZ	Designated Technical Equipment		
OSM	Metro Protection System	SDI	Center of Traffic Information	VIP	Outdoor Information System		
PC	Personal Computer	SFŽP	State Environmental Fund of the Czech Republic	VK	Equity Capital		
PHE	Recycling Fee	SPŠD	Secondary Industrial School of Transport	VKV	Very High Frequency		
PID	Prague Integrated Transport	SSZ	Light Signaling Device	VN	High Voltage		
POP	Operating and Service Personnel	SŠ	Secondary School	vozk	Vehicle Kilometers		
PP	Prague Gasworks (also stands for Implementation Project and Prague Uprising metro station)	STK	Technical Inspection Station	the VpA	Audit Committee		
PRE	Prague Energy	SŽ	Railway Administration	VŠ	University		
		TAČR	Technology Agency of the Czech Republic	VT	Computing Technology		
				VTZ	Selected Technical Equipment		



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Operational technical indicators

NUMBER OF LINES IN OPERATION, LENGTH (IN KM) AND AVERAGE SPEED (IN KM/H)

	number of operating lines		length of lines in km	average speed (km/h)	
	Day	Night		Travel	Cruise (operational)
Metro	3	-	65.4	35.65	33.21
Trams	26	9	580.2	19.37	13.20
Buses	136	14	1,870.3	24.94	16.80
Trolleybuses	1	-	11.5	22.95	16.20

Note: Without the historical (nostalgic) tram line and funicular to Petřín.

AVERAGE NUMBER OF CARRIAGES DISPATCHED PER 1 DAY

(in regular operation outside the holiday season)

	Morning peak	Off-peak	Afternoon peak	Saturday	Sunday
Metro	501	269	434	192	191
Trams	585	431	586	328	328
Buses	904	524	865	430	427
Trolleybuses	1	1	1	1	1

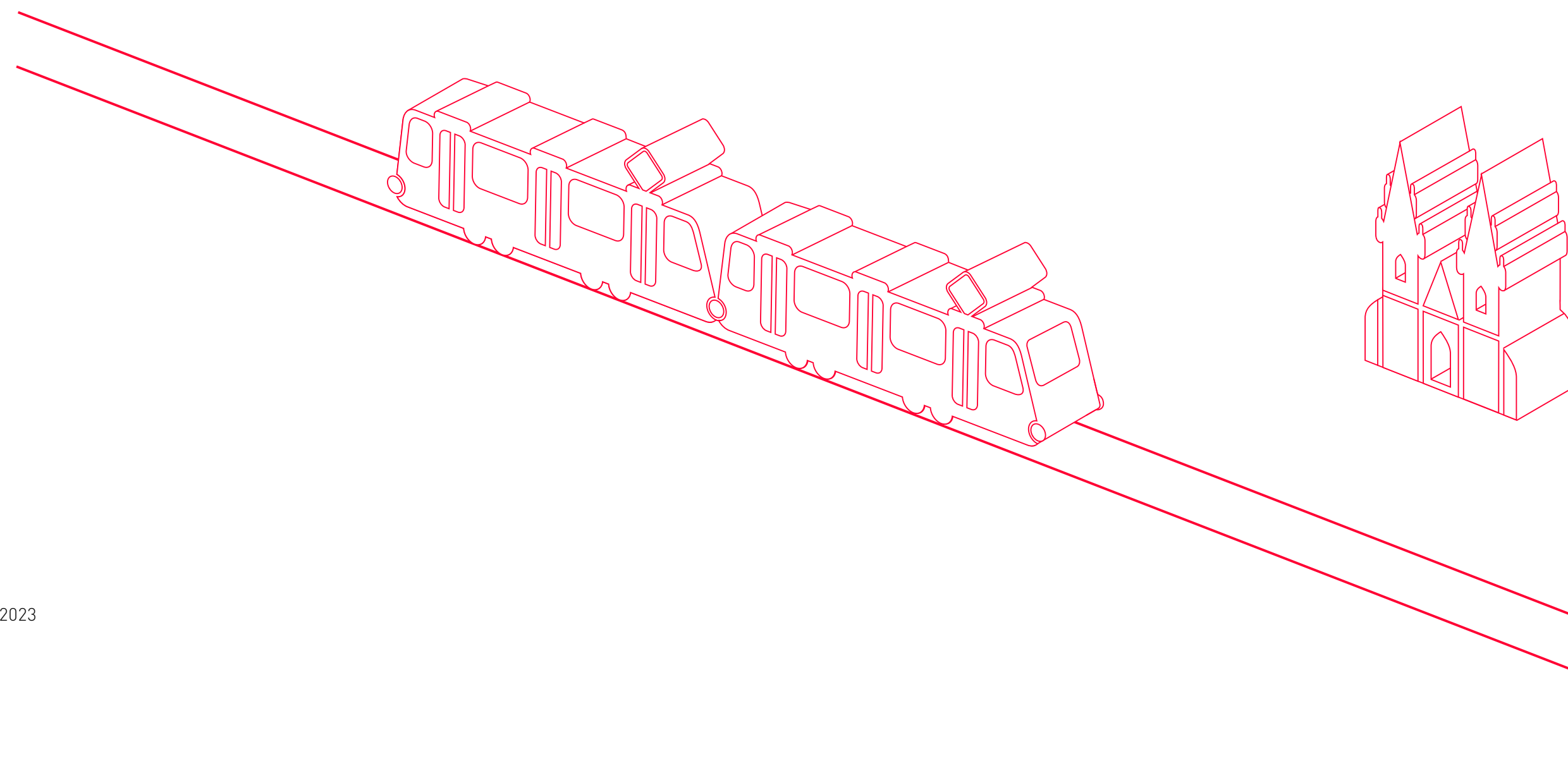
OPERATING VEHICLE AND LOCAL KILOMETRES (THOUS. KM)

	Vehicle km (thous. vehicle km)	local km (thous. mkm)
Metro	58,847	10,858,419
Trams	58,034	6,383,865
Buses	65,045	5,615,202
Trolleybuses	54	5,321
Funicular	24	2,425
Total	182,004	22,865,232

Note: Excluding kilometres of contractual transport and historic (nostalgic) tram lines.

Buses include suburban lines.

Tram vehicle kilometres are converted.



MANAGEMENT PERCENTAGE AND ENERGY CONSUMPTION

	fleet management percentage of vehicles	traction energy consumption		Diesel fuel consumption	
		in thousands of kWh	per 1 vehicle-km	in thousands of litres	per 1 vehicle-km
Metro	9.95	113,231	1.92	-	-
Trams	16.42	121,740	3.18	-	-
Trolleybuses	12.86	218	2.25	-	-
Buses	8.87	-	-	29,162	0.44

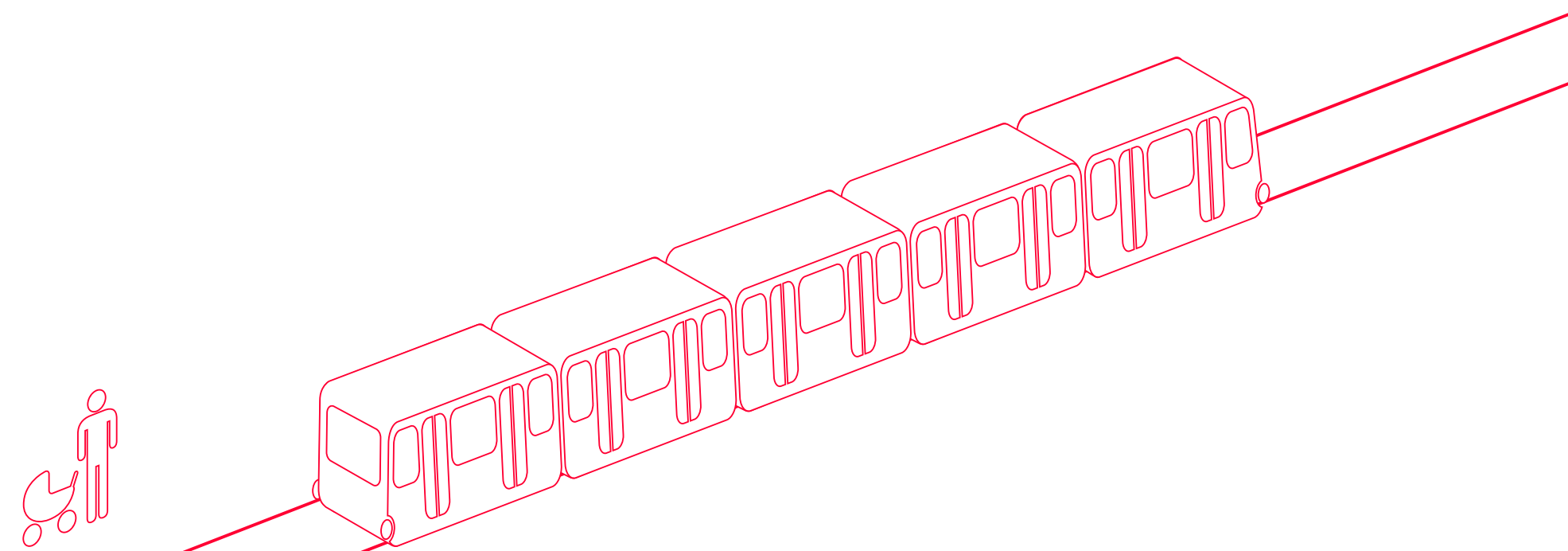
LIST OF LINES

Metro lines in operation on 31 December 2022

Line	Route	track length in m *	journey time in minutes
A	Nemocnice Motol – Depo Hostivař	16,957	31.17
B	Černý Most – Zličín	25,706	41.17
C	Háje – Letňany	22,425	35.83

* The line length is the distance between the centres of the end stations on the 1st track, the data is based on the actual measurement and was provided by JDCM. For journey time in minutes, the SJŘ time was used - always the longest for each route.

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



Tram lines operated by DPP as at 31 December 2023

basic line routing – no diversion condition

DAY LINES

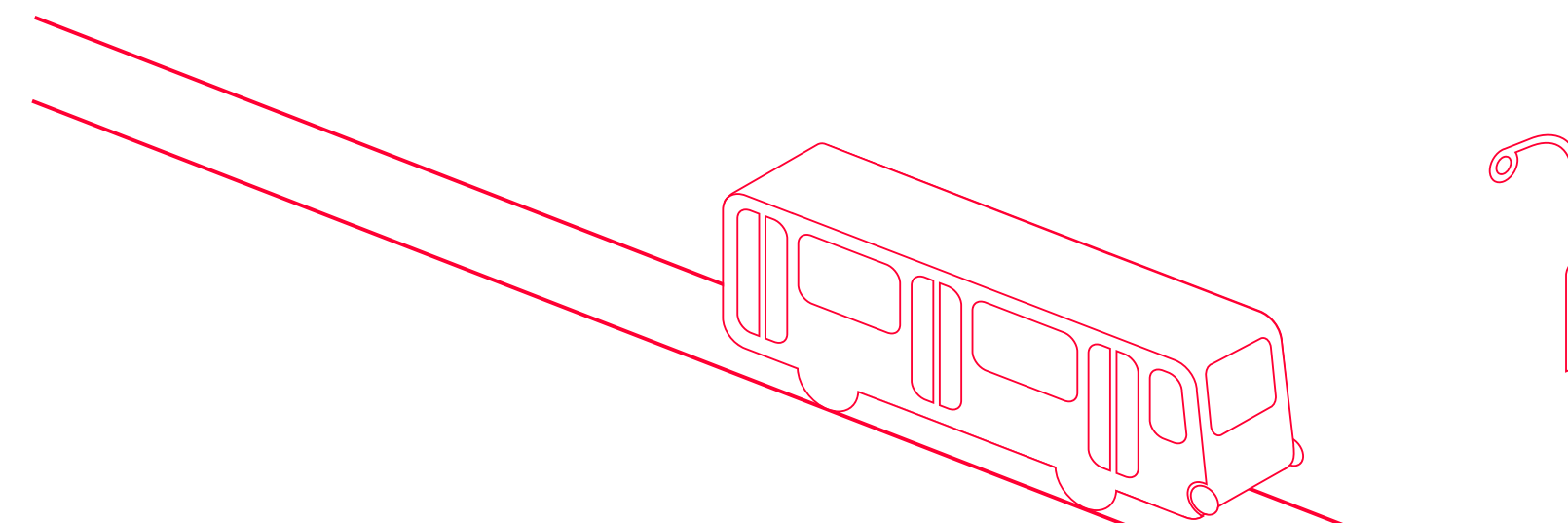
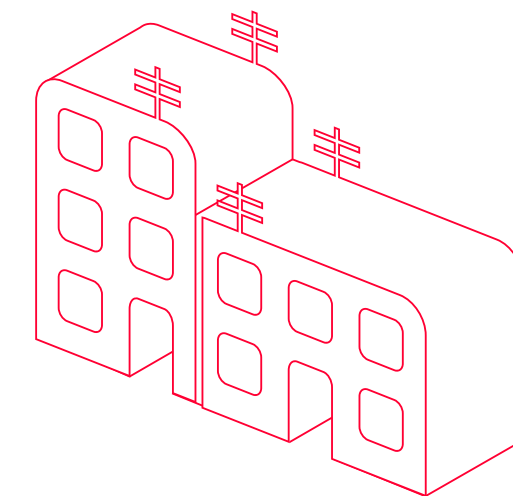
Line	Route	∅ length without loops in m	∅ travel time in minutes
1	Sídlíště Petřiny – Spojovací	14,110	41.5
2	Sídlíště Petřiny – Nádraží Braník	14,670	44.0
3	Levského/Sídl. Modřany – Kobylisy/Březiněveská	20,270	57.5
4	Slivenec – Kubánské náměstí	14,222	42.5
5	Slivenec – Vozovna Žižkov	15,296	46.5
6	Vysočanská – Kubánské náměstí	15,801	53.5
7	Radlická – Depo Hostivař	12,288	40.0
8	Nádraží Podbaba – Starý Hloubětín	13,790	43.5
9	Sídlíště Řepy – Spojovací	17,380	53.0
10	Kotlářka – Olšanské hřbitovy	22,290	68.0
11	Sídlíště Řepy – Ústřední dílny DP	12,700	41.5
12	Libuš – Vozovna Kobylisy	15,980	48.5
13	Nádraží Podbaba – Vozovna Pankrác	5,287	18.5
14	Lehovec – Pankrác	13,673	43.5
15	Sídlíště Barrandov – Dědina	11,450	38.0
16	Levského/Sídl. Modřany – Radlická	18,327	57.5
17	Bílá Hora – Nádraží Hostivař	21,931	59.0
18	Zvonařka – Královka	11,390	39.5
19	Kotlářka – Olšanské hřbitovy	16,839	52.0
20	Sídlíště Řepy – Ústřední dílny DP	18,906	52.0
21	Libuš – Vozovna Kobylisy	13,997	35.0
22	Nádraží Podbaba – Vozovna Pankrác	20,950	65.0
23	Lehovec – Pankrác	8,275	31.0
24	Vozovna Kobylisy – Náměstí Bratří Synků	12,575	43.0
25	Bílá Hora – Lehovec	17,560	51.5
26	Dědina – Nádraží Hostivař	22,507	68.5

NIGHT LINES

Line	Route	∅ length without loops in m	∅ travel time in minutes
91	Divoká Šárka – Staré Strašnice/Radošovická	18,840	59.5
92	Lehovec – Sídlíště Modřany/Levského	22,230	57.5
93	Sídlíště Ďáblice – Vozovna Pankrác	16,020	48.5
94	Lehovec – Slivenec	23,924	68.5
95	Vozovna Kobylisy – Ústřední dílny DP	21,500	63.5
96	Sídlíště Petřiny – Spořilov	17,220	52.0
97	Bílá Hora – Nádraží Hostivař	21,310	61.5
98	Sídlíště Řepy – Spojovací	18,610	55.0
99	Sídlíště Řepy – Zahradní Město	18,024	51.5

FUNICULAR AND HISTORIC TRAM

Line	Route	∅ length without loops in m	∅ travel time in minutes
LD	Újezd – Petřín	510	5.0
41	Vozovna Střešovice – Výstaviště Holešovice/Planetárium Praha	5,337	18.0
42	Dlabačov – Masarykovo nádraží – Dlabačov	7,029	21.5



Bus and trolleybus lines operated by
DPP as at 31 December 2023

A) CORE NETWORK LINES

Line	Route	∅ line length in m	∅ travel time in minutes
100	Zličín – Letiště	11,050	19
101	Zentiva – Viktoria Žižkov	13,975	44
102	Šimůnkova – Sídliště Bohnice	6,125	16
104	Klukovice – Na Hvězdárně	9,250	24
105	Smíchovské nádraží – Smíchovské nádraží	9,500	20
106	Kačerov – Nádraží Braník	7,575	21
107	Dejvická – Suchdol	5,925	13
108	Divoká Šárka – Dejvická	14,800	44
109	Palmovka – VÚ Běchovice	12,900	30
111	Skalka – Koloděje	12,800	29
112	Nádraží Holešovice – Zoo Praha - Troja	3,125	8
113	Kačerov – Točná	10,975	27
116	Dejvická – Jenerálka	7,150	18
118	Sídliště Spořilov – Smíchovské nádraží	10,900	28
119	Nádraží Veleslavín – Letiště	8,725	19
120	Na Knížecí – Nádraží Radotín	16,100	40
121	Poliklinika Budějovická – Nádraží Braník	8,700	25
122	Opatov – Újezd u Průhonic	3,875	10
123	Na Knížecí – Šmukýřka	5,750	17
124	Želivského – Zelený pruh	8,700	30
125	Smíchovské nádraží – Skalka	24,050	48
126	Koleje Jižní Město – Nádraží Uhřetěves	14,550	36
128	Hlubočepy – Hlubočepy	2,250	8
129	Smíchovské nádraží – Baně	13,150	21
130	Zličín – Filmové ateliery Barrandov	14,400	36
131	Bořislavka – Hradčanská	5,650	18
133	Florenc – Sídliště Malešice	6,450	21
134	Podolská vodárna – Dvorce	8,850	31

Line	Route	∅ line length in m	∅ travel time in minutes
135	Florenc – Chodov	12,675	40
136	Sídliště Čakovice – Jižní Město	26,000	74
137	Na Knížecí – Malá Ohrada	12,600	37
138	Sídliště Skalka – Ústavy Akademie věd	12,900	38
139	Želivského – Sídliště Zbraslav	19,825	56
140	Palmovka – Miškovice	11,325	30
141	Bazén Hloubětín – Ve Žlíbku	10,950	28
142	Nové Butovice – Velká Ohrada	3,675	10
143	Dejvická – Stadion Strahov	4,025	12
144	Kobylisy – Poliklinika Mazurská	3,350	7
145	Kobylisy – Sídliště Čimice	4,300	11
147	Dejvická – Výhledy	6,575	15
148	I. P. Pavlova – I. P. Pavlova	4,200	16
149	Dejvická – Stodůlky-Bavorská	17,075	46
150	Želivského – Na Beránku	14,275	41
151	Českomoravská – Novoborská	8,575	25
152	Sídliště Čimice – Českomoravská	10,925	29
154	Strašnická – Sídliště Libuš	24,650	64
156	Nádraží Holešovice – Nádraží Holešovice	10,300	35
157	Kačerov – Násirovo náměstí	6,850	18
158	Letňany – Třeboradice	8,025	21
159	Letňany – Vinoř	9,175	21
160	Dejvická – Výhledy	12,600	33
161	Bořislavka – Přední Kopanina	6,575	14
162	Kobylisy – Dolní Chabry	4,450	11
165	– line cancelled	0	0
167	Na Knížecí – Nemocnice Na Homolce	7,675	21
168	Nové Butovice – Bílá Hora	17,175	45
169	Kobylisy – Sídliště Čimice	4,400	11
170	Jižní Město – Pražská čtvrť	19,825	54
172	Smíchovské nádraží – Na Hvězdárně	8,350	17
173	Depo Hostivař – Kardausova	3,475	9
174	Vypich – Třebonice	12,100	30
175	Florenc – Háje	18,250	55
176	Karlovo náměstí – Stadion Strahov	4,575	15

Line	Route	∅ line length in m	∅ travel time in minutes
177	Poliklinika Mazurská – Chodov	27,850	75
180	Obchodní centrum Zličín – Dejvická	14,700	40
181	Černý Most – Opatov	14,300	38
182	Vinoř – Opatov	27,875	68
183	Vozovna Kobylisy – Háje	23,025	56
184	Velká Ohrada – Vypich	8,050	20
185	Letňany – Kbelský hřbitov	5,150	13
187	Nádr. Holešovice – Pelc Tyrolka – Nádr. Holešovice	3,450	8
188	Želivského – Kavčí hory	13,650	40
189	Kačerov – Sídliště Lhotka	4,375	13
190	Smíchovské nádraží – Na Beránku	9,450	22
191	Na Knížecí – Letiště	20,700	52
193	Nádraží Vršovice – Šeberák	11,700	37
195	Sídliště Letňany – Jesenická	16,050	45
196	Kloboučnická – Smíchovské nádraží	12,800	34
197	Rožtyly – Smíchovské nádraží	19,675	45
199	Želivského – Sídliště Malešice	2,575	8
200	Kobylisy – Sídliště Bohnice	4,100	10
201	Nádraží Holešovice – Černý most	21,775	56
202	Poliklinika Mazurská – Kbelský pivovar	16,125	39
207	Staroměstská – Ohrada	5,375	22
213	Želivského – Jižní Město	10,650	29
215	Kačerov – Sídliště Libuš	4,700	13
216	Poliklinika Petřiny – Sídliště Baba	8,375	27
225	Velká Ohrada – Sídliště Na Dědině	10,075	30
229	Depo Hostivař – Královice	14,375	31
230	- linka zrušena	0	0
231	Na Knížecí – Dívčí Hrad – Na Knížecí	5,050	16
232	Na Knížecí – Smíchovské nádraží	3,900	10
234	Nádraží Holešovice – Podhoří	5,000	15
235	Nemocnice Bohnice – Podhoří	6,225	16
236	Zámky – Podhoří	6,075	14
241	Smíchovské nádraží – Lipence	14,050	25
244	Smíchovské nádraží – Sídliště Radotín	11,000	21
245	Nádraží Radotín – Lahovská – Nádraží Radotín	6,200	18

Line	Route	∅ line length in m	∅ travel time in minutes
246	Zličín – Poliklinika Modřany	26,825	59
247	Nádraží Radotín – Zbraslav	7,800	15
248	Nádraží Radotín – Viničky – Nádraží Radotín	4,000	13
249	Nový Zličín – Zličín	650	3
250	Černý Most – Sídliště Rohožník	12,075	24
AE*	Hlavní nádraží – Letiště	17,975	40

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

B) NIGHT LINES

Line	Route	∅ line length in m	∅ travel time in minutes
901	Anděl – Skalka	30,825	64
902	Lysolaje – Třebonice	21,650	43
904	Sídliště Řepy – Sídliště Písnice	34,250	73
905	Sídliště Čimice – Jižní Město	29,375	64
906	Skalka – Nedvězí	31,625	64
907	Letiště – Baně	39,625	75
908	Jinonice – Klánovice	36,600	78
909	Suchdol – Sídliště Rohožník	33,350	71
910	Letiště – Na Beránku	35,075	77
911	Sídliště Čakovice – Nádraží Hostivař	37,950	76
912	Lehovec – Ve Žlábku	8,075	17
913	Dolní Chabry – Točná	36,575	79
915	Miškovice – Cukrovar Čakovice	2,600	6
916	Palmovka – Vinořský hřbitov	11,900	24

C) SCHOOL LINES

Line	Route	∅ line length in m	∅ travel time in minutes
251	Sídliště Čimice – Šimůnkova	4,250	10
252	Ústřední – Morseova	7,500	21
253	Šmukýřka – Škola Poštovka	3,850	12
254	Přeštická – Morseova	7,850	22
255	Jenerálka – Dejvická	8,450	21
256	Knovízská – Mokrá	2,350	7
259	Hostavice – Bazén Hloubětín	7,675	20
260	Bílá Hora – Na Okraji	4,250	13
261	Sídliště Zbraslav – Velká Chuchle	14,600	31
262	Sídliště Rohožník – Sídliště Horní Počernice	12,950	29
263	Na Pískách – Průhonský háj	3,300	8
265	Stadion Strahov – Weberova	4,700	11
266	Nové Butovice – Zadní Kopanina	8,400	21
267	Habrová – Olšanské náměstí	2,800	9
269	Nádraží Radotín – Škola Radotín	950	4
271	Správa sociálního zabezpečení – Radlická	4,050	12
272	Dolnokřeslická – Nádraží Uhřetěves	7,250	19
274	Poliklinika Modřany – Kunratická škola	5,350	16
275	Náměstí Jiřího Berana – Sídliště Čakovice	2,200	6
277	Cholupický hřbitov – Pavelkova	3,750	8

D) SUBURBAN LINES

Line	Route	∅ line length in m	∅ travel time in minutes
301	Luka - Chýnice	8,400	21
312	Bořislavka - Lichoceves	16,175	34
329	Skalka – Škvorec, náměstí	27,550	57
340	Dejvická – Roztoky, Levý Hradec	10,375	22
347	Zličín – Motol	24,325	55
351	Letňany – Neratovice, žel. st.	20,600	45
352	Luka – Jinočany, náměstí	7,225	20
355	Dejvická – Únětice	11,200	27
357	Opatov – Čestlice – Nupaky, školka	12,375	31
359	Suchdol – Roztoky, Bělina	11,625	27
363	Opatov – Velké Popovice, Todice	23,900	53
364	Depo Hostivař – Doubek	25,275	51
366	Depo Hostivař – Mukařov	28,625	57
	955 - line cancelled	0	0

E) ZLD LINES

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

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

TROLLEYBUS LINES

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

Major changes to the PID lines in 2023

3-4/1/2023

- line **955 cancelled**

22/4/2023

- Historical line **K established** on the route Stadion Strahov - Vítězné náměstí - U Matěje - Stadion Strahov (seasonal operation only)

27/5/2023

- line **17** extended from the stop Sídliště Modřany / Levského along the new tram line to Libuše (about half of the connections)
- line **122** extended from the Křeslice stop to Újezd u Průhonice in the morning peak by selected connections
- **new line 126** on the route Koleje Jižní Město - Nádraží Uhřetěves
- line **139** extended from the Komořany stop to Sídliště Zbraslav (about half of the connections)
- line **154** transferred to the route Strašnická - Sídliště Libuš
- line **165** cancelled
- line **197** transferred to the route Roztyly - Smíchovské nádraží
- line **213** shortened to the route Želivského - Jižní Město
- line **246** extended to the route Zličín - Poliklinika Modřany
- line **247** extended to the route Nádraží Radotín - Zbraslav
- new line **274** on the route Poliklinika Modřany - Levského (THERE only)

4/9/2023

- line **254** taken over from an external carrier (Přeštická - Morseova)
- line **274** extended to the route Poliklinika Modřany - Kunratická škola (runs in both directions)

- line **904** extended to the route Sídliště Řepy - Sídliště Písnice

9/10/2023

- **a new line 232** on the route Na Knížecí - Smíchovské nádraží was established

13/10/2023

- Lines **4, 5** and **94** extended from the Sídliště Barrandov and Holyně stops, respectively, along the new tram line to Slivenec

23/10/2023

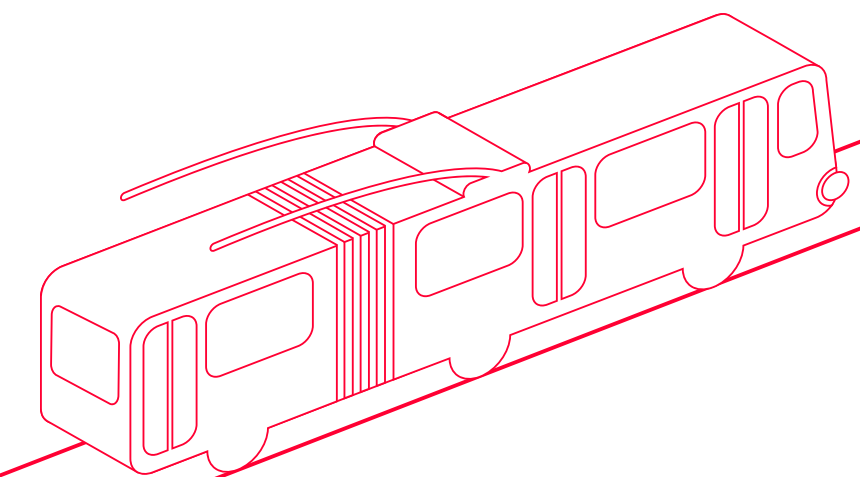
- line **6** extended to the route Vysočanská - Kubánské náměstí
- line **14** shortened to the route Spořilov - Palmovka
- lines **20** and **26** extended from the Divoká Šárka stop along the new tram line to Dědina
- line **108** shortened to the route Divoká Šárka - Dejvická
- line **225** shortened to the route Velká Ohrada - Sídliště Na Dědině

16/12/2023

- **new line 104** on the Klukovice - Na Hvězdárně route
- line **130** extended to the route Zličín - Filmové ateliéry Barrandov
- line **230 cancelled**

Note: Only major changes of a permanent nature are included in the summary of changes, not the numerous temporary changes related to investment activities, even if their duration is longer.

Due to the increasing number of introductions of on-request stops in both bus and tram services, these changes to the nature of the stops are no longer shown in tram services either. The data given only refer to lines operated by DPP.



Dividing the service area into zones

Urban public transport (MHD) is public passenger transport operated on the territory of the capital city of Prague. It is an integral part of the Prague Integrated Transport System.

Territory of the capital city, for the purposes of the tariff and fares, Prague is conceived as 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 on the territory of the capital city of Prague and on railway lines trains operating in sections between stations and stops in the territory of the capital city. Prague, except for stops classified in zones 0 and B. Tariff zones 0 and B are counted separately for individual fares (i.e. as two tariff zones) and as one zone for subscriptions.

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 connected to the PID system is given in the PID Tariff valid from 1 April 2023 - including all amendments.

Prague Integrated Transport (PID) is a system of providing transport services to the capital city of Prague and suburban areas by individual carriers together in various modes of transport. Surroundings of the capital city. The Prague PID is divided into thirteen outer zones (zones 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13).

Tickets for individual rides in the outer zones include up to 16 zones, i.e. 4 in Prague + 13 suburban zones.

Fleet status

STATUS OF THE PID FLEET AS OF 31 DECEMBER 2023

		actual inventory status	actual operating status *)	retired **)	average age	
M	81-71M	465	465	0	16.14	
	M1	265	265	0	19.45	
Total Metro		730	730	0	18.35	
T	Standard	T3 R.P high-floor	337	327	10	18.53
		T3 R.PLF	45	45	0	10.76
		T3 M2.DVC high-floor	19	18	1	25.50
	Articulated	KT8N2	56	56	0	12.04
		14T	55	55	1	15.38
	15T	250	250	0	8.60	
	Total Standard	401	390	11	17.96	
	Total articulated	361	361	0	10.16	
	Retro cars	20	20	0	***]	
Total Trams		782	771	11	771	

		actual inventory status	actual operating status *)	retired **)	average age	
Midi(+)	Solaris U 10,5 m	40	40	0	2.67	
	Solaris U BN 8,9LE	40	40	0	9.73	
	SOR BN 8,5, ICN 9,5	40	21	19	0.55	
A	Standard	Crossway LE12, LE14,5	14	14	0	6.15
		SOR NB12,BN12	563	555	8	6.85
	Skoda E'City 36BB, H'City 36BB	14	15	0	1.80	
K	SOR NS, NB18	497	489	11	8.97	
	streetway 18	15	15	0	0.41	
	Total Midi(+)	120	101	19	5.03	
	Total standard	591	584	8	6.70	
	Total articulated	512	504	11	8.72	
Total Buses		1,223	1,189	38	7.41	
Tb	S	Skoda 24Tr, 36Tr	1	2	0	10.00
		SOR TNS 18, Skoda 24M	15	16	0	1.00
	Total standard	1	2	0	10.00	
	Total articulated	15	16	0	1.00	
Total Trolleybuses		16	18	0	1.11	
Total vehicles M + T + A + Tb		2,751	2,708	49	12.73	

* The table lists five vehicles that are not included in the inventory: three articulated buses, one leased standard hydrogen bus and one trolleybus, and one double-articulated trolleybus in test operation.

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

*** **Retro cars; no average age given.**

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

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

Note: Historic vehicles and tour buses that do not run on PID are not included in the overview.

Staff indicators

NUMBER OF EMPLOYEES

(registration status as at 31/12/2023)

Category	
public transport drivers	4,436
M drivers	689
T drivers	1,437
A drivers	2,310
Labourers	3,106
POP	472
TH employees	3,200
TH employees as per point 2.5.1 a) KS	989
TH employee as per 2.5.1 b), c) or e) KS	2,211
Total	11,214

NUMBER OF EMPLOYEES BY OCCUPATIONAL CATEGORY IN 2023

(average recalculated status)

Category	
Public transport drivers	4,335
M drivers	682
T drivers	1,403
A drivers	2,250
Labourers	3,075
POP	462
TH employees	3,174
TH employees as per point 2.5.1 a) KS	995
TH employees as per 2.5.1 b), c) or e) KS	2,179
Total	11,046

The average number of employees on the register is the conversion of the average number of employees on the register in natural persons according to their working time to the (full-time) working time set by the employer.

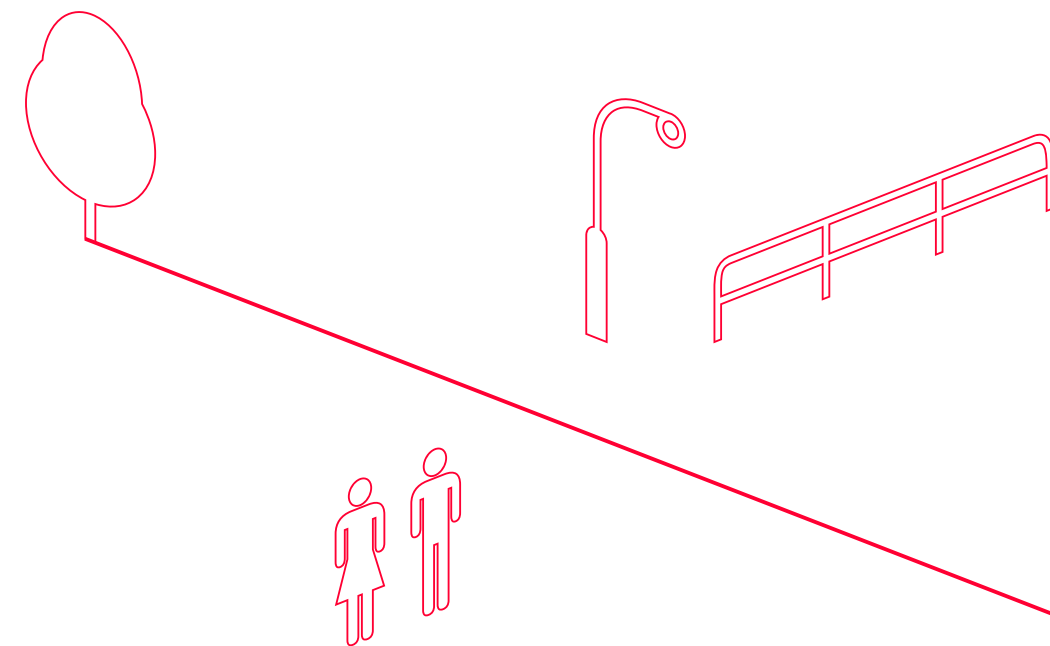
WAGE COSTS INCL. OON IN THOUS. CZK AND AVERAGE WAGE IN CZK FOR 2023

Category	salary expenses incl. OON in thous. CZK	average wage in CZK
Public transport drivers	3,096,335	56,396
Workers	1,780,292	47,411
POP	251,163	43,479
TH employees	2,509,500	64,579
Total	7,637,290	55,706

Note: These amounts are net of estimates.

EDUCATIONAL STRUCTURE ACCORDING TO THE REGISTRATION STATUS AS OF 31 DECEMBER 2023

Education	Total	%
University	719	6.41
Secondary A-Levels	4,733	42.21
Secondary Apprenticeship	4,735	42.22
Primary	1,027	9.16
Total	11,214	100.00



Economic indicators

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

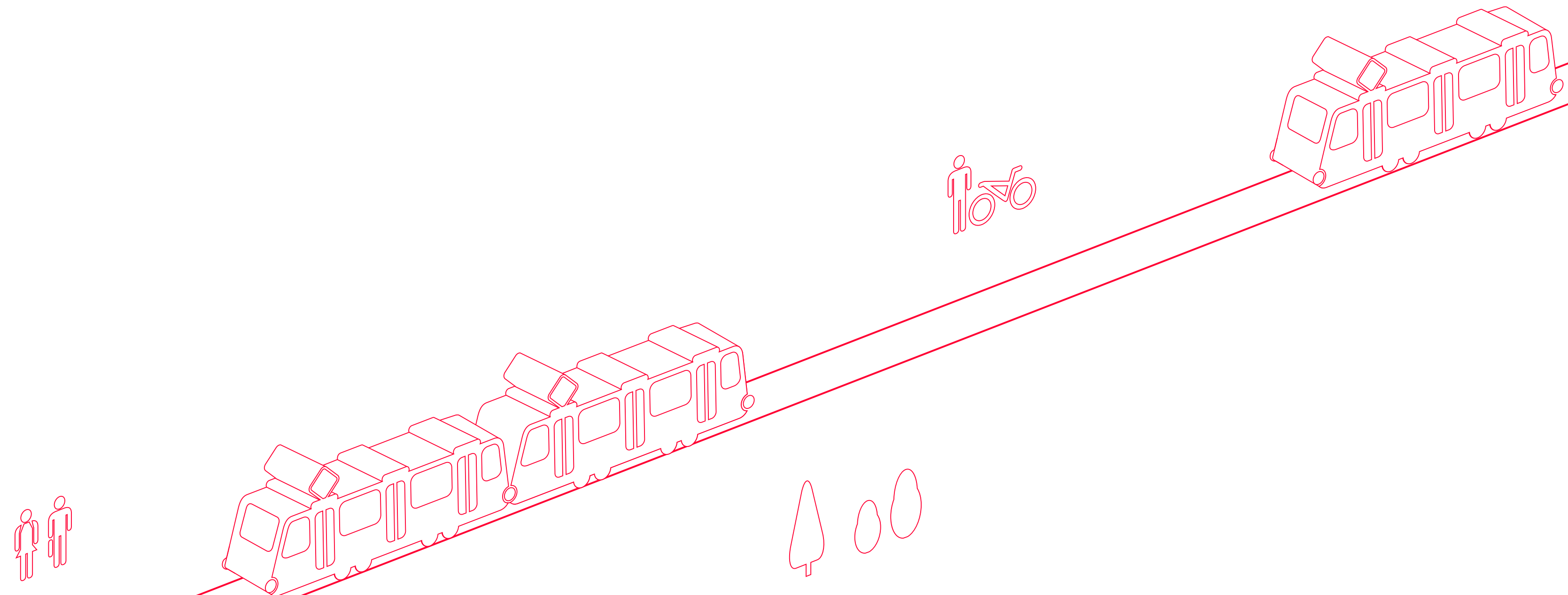
		%
Direct costs (including transport costs)	18,937,409	82.31
Operating overhead	841,029	3.65
Cost of services	936,583	4.07
Coordination and management costs	1,414,272	6.15
Other costs (museum, central disp. control, check-in system...)	879,108	3.82
Total PID costs	23,008,401	100.00

STRUCTURE OF DIRECT COSTS OF PID WITHOUT TRANSPORT
PATHS (IN THOUSANDS CZK)

		%
PID vehicle repairs	4,428,303	32.21
Consumption of fuel, materials and traction energy	2,200,813	16.01
Staff costs of PID drivers	5,084,589	36.99
Depreciation of PID vehicles	1,749,742	12.73
Other direct costs of PID operation	283,387	2.06
Total direct costs of PID (for transport operation)	13,746,834	100.00

SHARE OF PID OPERATING COSTS AND TRANSPORT ROUTE
COSTS IN TOTAL PID COSTS (IN THOUSANDS CZK)

		%
PID operating costs	17,817,826	77.44
Cost of transport routes	5,190,575	22.56
Total PID costs	23,008,401	100.00



Transport revenues

FARE REVENUE WITHIN THE PID SYSTEM FOR 2023 (IN THOUSANDS CZK)

		%
Territory of the capital city of Prague (zone P+0):		
- revenue from time coupons, including flat-rate payments, employee tickets and duplicates	2,264,646	53.90%
- revenue from individual fares incl. USV machines	1,936,926	46.10%
Total on the territory of the capital city. Prague (zone P+0)	4,201,572	100.00%
Outer zones:		
- proceeds from time-based supplementary passes	541,742	77.87%
- revenue from individual fares incl. USV machines	153,942	22.13%
Total external zones:	695,684	100.00%
Total fare revenue from the PID system in 2023	4,897,256	
- DPP revenues - HMP contract	3,803,415	
- DPP revenue - suburban lines	67,157	
- revenue of contract carriers	1,026,684	
Total fare revenue from the PID system in 2023	4,897,256	
Revenue from fare supplements *	298,214	
Revenues from fares within the PID system incl. fare surcharges	5,195,470	

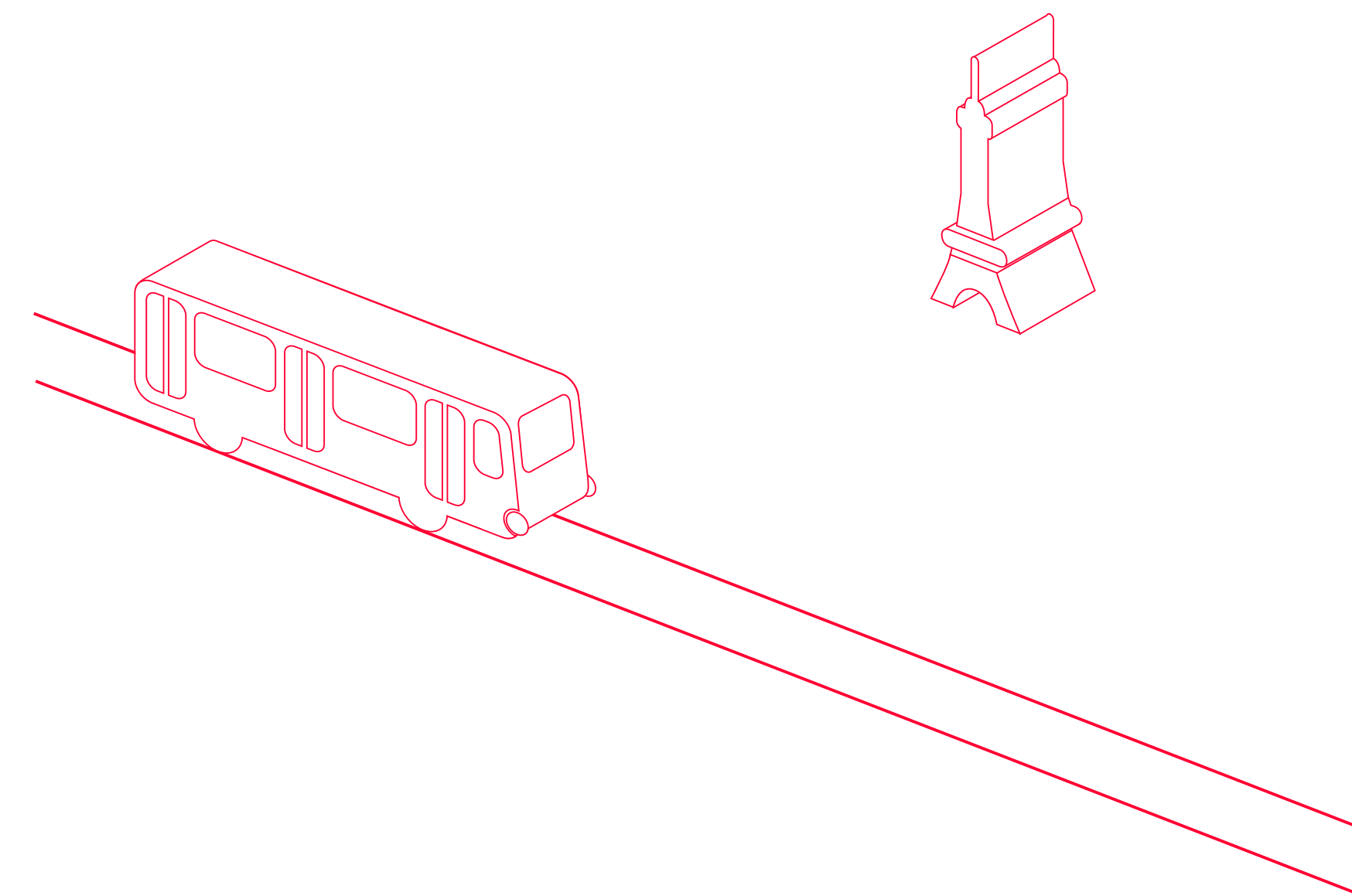
* fare surcharge regulations for 2023

Earmarked subsidy

SPECIAL-PURPOSE INVESTMENT SUBSIDY FROM THE HMP BUDGET (IN THOUSANDS CZK)

	Drawn from the HMP budget	Drawn from EU Structural Funds
Subsidies from the HMP budget		
Operational section of metro line D.I	2,975,888	
Comprehensive metro security system	20,000	
Renovation of the ceiling slab and stairs in Florenc metro station	200,000	
Renovation of metro station Českomoravská "B"	11,362	
Renovation of Flora metro station including replacement of escalators	11,000	
Renovation of the Invalidovna metro station, including barrier-free access	499	
Renovation of the Jiřího z Poděbrad metro station	450,000	
Barrier-free access to the Jiřího z Poděbrad metro station	129,124	
Barrier-free access to the Kačerov metro station	5,000	
Barrier-free access to Flora metro station	5,000	
Modernisation of the Zličín depot and construction of a new hall	21,859	
TT Wenceslas Square (Jindřišská - Muzeum)	1,564	
TT Muzeum	2,787	
TT Kobylisy-Zdiby depot (section in Prague)	2,642	
TT Libuš - Nové Dvory	5,000	
TT Malovanka - Strahov	4,790	
TT Kobylisy - Bohnice	2,085	
New stop Hodkovičky on the KoMoKo route	1,187	
RTT Baдениho	41,208	
RTT Strossmayerovo nám. - U Výstaviště	25,000	
RTT Ohrada - Palmovka	90,000	
RTT Revolutionary	1,284	
RTT General Šišky	25,233	

	Drawn from the HMP budget	Drawn from EU Structural Funds
Electrification of bus lines - left bank	10,000	
Electrification of line 119	200,000	
Electrification of the section Prague - Stará Boleslav	2,000	
Electrification of bus lines 142 and 225	226	
Cableway Podbaba - Troja - Bohnice	5,549	
Construction of the new Hloubětín depot	644,738	
JHV exhibition hall - Střešovice	4,896	
Total subsidies from the HMP budget	4,899,921	0
Operational Programme Prague - Growth Pole		
Replacement of escalators, revitalisation of Jiřího z Poděbrad station	33,943	48,489
Renovation of lighting of the Náměstí Míru - Želivského tunnels	11,154	15,934
Renovation of lighting of the Kačerov - Háje tunnels	12,159	17,371
Modernisation of air handling equipment in Malostranská metro station	8,262	11,802
Operational Programme Prague - Growth Pole total	65,518	93,596
Operational Programme Transport		
TT Sídliště Barrandov - Holyně- Slivenec	239,042	0
TT Divoká Šárka- Dědinská	449,742	277,992
TT Modřany - Libuš	30,031	89,844
Total Operational Programme Transport	718,815	367,836
Total earmarked investment subsidies	5,684,254	461,432



List of types of travel documents as at 31 December 2023

PREPAID TIME COUPONS IN PAPER FORM VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH OPTIONAL START OF VALIDITY PERIOD (IN CZK)

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

PREPAID TIME COUPONS IN ELECTRONIC FORM VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH OPTIONAL START OF VALIDITY PERIOD (IN CZK)

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

TRANSFERABLE TIME COUPONS IN ELECTRONIC FORM VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH OPTIONAL START OF VALIDITY PERIOD (IN CZK)

Type of travel document	Ticket price
- Monthly	1,000
- Quarterly	2,700
- Annual	7,800

TRANSFERABLE TIME COUPONS IN PAPER FORM VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH OPTIONAL START OF VALIDITY PERIOD (IN CZK)

Type of travel document	Ticket price
- 30-day	1,000
- 90-day	2,700
- 365-day	7,800

EMPLOYEE FARES (IN CZK)

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

TICKETS FOR INDIVIDUAL RIDES ON THE TERRITORY OF THE CAPITAL CITY PRAGUE (P+0+B) (IN CZK)

Type of travel document	Ticket price
Transfer full-price tickets:	
- 30 minutes	30
- 90 minutes	40
Transfer discounted tickets:	
- 30 minutes	15
- 90 minutes	20
Prepaid short-term tickets for public transport (P+0+B):	
- 24-hour full price	120
- 24-hour discounted	60
- 3-day full price	330
Prepaid short-term time coupons for all zones:	
- 24-hour Prague + zones 1,2,3,4	160
- 24-hour all zones	240

AE (AIRPORT EXPRESS) SPECIAL TICKETS (IN CZK)

Type of travel document	Ticket price
Full-value non-transferable	
- Hlavní nádraží - Airport	100
Discounted non-transfer for children from 6 to 15 years old	
- Hlavní nádraží - Airport	50

FUNICULAR TO PETŘÍN (IN CZK)

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

SUPPLEMENTARY BUS+VLAK TIME COUPONS VALID IN PID OUTER ZONES IN ELECTRONIC FORM WITH OPTIONAL START OF VALIDITY PERIOD (IN CZK)

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
Coupons for one outer zone:		
- Monthly civil	375	395
- Quarterly civil	950	1,000
- 10-month civil		3,150
- Annual civil	3,563	3,740
- Monthly discounted rates for children, juniors, students,	187	197
- Seniors and disabled persons in the third degree	475	500
- Quarterly discounted for children, juniors, students,		1,575
- Seniors and disabled persons in the third degree	1,781	1,870
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree	93	98

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	237	250
- 10-month discounted for ZTP and ZTP-P		787
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	890	935
Coupons for two adjacent zones:		
- Monthly civil	575	605
- Quarterly civil	1,500	1,575
- 10-month civil		4,835
- Annual civil	5,463	5,735
- Monthly discounted rates for children, juniors, students,	287	302
- Seniors and disabled persons in the third degree	750	787
- Quarterly discounted for children, juniors, students,		2,415
- Seniors and disabled persons in the third degree	2,731	2,867
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree	143	151
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	375	393
- 10-month discounted for ZTP and ZTP-P		1,207
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	1,365	1,433
Coupons for three consecutive zones:		
- Monthly civil	875	920
- Quarterly civil	2,250	2,365
- 10-month civil		7,350
- Annual civil	8,313	8,730
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	437	460
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	1,125	1,182
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		3,675
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	4,156	4,365

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	218	230
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	562	591
- 10-month discounted for ZTP and ZTP-P		1,837
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	2,078	2,182
Coupons for four consecutive zones:		
- Monthly civil	1,150	1,210
- Quarterly civil	3,000	3,150
- 10-month civil		9,665
- Annual civil	10,925	11,470
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	575	605
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	1,500	1,575
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		4,832
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	5,462	5,735
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	287	302
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	750	787
- 10-month discounted for ZTP and ZTP-P		2,416
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	2,731	2,867
Coupons for five consecutive zones:		
- Monthly civil	1,413	1,485
- Quarterly civil	3,750	3,940
- 10-month civil		11,870
- Annual civil	13,419	14,090
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	706	742

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	1,875	1,970
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		5,935
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	6,709	7,045
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	353	371
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	937	985
- 10-month discounted for ZTP and ZTP-P		2,967
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	3,354	3,522
Coupons for six consecutive zones:		
- Monthly civil	1,688	1,770
- Quarterly civil	4,500	4,725
- 10-month civil		14,175
- Annual civil	16,031	16,835
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	844	885
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	2,250	2,362
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		7,087
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	8,015	8,417
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	421	442
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	1,125	1,181
- 10-month discounted for ZTP and ZTP-P		3,543
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	4,007	4,208
Coupons for seven consecutive zones; from 1 April 2023 for zones 0, 1, 2, 3, 4, 5, 6:		
- Monthly civil	1,950	2,050

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- Quarterly civil	5,250	5,515
- 10-month civil		16,385
- Annual civil	18,525	19,450
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	975	1,025
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	2,625	2,757
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		8,192
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	9,262	9,725
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	487	512
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	1,312	1,378
- 10-month discounted for ZTP and ZTP-P		4,096
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	4,631	4,862
Coupons for eight consecutive zones; from 1 April 2023 for zones 1 – 12, 13*:		
- Monthly civil	2,225	2,050
- Quarterly civil	6,000	5,515
- 10-month civil		16,385
- Annual civil	21,138	19,450
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	1,112	1,025
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	3,000	2,757
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		8,192
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	10,569	9,725
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	556	512
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	1,500	1,378

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- 10-month discounted for ZTP and ZTP-P		4,096
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	5,284	4,862
Coupons for nine consecutive zones; from 1 April 2023 for zones 1 – 12, 13*:		
- Monthly civil	2,500	2,050
- Quarterly civil	6,750	5,515
- 10-month civil		16,385
- Annual civil	23,750	19,450
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	1,250	1,025
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	3,375	2,757
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		8,192
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	11,875	9,725
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	625	512
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	1,687	1,378
- 10-month discounted for ZTP and ZTP-P		4,096
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	5,937	4,862
Coupons for ten consecutive zones, from 1 April 2023 for zones 1 – 12, 13*:		
- Monthly civil	2,775	2,050
- Quarterly civil	7,500	5,515
- 10-month civil		16,385
- Annual civil	26,363	19,450
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	1,387	1,025
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	3,750	2,757
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		8,192

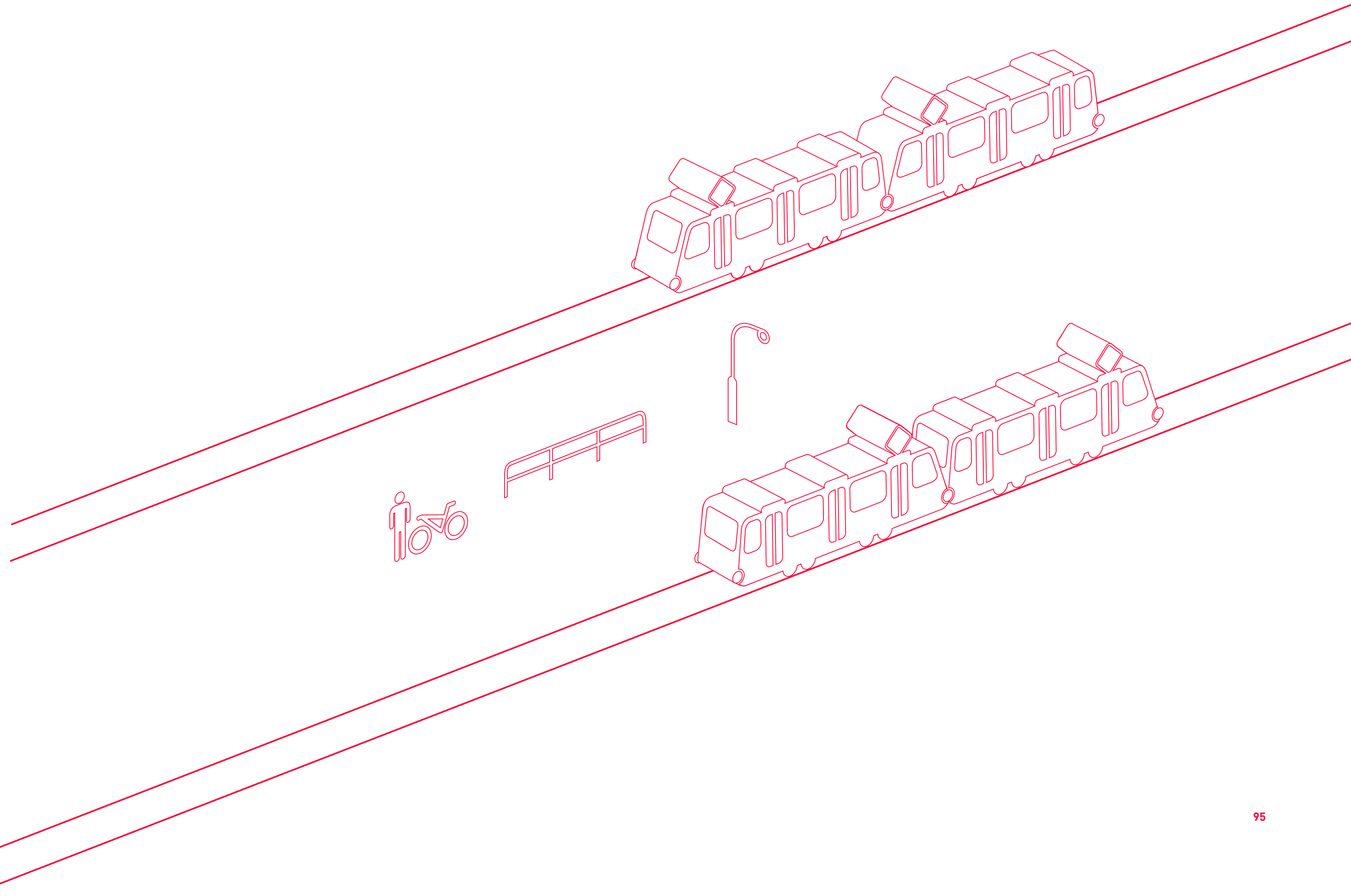
Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	13,181	9,725
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	693	512
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	1,875	1,378
- 10-month discounted for ZTP and ZTP-P		4,096
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	6,590	4,862
Coupons for eleven consecutive zones, from 1 April 2023 for zones 1 – 12, 13*:		
- Monthly civil	3,041	2,050
- Quarterly civil	8,250	5,515
- 10-month civil		16,385
- Annual civil	28,963	19,450
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	1,520	1,025
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	4,125	2,757
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		8,192
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	14,481	9,725
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	759	512
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	2,062	1,378
- 10-month discounted for ZTP and ZTP-P		4,096
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	7,240	4,862
Coupons for twelve consecutive zones; from 1 April 2023 for zones 1 – 12, 13*:		
- Monthly civil	3,307	2,050
- Quarterly civil	9,000	5,515
- 10-month civil		16,385
- Annual civil	31,563	19,450

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	1,653	1,025
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	4,500	2,757
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		8,192
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	15,781	9,725
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	825	512
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	2,249	1,378
- 10-month discounted for ZTP and ZTP-P		4,096
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	7,890	4,862
Coupons for thirteen consecutive zones; from 1 April 2023 for zones 1 – 12, 13*:		
- Monthly civil	3,573	2,050
- Quarterly civil	9,750	5,515
- 10-month civil		16,385
- Annual civil	34,163	19,450
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree	1,786	1,025
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree	4,875	2,757
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		8,192
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree	17,081	9,725
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility	891	512
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility	2,436	1,378
- 10-month discounted for ZTP and ZTP-P		4,096
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility	8,540	4,862

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
Coupons for zones 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13*:		
- Monthly civil		2,335
- Quarterly civil		6,300
- 10-month civil		18,690
- Annual civil		22,195
- Monthly discounted rates for children, juniors, students, seniors and disabled persons in the third degree		1,167
- Quarterly discounted for children, juniors, students, seniors and disabled persons in the third degree		3,150
- 10-month discounted for children, juniors, students, seniors and disabled persons in the third degree		9,345
- Annual discounted rates for children, juniors, seniors and disabled persons in the third degree		11,097
- Monthly discounted for disabled persons with disabilities and disabled persons with reduced mobility		583
- Quarterly discounted for disabled persons with disabilities and disabled persons with reduced mobility		1,575
- 10-month discounted for ZTP and ZTP-P		4,672
- Annual discounted rates for disabled persons with disabilities and disabled persons with reduced mobility		5,548

* 3rd zone introduced on 10/12/2023.

Note: As of 1 April 2023, the price for zones 7 to 13 have been capped.



**ADDITIONAL BUS+VLAK TIME COUPONS VALID IN THE OUTER PID ZONES IN PAPER FORM
WITH OPTIONAL START OF VALIDITY PERIOD (IN CZK)**

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
Coupons for one outer zone:		
- 30-day civil	375	395
- 90-day civil	950	1,000
- 365-day (366-day) civil	3,563	3,740
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	187	197
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	475	500
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	1,781	1,870
- 30-day discounted for ZTP and ZTP/P	93	98
- 90-day discounted for disabled persons and disabled persons with reduced mobility	237	250
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	890	935
Coupons for two adjacent zones:		
- 30-day civil	575	605
- 90-day civil	1,500	1,575
- 365-day civil	5,463	5,735
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	287	302
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	750	787
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	2,731	2,867
- 30-day discounted for ZTP and ZTP/P	143	151
- 90-day discounted for disabled persons and disabled persons with reduced mobility	375	393
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	1,365	1,433
Coupons for three consecutive zones:		
- 30-day civil	875	920

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- 90-day civil	2,250	2,365
- 365-day civil	8,313	8,730
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	437	460
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,125	1,182
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	4,156	4,365
- 30-day discounted for ZTP and ZTP/P	218	230
- 90-day discounted for disabled persons and disabled persons with reduced mobility	562	591
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	2,078	2,182
Coupons for four consecutive zones:		
- 30-day civil	1,150	1,210
- 90-day civil	3,000	3,150
- 365-day civil	10,925	11,470
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	575	605
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,500	1,575
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	5,462	5,735
- 30-day discounted for ZTP and ZTP/P	287	302
- 90-day discounted for disabled persons and disabled persons with reduced mobility	750	787
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	2,731	2,867
Coupons for five consecutive zones:		
- 30-day civil	1,413	1,485
- 90-day civil	3,750	3,940
- 365-day civil	13,419	14,090

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	706	742
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,875	1,970
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	6,709	7,045
- 30-day discounted for ZTP and ZTP/P	353	371
- 90-day discounted for disabled persons and disabled persons with reduced mobility	937	985
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	3,354	3,522
Coupons for six consecutive zones:		
- 30-day civil	1,688	1,770
- 90-day civil	4,500	4,725
- 365-day civil	16,031	16,835
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	844	885
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	2,250	2,362
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	8,015	8,417
- 30-day discounted for ZTP and ZTP/P	421	442
- 90-day discounted for disabled persons and disabled persons with reduced mobility	1,125	1,181
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	4,007	4,208
Coupons for seven consecutive zones; from 1 April 2023 for zones 0, 1, 2, 3, 4, 5, 6:		
- 30-day civil	1,950	2,050
- 90-day civil	5,250	5,515
- 365-day civil	18,525	19,450
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	975	1,025

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	2,625	2,757
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	9,262	9,725
- 30-day discounted for ZTP and ZTP/P	487	512
- 90-day discounted for disabled persons and disabled persons with reduced mobility	1,312	1,378
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	4,631	4,862
Coupons for eight consecutive zones; from 1 April 2023 for zones 1 - 12, 13*:		
- 30-day civil	2,225	2,050
- 90-day civil	6,000	5,515
- 365-day civil	21,138	19,450
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,112	1,025
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	3,000	2,757
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	10,569	9,725
- 30-day discounted for ZTP and ZTP/P	556	512
- 90-day discounted for disabled persons and disabled persons with reduced mobility	1,500	1,378
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	5,284	4,862
Coupons for nine consecutive zones; from 1 April 2023 for zones 1 - 12, 13*:		
- 30-day civil	2,500	2,050
- 90-day civil	6,750	5,515
- 365-day civil	23,750	19,450
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,250	1,025
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	3,375	2,757
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	11,875	9,725
- 30-day discounted for ZTP and ZTP/P	625	512

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- 90-day discounted for disabled persons and disabled persons with reduced mobility	1,687	1,378
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	5,937	4,862
Coupons for ten consecutive zones, from 1 April 2023 for zones 1 - 12, 13*:		
- 30-day civil	2,775	2,050
- 90-day civil	7,500	5,515
- 365-day civil	26,363	19,450
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,387	1,025
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	3,750	2,757
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	13,181	9,725
- 30-day discounted for ZTP and ZTP/P	693	512
- 90-day discounted for disabled persons and disabled persons with reduced mobility	1,875	1,378
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	6,590	4,862
Coupons for eleven consecutive zones, from 1 April 2023 for zones 1 - 12, 13*:		
- 30-day civil	3,041	2,050
- 90-day civil	8,250	5,515
- 365-day civil	28,963	19,450
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,520	1,025
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	4,125	2,757
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	14,481	9,725
- 30-day discounted for ZTP and ZTP/P	759	512
- 90-day discounted for disabled persons and disabled persons with reduced mobility	2,062	1,378
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	7,240	4,862
Coupons for twelve consecutive zones; from 1 April 2023 for zones 1 - 12, 13*:		

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- 30-day civil	3,307	2,050
- 90-day civil	9,000	5,515
- 365-day civil	31,563	19,450
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,653	1,025
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	4,500	2,757
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	15,781	9,725
- 30-day discounted for ZTP and ZTP/P	825	512
- 90-day discounted for disabled persons and disabled persons with reduced mobility	2,249	1,378
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	7,890	4,862
Coupons for thirteen consecutive zones; from 1 April 2023 for zones 1 - 12, 13*:		
- 30-day civil	3,573	2,050
- 90-day civil	9,750	5,515
- 365-day civil	34,163	19,450
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree	1,786	1,025
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree	4,875	2,757
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree	17,081	9,725
- 30-day discounted for ZTP and ZTP/P	891	512
- 90-day discounted for disabled persons and disabled persons with reduced mobility	2,436	1,378
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility	8,540	4,862
Coupons for zones 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13*:		
- 30-day civil		2,335
- 90-day civil		6,300
- 365-day civil		22,195

Type of travel document	Coupon price	
	until 31 March 2023	from 1 April 2023
- 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree		1,167
- 90-day discounted for children, juniors, students and seniors, disabled persons in the third degree		3,150
- 365-day discounted for children, juniors and seniors, disabled persons in the third degree		11,097
- 30-day discounted for ZTP and ZTP/P		583
- 90-day discounted for disabled persons and disabled persons with reduced mobility		1,575
- 365-day discounted for disabled persons with disabilities and disabled persons with reduced mobility		5,548

*13th zone introduced on 10/12/2023.

Note: From 1 April 2023, the price for zones 7 to 13 have been capped - the price is uniform for the zones.

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

SUPPLEMENTARY TRANSFERABLE VOUCHERS FOR CITIZENS IN ELECTRONIC FORM VALID IN PID OUTER ZONES WITH OPTIONAL START OF VALIDITY PERIOD (IN CZK)

Type of travel document	Ticket price
	from 12/6/2022
Coupons for one outer zone:	
- Monthly civil	530
- Quarterly civil	1,345
- Annual civil	5,050
Coupons for two outer consecutive zones:	
- Monthly civil	815
- Quarterly civil	2,130
- Annual civil	7,745
Coupons for three outer consecutive zones:	
- Monthly civil	1,240
- Quarterly civil	3,190
- Annual civil	11,785
Coupons for the four outer consecutive zones:	
- Monthly civil	1,630
- Quarterly civil	4,255
- Annual civil	15,485
Coupons for five outer consecutive zones:	
- Monthly civil	2,005
- Quarterly civil	5,315
- Annual civil	19,020
Coupons for six outer consecutive zones:	
- Monthly civil	2,390
- Quarterly civil	6,380
- Annual civil	22,725
Coupons for outer zones 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13*:	
- Monthly civil	2,765
- Quarterly civil	7,445
- Annual civil	26,260

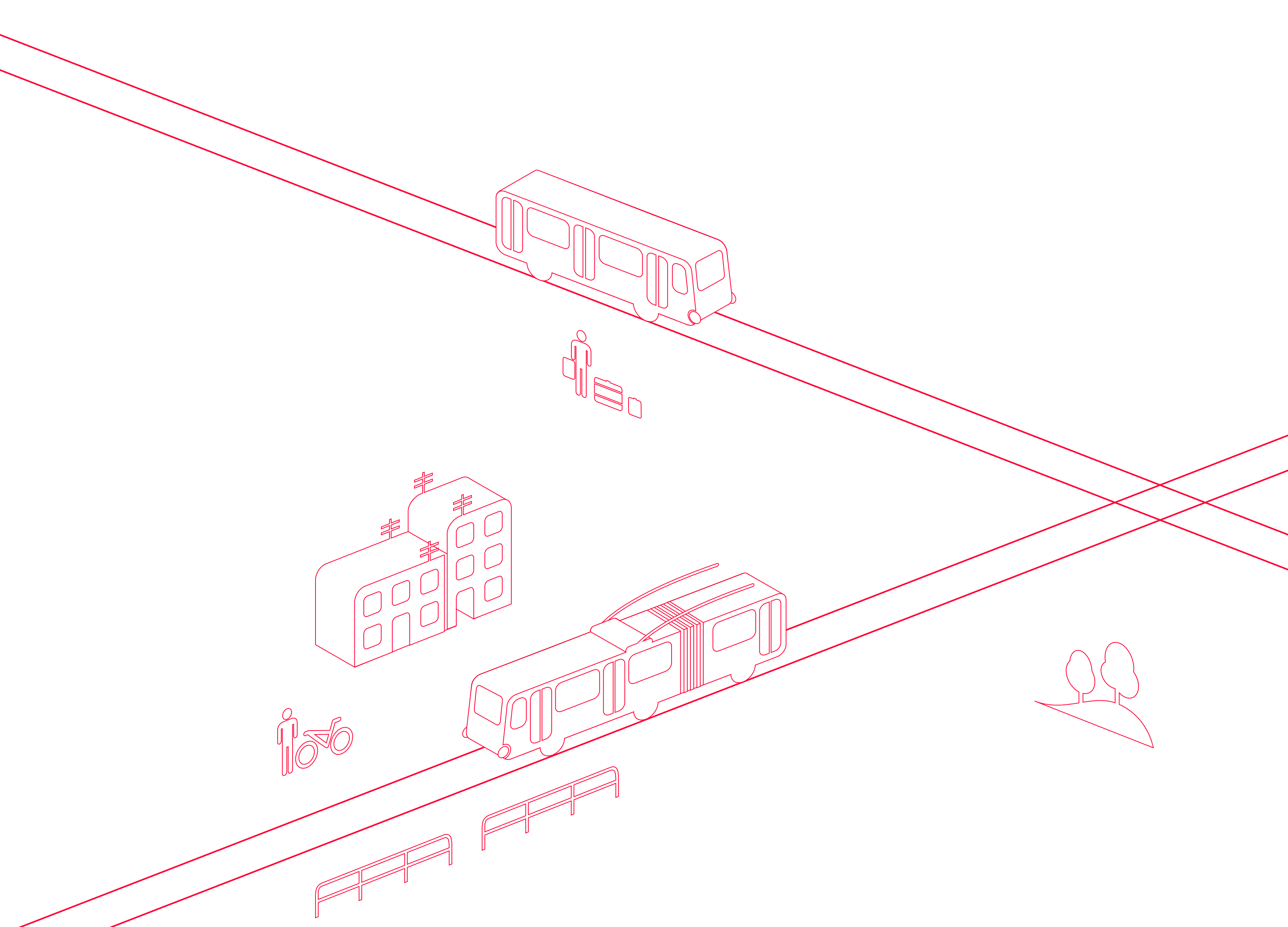
*13th zone introduced on 10/12/2023.

TICKETS FOR INDIVIDUAL JOURNEYS IN THE OUTER ZONES (IN CZK)

Type of travel document	Ticket price	Ticket price
	until 31 March 2023	from 1 April 2023
Basic transfer tickets full price:		
- 15 min. for two consecutive zones	14	20
- 30 min. for two consecutive zones	22	Cancelled
- 60/30 min. for three consecutive zones	30	30
- 90/60 min. for four consecutive zones	40	40
- 120/90 min. for five consecutive zones	50	50
- 150/120 min. for six connecting zones	60	60
- 180/150 min. for seven consecutive zones	70	70
- 210/180 min. for eight consecutive zones	80	80
- 240/180 min. for nine consecutive zones	90	90
- 270/180 min. for ten consecutive zones	100	100
- 300/180 min. for eleven consecutive zones	110	110
- 330/180 min. for twelve consecutive zones	120	120
- 360/180 min. for thirteen consecutive zones	130	130
- 390/180 min. for fourteen consecutive zones	140	140
- 420/180 min. for fifteen consecutive zones	150	150
- 450/180 min. for sixteen consecutive zones	160	160
- 180 min.* for seventeen consecutive zones		170
Discounted transfer tickets - children, juniors, students, seniors, disabled persons in the third degree:		
- 15 min. for two consecutive zones	7	10
- 30 min. for two consecutive zones	11	Cancelled
- 60/30 min. for three consecutive zones	15	15
- 90/60 min. for four consecutive zones	20	20
- 120/90 min. for five consecutive zones	25	25
- 150/120 min. for six connecting zones	30	30
- 180/150 min. for seven consecutive zones	35	35
- 210/180 min. for eight consecutive zones	40	40
- 240/180 min. for nine consecutive zones	45	45
- 270/180 min. for ten consecutive zones	50	50

Type of travel document	Ticket price	Ticket price
	until 31 March 2023	from 1 April 2023
- 300/180 min. for eleven consecutive zones	55	55
- 330/180 min. for twelve consecutive zones	60	60
- 360/180 min. for thirteen consecutive zones	65	65
- 390/180 min. for fourteen consecutive zones	70	70
- 180 min.* for fifteen consecutive zones		75
Special discounted transfer tickets - holders of Czech ZTP and ZTP/P cards:		
- 15 min. for two consecutive zones	3	5
- 30 min. for two consecutive zones	5	Cancelled
- 60/30 min. for three consecutive zones	7	7
- 90/60 min. for four consecutive zones	10	10
- 120/90 min. for five consecutive zones	12	12
- 150/120 min. for six connecting zones	15	15
- 180/150 min. for seven consecutive zones	17	17
- 210/180 min. for eight consecutive zones	20	20
- 240/180 min. for nine consecutive zones	22	22
- 270/180 min. for ten consecutive zones	25	25
- 300/180 min. for eleven consecutive zones	27	27
- 330/180 min. for twelve consecutive zones	30	30
- 360/180 min. for thirteen consecutive zones	32	32
- 390/180 min. for fourteen consecutive zones	35	35
- 180 min.* for fifteen consecutive zones		37
Short-term season tickets for all zones:		
- 24-hour ticket Prague XXL (Prague + zones 1, 2, 3, 4)	200	160
- 24-hour Regional ticket (outer zones only)	180	140
- 24-hour Regional discounted ticket (outer zones only)	90	70
- 24-hour Regional special ticket (outer zones only)	45	35
- 24-hour All-Zone Ticket (all zones)	300	240
- 24-hour ticket Zones 1, 2, 3, 4		80
- 24-hour ticket Zones 1, 2, 3, 4 discounted		40
- 24-hour ticket Zones 1, 2, 3, 4 special		20

*13th zone introduced on 10/12/2023



Evolution of PID tariff rates over a five-year period

CIVIL SEASON TICKETS (IN CZK)*

Type of travel document	2019	2020	2021	2022	2023
Time Coupons Civil					
- 30-day / monthly	550	550	550	550	550
- 90-day / quarterly	1,480	1,480	1,480	1,480	1,480
- 150-day / 5-month	2,450	2,450	Cancelled	Cancelled	Cancelled
- 365-day / annual	3,650	3,650	3,650	3,650	3,650

DISCOUNTED PREPAID TIME COUPONS (IN CZK)*

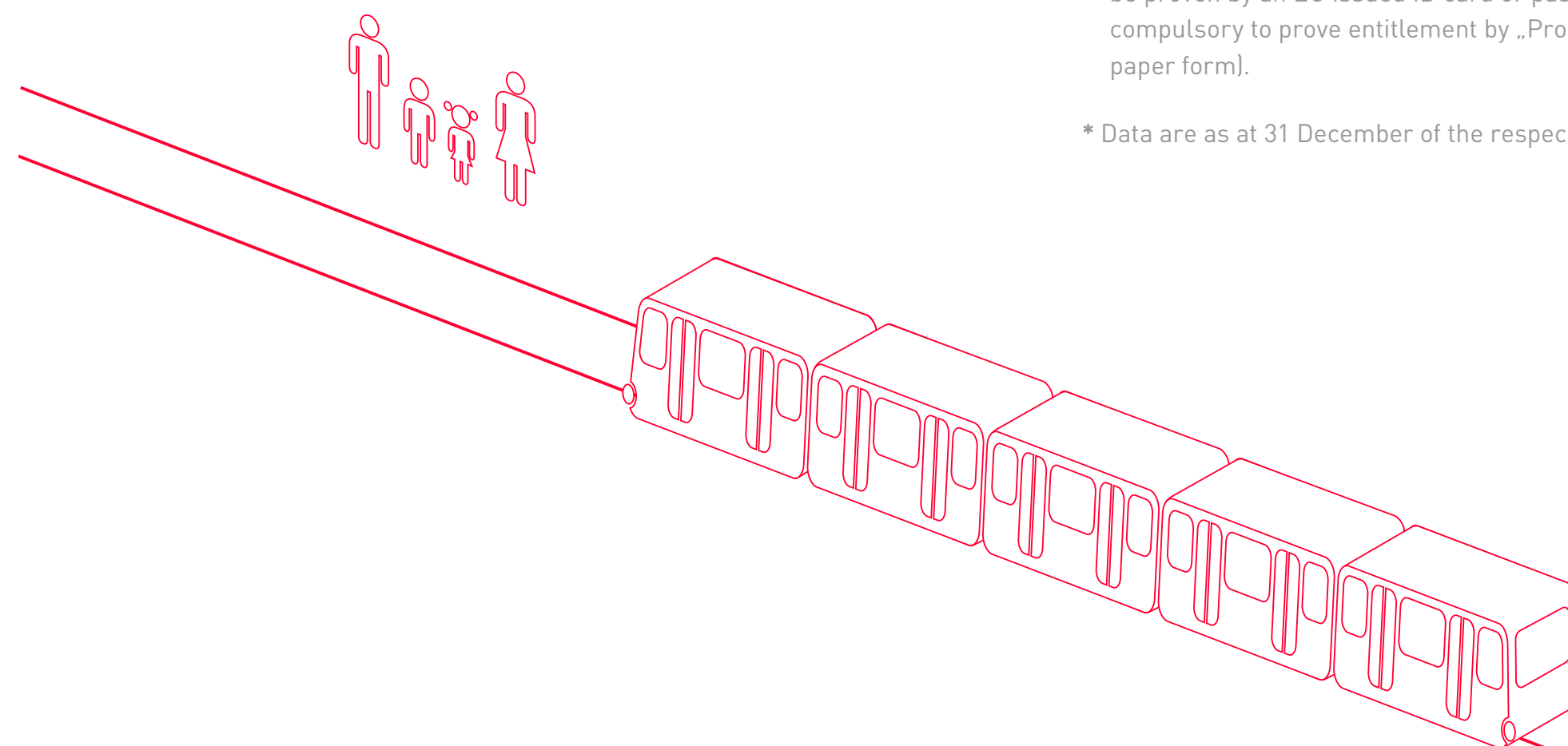
Type of travel documentu	2019	2020	2021	2022	2023
For juniors from 15 to 18 years old					
- 30-day / monthly	130	130	130	130	130
- 90-day / quarterly	360	360	360	360	360
- 365-day / annual	1,280	1,280	1,280	1,280	1,280
For students aged 18 to 26					
- 30-day / monthly	130	130	130	130	130
- 90-day / quarterly	360	360	360	360	360
- 365-day / annual	1,280	1,280	1,280	1,280	1,280
For pensioners aged 60 to 65 and socially needy persons					
- 30-day / monthly	130	130	130	130	130
- 90-day / quarterly	360	360	360	360	360
- 365-day / annual	1,280	1,280	1,280	1,280	1,280
Material hardship from 1 Aug. 2021					
- 30-day / monthly	-	-	165	165	165
- 90-day / quarterly	-	-	444	444	444

PREPAID TRANSFERABLE TIME COUPONS WITH OPTIONAL START OF VALIDITY (IN CZK)*

Type of travel document	2019	2020	2021	2022	2023
Time coupons transferable					
- 30-day / monthly	670	670	1,000	1,000	1,000
- 90-day / quarterly	1,880	1,880	2,700	2,700	2,700
- 365-day / annual	6,100	6,100	7,800	7,800	7,800

- **Children from 6 to 15 years of age** who hold a „Document of Entitlement to Special Fares“ (price CZK 60) or a personal ID card certified by the issuer (a legal entity) with their name, surname, date of birth and photograph have a fare of CZK 0 for travel within Prague (fare zones P, 0 and B). As of 1 August 2021, only children aged 10 to 15 are entitled to transport at the special fare of CZK 0.
- **Accompanied children under 3 years of age**, if the accompanying person is a holder of a special Child under 3 years of age card or a child's ID card or a child's passport, travels at a special price of CZK 0. Does not apply 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 for the territory of Prague do not pay the fare for a dog. In the outer zones only with a time coupon.
- **The „Half Penalty“ measure** - passengers who do not present a valid travel document at a transport check can reduce their fine from CZK 800 to CZK 400, and from 1 August 2021 from CZK 1,000 to CZK 800 if they also buy an annual civic pass worth CZK 3,650 for a PID card or Lítačka with personal data recorded in the database.
- **Seniors 65+** ride free of charge in the territory of the capital city of Prague (fare zones P, 0 and B) on all PID vehicles, including the funicular to Petřín and ferries. Eligibility can be proven by an EU issued ID card or passport or residence permit. On PID trains, it is compulsory to prove entitlement by „Proof of entitlement to special fares“ (electronic or paper form).

* Data are as at 31 December of the respective year.



Volume of total investment costs and resources

VOLUME OF TOTAL INVESTMENT COSTS IN 2023 (IN THOUSANDS CZK)

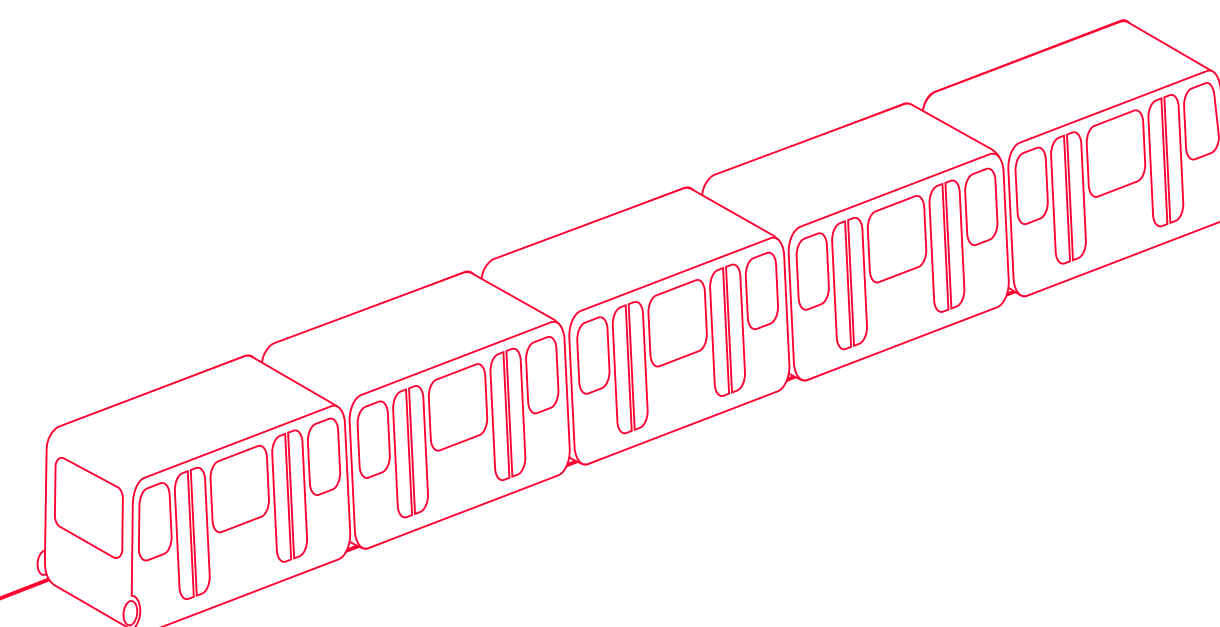
Investment construction and metro renovation	
Events under construction	
Operational section of metro line D.I	2,975,888
Modernisation of the Zličín depot, including the construction of a new four-track hall and a metro station	21,859
Replacement of escalators, revitalisation of the station and building barrier-free access to Jiřího z Poděbrad station	643,465
Renovation 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	371,921
Comprehensive security system in the metro	399,310
Modernisation of air handling equipment in metro stations	36,289
Total investment construction and renovation of the metro	4,448,732

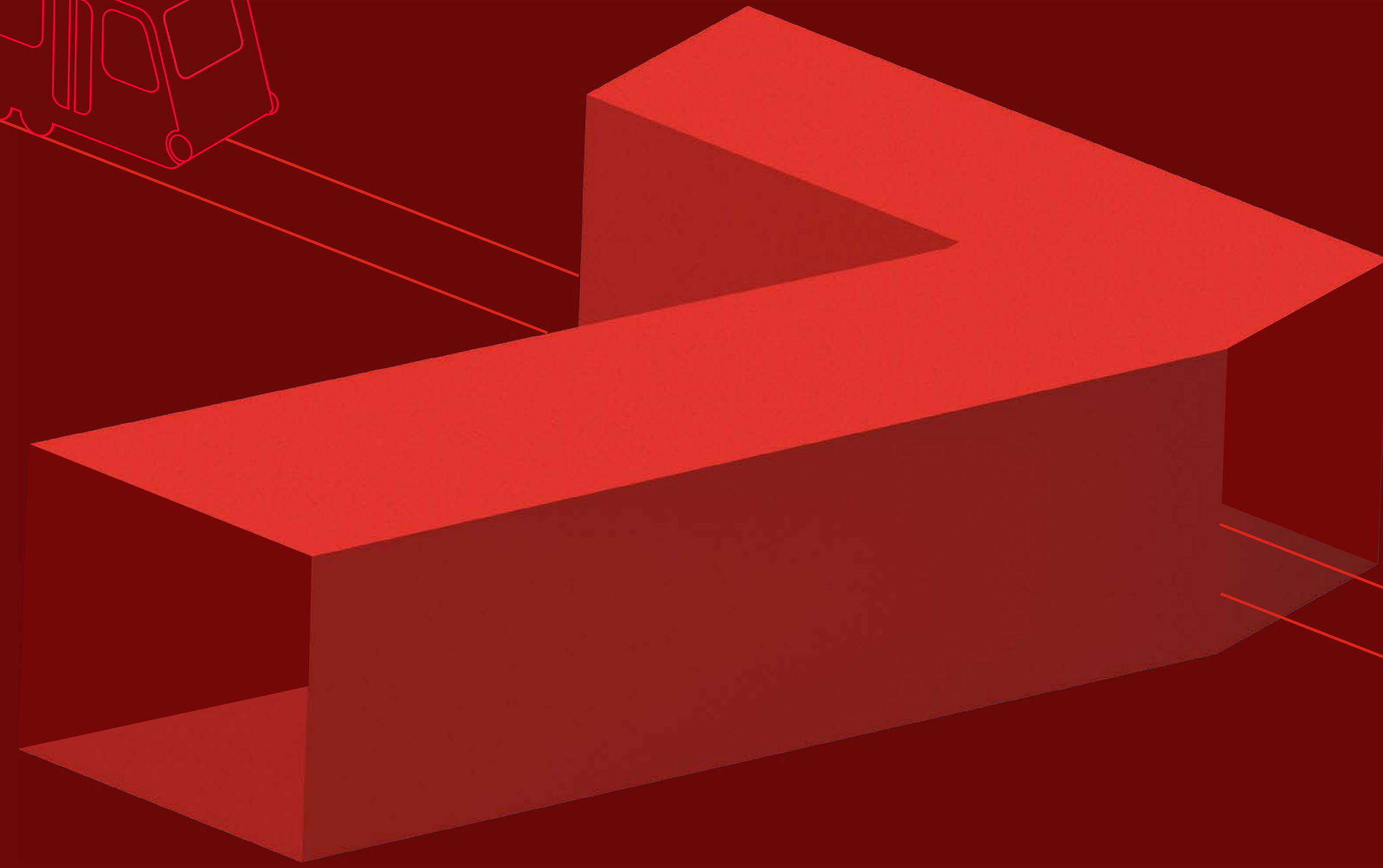
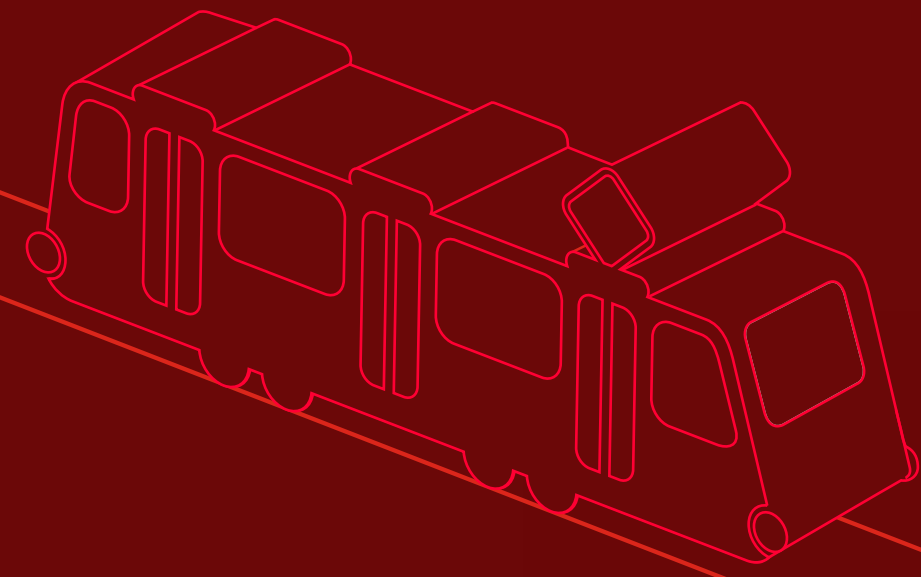
Other investment events	
Construction of tram lines	1,146,915
Renovation of tram lines	265,175
Electrification of bus lines	327,710
Renovation of cable routes	246,844
Construction and renovation of substations	180,055
Vehicle depots and central workshops	894,902
Garages and parking areas	39,327
Total other investment events	3,100,928

Fleet renewal	
Trams	
Purchase of up to 200 low-floor one-directional trams, maximum 32m long	2,218
Purchase of new trams - repayment of the exchange programme	800,000
Renovation of 65 TRAM cars T3R.P to low-floor TRAM cars type T3R.PLF	147,797
Renovation of 8 TRAM wagons type KT8D5 to type KT8N2	39,397
Buses	
Framework contract for the purchase of Midibus 20 pcs (category MdN)	102,976
Framework contract for the purchase of 100 standard city buses	4,863
Framework contract for the purchase of 143 articulated city buses	172,122
Framework contract for the purchase of 140 articulated urban hybrid buses	34
Framework contract for the purchase of 10 SD+ diesel buses for the AE line	37,966
Large-capacity three-cell battery trolleybuses 20 units - line No. 119	638
Framework contract for the purchase of up to 70 standard and articulated battery trolleybuses	288
Purchase of 14 Standard electric buses - electrification of line No. 154	64
Battery articulated trolleybus 15 units - line 140	218,818
Framework contract for the purchase of up to 100 double-pole standard electric buses	497
Other fleet	68,100
Total fleet renewal	1,595,778
Other investments in the technical base	1,318,676
Total investment costs	10,464,114

VOLUME OF TOTAL INVESTMENT RESOURCES (IN THOUSANDS CZK)

Total investment resources	
Total own investment resources	
- Depreciation (incl. carry-over of unused depreciation from 2022)	3,766,147
- Temporary use of own resources with the consent of Board of Directors	711,395
- Compensation (reasonable profit)	0
Current HMP budget subsidies	5,618,736
EU subsidies - OPD	367,836
Total investment resources	10,464,114



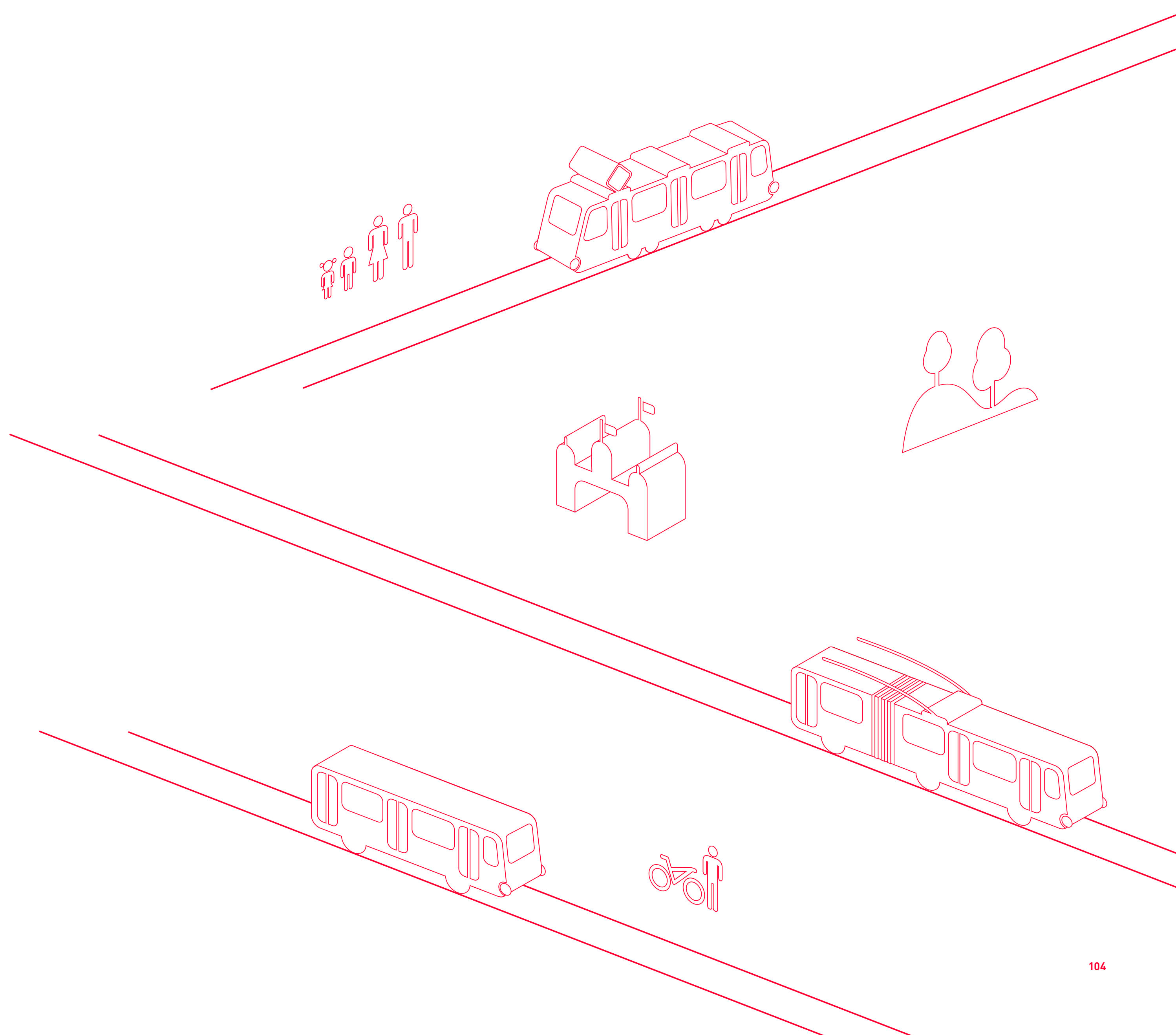


ANNEX TO THE FINANCIAL
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1. General information

1. 1. Establishment and characteristics of the company

Accounting unit Transit Company of the Capital City of Prague, joint stock company (hereinafter referred to as the company or DPP) was established as joint stock company by the founding plan of the Assembly of the Capital City of Prague on 19 March 1991 as the successor of the state enterprise Transit Company of the Capital City of Prague – combination, by being registered at Prague Municipality Court on 11/7/1991, reg. No B 847 (at that time in the company register of the District Court for Prague I, section Sa, insert 847).

Headquarters: Sokolovská 42/217, Vysočany, 190 00 Praha 9

The sole shareholder of the company is the CAPITAL CITY OF PRAGUE with registered office at Prague 1, Mariánské náměstí 2, Postal Code 110 00, ID No. 00064581.

The company has a share capital of CZK 31,239,495 thousand, which was created by a non-cash contribution of the sole shareholder.

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

3,000 shares with a nominal value of CZK 10,000 thousand, i.e.	CZK 30,000,000 thousand
1 share of nominal value	CZK 726,125 thousand
1 share of nominal value	CZK 513,370 thousand
Total nominal value of shares as at 31 December 2023	CZK 31,239,495 thousand

The company's shares are registered under the name: „Municipality - Capital City of Prague“.

The financial statements of the company are prepared as at 31 December 2023.

The accounting period is the calendar year: from 1 January 2023 to 31 December 2023.

The subject of the company's business is:

- operation of trams, special railways (metro) and funiculars/chairlifts (Petřín and ZOO) and operation of rail transport in the capital city of Prague,

- repair of road vehicles,
 - operating a driving school,
 - psychological counselling and diagnostics,
 - catering activity,
 - provision of health services,
 - operation of a technical inspection station,
 - operating an emission measurement station,
 - implementation of buildings, their changes and removal,
 - providing occupational health and safety services,
 - technical-organisational activities in the field of fire protection,
 - road motor transport
-
- freight operated vehicles or combinations of vehicles with a maximum permissible weight exceeding 3.5 tonnes if they are intended for the transport of animals or goods,
 - passenger operated vehicles designed for the carriage of more than 9 persons including the driver,
 - freight operated vehicles or combinations of vehicles of a maximum permitted weight not exceeding 3.5 tonnes, if they are intended for the transport of animals or objects,
-
- manufacture of measuring, testing, navigation, optical and photographic instruments and equipment
 - mediation of trade and services
 - wholesale and retail
 - maintenance of motor vehicles and their accessories
 - storage, packaging of goods, cargo handling and technical activities in transport

- accommodation services
- purchase, sale, management and maintenance of properties
- advisory and consulting activities, preparation of expert studies and reports
- out-of-school education and training, organising courses, training, including lecturing activities
- the operation of cultural, cultural-educational and entertainment facilities, the organisation of cultural productions, pastimes, exhibitions, fairs, shows, sales and similar events
- repair and maintenance of household goods, cultural items, fine mechanics, optical instruments and measuring instruments,
- repair of other transport equipment and working machines,
- plumbing and body repair,
- locksmithing, toolmaking,
- manufacture, installation, repair of electrical machinery and apparatus, electronic
- and telecommunications equipment,
- installation, repair, revision and testing of electrical equipment
- operation of rail transport on the trolleybus line
- operation of trolleybus lines
- revisions, inspections and tests of specified technical equipment in operation
- testing, measurement, analysis and control

1. 2. Changes and additions to the Commercial Register in the last financial year

Changes to the minutes of the members of the Board of Directors

There were no changes to the Board of Directors in 2023.

Changes to the minutes of the members of the Supervisory Board

On 22 March 2023, the position of Chairman of the Supervisory Board of Ing. Adam Scheinherr, MSc., Ph.D. The deletion in the Commercial Register was made on 11 July 2023.

MUDr. Zdeněk Hřib became a member of the Supervisory Board on 7 March 2023 and was subsequently elected Chairman of the Supervisory Board on 22 March 2023. The entry in the Commercial Register was made on 11 July 2023.

On 6 March 2023, the position of Deputy Chairman of the Supervisory Board ceased to exist and at the same time the membership in the Supervisory Board of Mr. Pavel Vyhnánek, M.A. also ceased to exist.

On 26 April 2023, Mgr. Jakub Jiran, MBA. The entry in the Commercial Register was made on 11 July 2023.

On 7 March 2023, the membership in the Supervisory Board of Ing. Gabriele Lněnička, MBA and Ing. Ondřej Prokop. The entry in the Commercial Register was made on 11 July 2023.

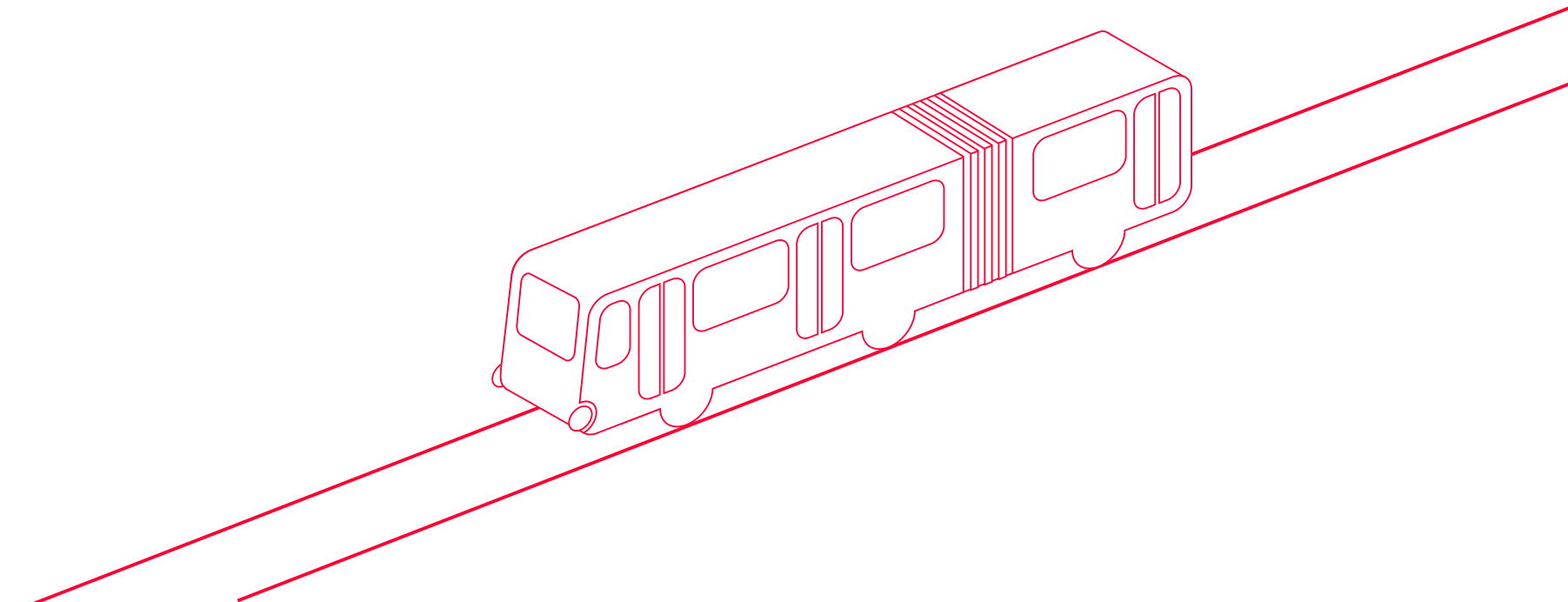
On 21 March 2023, the Supervisory Board membership of Ing. Zdeněk Kovařík, JUDr. Tomáš Sunegh and JUDr. Tomáš Homol. The entry in the Commercial Register was made on 11 July 2023.

On 6 March 2023, the membership in the Supervisory Board of Mgr. Petra Kolínská. The deletion from the Commercial Register was made on 11 July 2023.

On 20 March 2023 the membership in the Supervisory Board of Ing. Tomáš Mikeseš and Filip Vácha. The deletion from the Commercial Register was made on 11 July 2023.

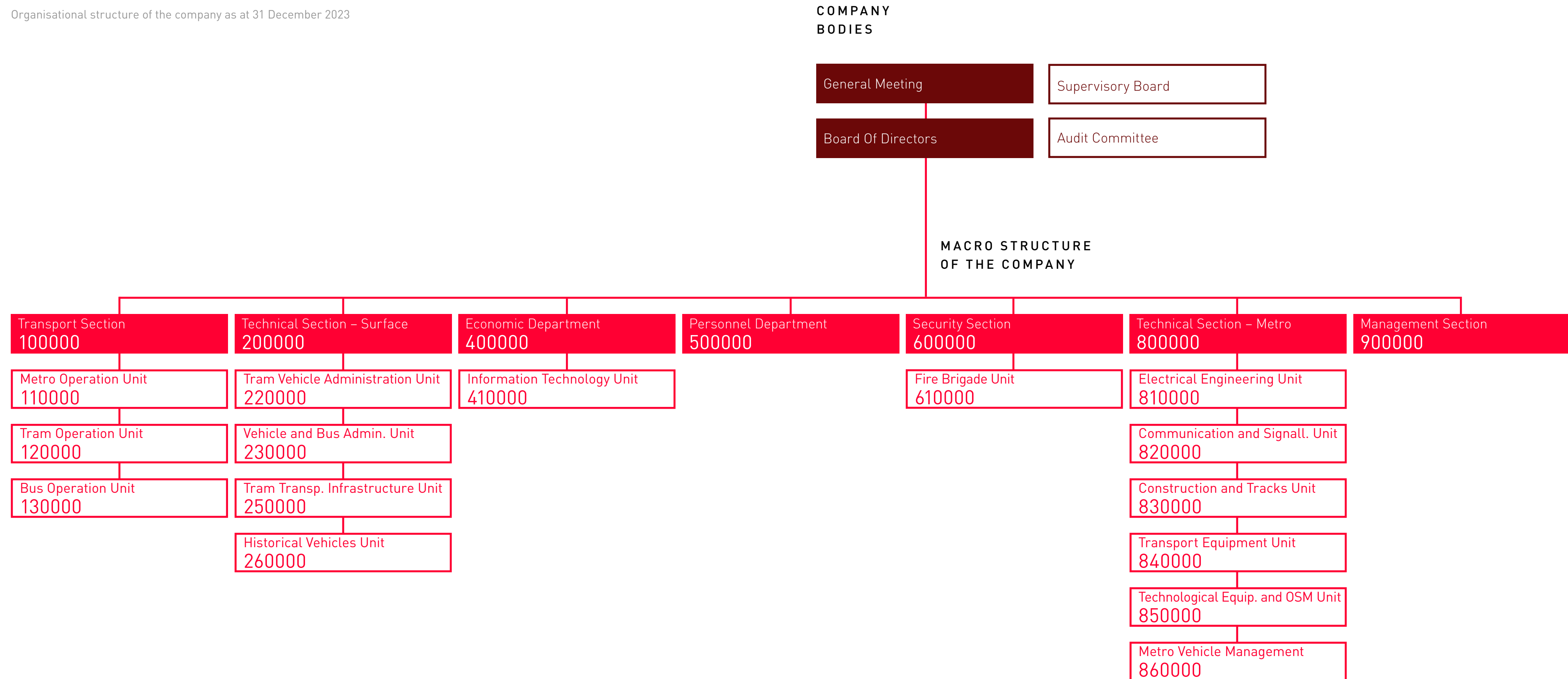
Entry of the subject of business

On 31 October 2023, the scope of business was expanded to include testing, measurement, analysis and inspection.



1.3. Organisational structure of the company

Organisational structure of the company as at 31 December 2023



1.4. Company identification

Sole shareholder of DPP is THE CAPITAL CITY OF PRAGUE (hereinafter referred to as HMP) with its registered office at Prague 1, Staré Město, Mariánské nám. 2, ID No.: 000 64 581.

1.4.1. Sister companies of the DPP

SISTER COMPANIES

Company	% share of HMP in the share capital	Headquarters	ID
Kolektory Praha, a.s.	100	Praha 9, Pešlova 341/3	26714124
Kongresové centrum Praha, a.s.	45,652	Praha 4, 5. května 1640/65	63080249
Obecní dům, a.s.	100	Praha 1, nám. Republiky 1090/5	27251918
Operátor ICT, a.s.	100	Praha 7, Dělnická 213/12	02795281
PPF banka, a.s.	6,73	Praha 6, Evropská 2690/17	47116129
Prague City Tourism a.s.	100	Praha 1, Žatecká 110/2	07312890
Pražská energetika Holding a.s.	51	Praha 10, Na Hroudě 1492/4	26428059
Pražská plynárenská, a.s.	100	Praha 1, Národní 37	60193492
Pražská vodohospodářská společnost a.s.	100	Praha 6, Evropská 866/67	25656112
Pražské služby, a.s.	100	Praha 9, Pod šancemi 444/1	60194120
Technická správa komunikací hl. m. Prahy, a.s.	100	Praha 7, Veletržní 1623/24	03447286
Technologie hlavního města Prahy, a.s.	100	Praha 7, Dělnická 213/12	25672541
Teplo pro Prahu a.s.	49	Praha 4, U plynárny 500/44	17138558
TRADE CENTRE PRAHA a.s.	100	Praha 2, Blanická 1008/28	00409316
VODA Želivka, a.s.	90,0353	Praha 10, K Horkám 16/23	26496224
Výstaviště Praha, a.s.	100	Praha 7, Výstaviště 67	25649329
Zdroj pitné vody Káraný, a.s.	97,25	Praha 4, Podolská 15/17	26496402

1.4.2. Companies with decisive and significant influence

COMPANIES WITH DECISIVE INFLUENCE

Company	% share of the share capital of DPP	Headquarters	ID
Pražská strojírna a.s.	100	Praha 9, Mladoboleslavská 133	60193298
Střední průmyslová škola dopravní, a.s.	100	Praha 5, Plzeňská 298/217a	25632141

COMPANIES WITH SIGNIFICANT INFLUENCE

Company	% share of the share capital of DPP	Headquarters	ID
RENCAR PRAHA, a.s.	28	Praha 8, Rohanské nábř. 678/25	00506397
Nové Holešovice, a.s.	25	Praha 9, Sokolovská 42/217	11926384

EQUITY INTEREST IN A COMPANY WITH SIGNIFICANT INFLUENCE RENCAR PRAHA, A.S.

Company	% share of the share capital of DPP	Headquarters	ID
RENCAR MEDIA s.r.o.	100	Praha 8, Rohanské nábřeží 678/25	25082906

1.4.3. Overview of subsidiaries and associated companies of DPP's sister companies as at 31 December 2023

OVERVIEW OF SUBSIDIARIES AND ASSOCIATED COMPANIES OF DPP'S SISTER COMPANIES

Sister companies	Indirectly controlled companies and subsidiaries	% share in the SC	Headquarters	ID
	Indirectly controlled company	% share of PREH in PRE		
	Pražská energetika, a.s.	58,046	Praha 10, Na Hroudě 1492/4	60193913
	Companies with capital participation PRE, a.s.	% share of PRE in the subsidiary company		
	eYello CZ, k.s.	90	Praha 10, Kubánské nám. 1391/11	25054040
	PREenergo, a.s.	100	Praha 10, Na Hroudě 2149/19	25677063
	KORMAK Praha a.s.	100	Praha 10, Bratří Jandusů 34/34	48592307
	PREservisní, s.r.o.	100	Praha 10, Na Hroudě 1492/4	02065801
	PREzákaznická, a.s.	100	Praha 10, Na Hroudě 1492/4	06532438
	PREdistribuce, a.s.	100	Praha 5, Svornosti 3199/19a	27376516
Pražská energetika Holding a.s.	VOLTCOM, s.r.o.	100	Praha 6, Otevřená 1092/2	44794274
	Companies with capital participation PREdistribuce, a.s.	% share of PRE distribuce, a.s. in the subsidiary co.		
	PREnetcom, a.s.	100	Praha 10, Na Hroudě 1492/4	06714366
	Companies with capital participation PREenergo, a.s.	% share of PRE energo, a.s. in the subsidiary co.		
	PRE FVE Světlík, s.r.o.	100	Praha 10, Na Hroudě 2149/19	28080378
	SOLARINVEST – GREEN ENERGY, s.r.o.	100	Praha 10, Na Hroudě 2149/19	28923405
	FRONTIER TECHNOLOGIES, s.r.o.	100	Praha 10, Na Hroudě 2149/19	27234835
	PRE VTE ČÁSTKOV, s.r.o.	100	Praha 10, Na Hroudě 2149/19	27966216
	PRE FVE Nové Sedlo, s.r.o.	100	Praha 10, Na Hroudě 2149/19	11911913

Sister companies	Indirectly controlled companies and subsidiaries	% share in the SC	Headquarters	ID
	Companies with capital participation PREenergo, a.s.	% share of PRE energo, a.s. in the subsidiary co.		
	Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	100	Praha 4, U Plynárny 500/44	27403505
	Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	100	Praha 4, U Plynárny 1450/2a	47116471
Pražská plynárenská, a.s.	Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská, a.s.	100	Praha 4, U Plynárny 500/44	63072599
	MONTSERVIS PRAHA, a.s.	100	Praha 4, U Plynárny 500/44	00551899
	Nová PP Distribuce, a.s.	100	Praha 4, U Plynárny 500/44	21031088
	Companies with capital participation Prometheus, energy services	% share of PES in the subsidiary		
	Teplo pro Kbely a.s.	75	Praha 4, U Plynárny 500/44	09783172
	Teplo pro Prahu a.s.	51	Praha 4, U Plynárny 500/44	17138558
Pražská vodohospodářská společnost a.s.	Company with capital participation of PVS, which is not controlled by PVS and indirectly by HMP	% share of PVS in SC		
	Pražské vodovody a kanalizace, a.s.	49	Praha 10, Ke Kablu 971/1	25656635
	Companies with capital participation PS in the SC	% share of PS		
Pražské služby, a.s.	AKROP s.r.o.	100	Tuchoměřice, Ke Špejcharu 392	26432331
	Pražský EKOservis, s.r.o.	100	Praha 1, Revoluční 1082/8	03298973
	RELAKA s.r.o.	100	Praha 4, Mečislavova 165/3	06772731
	Companies with VŽ capital participation	% share of GG in OC		
VODA Želivka, a.s.	Želivská provozní a.s.	100	Praha 10, K Horkám 16/23	29131804
	Želivská dálniční a.s.	100	Praha 10, K Horkám 16/23	10895868
	Želivská rozvojová a.s.	100	Praha 10, K Horkám 16/23	10896562
Source of drinking water Káraný, a.s.	Companies with capital participation of ZPVK	% share of ZPVK in SC		
	Vodárna Káraný, a.s.	100	Praha 1, Podolská 15/17	29148995

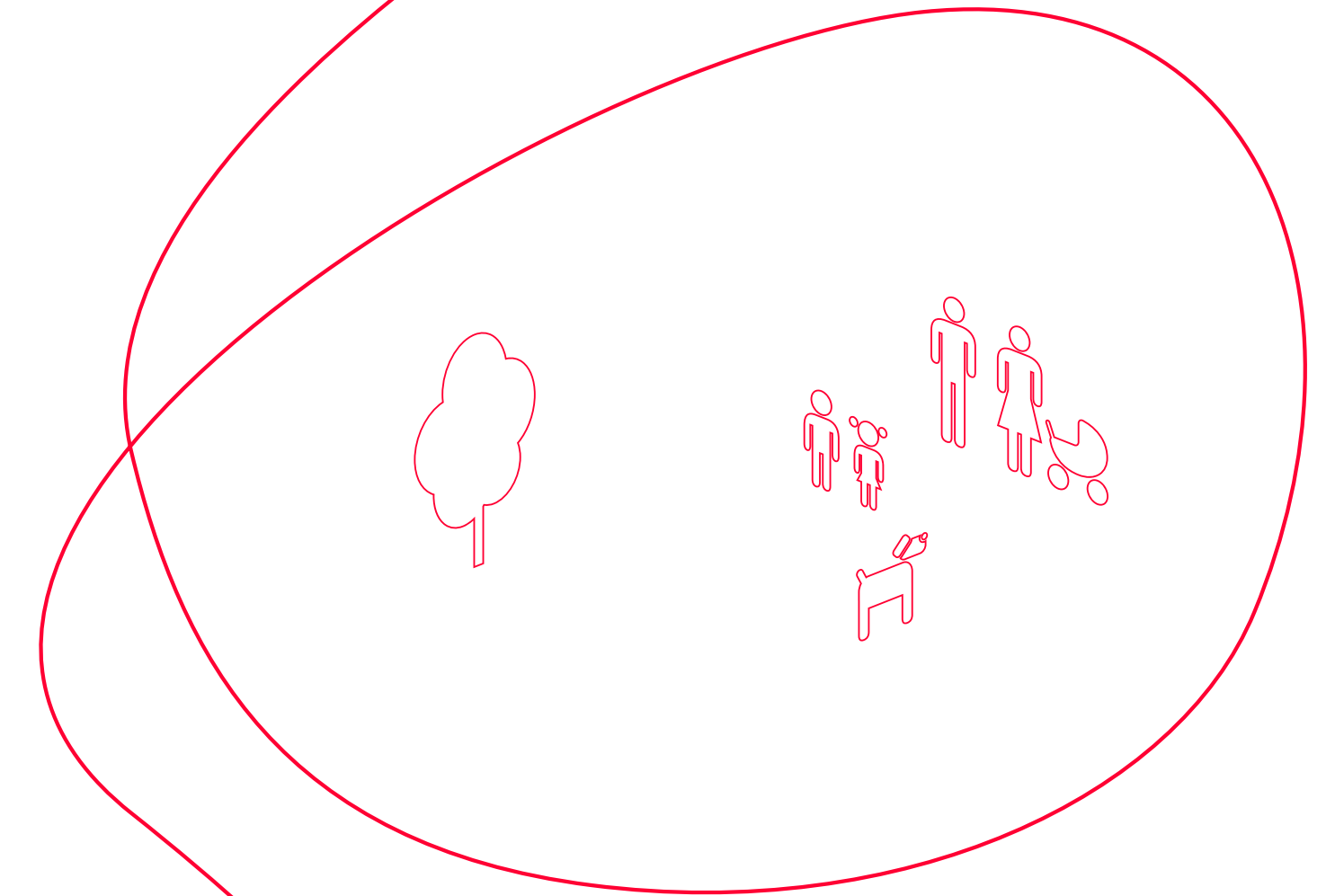
1. 5. Bodies of the company

The company's bodies are formed by the General Meeting, the Board of Directors, the Supervisory Board and the Audit Committee.

The General Meeting is the supreme body of the company. The competence of the General Meeting is exercised by the Prague City Council pursuant to the provisions of Section 68(2)(h) of Act No. 131/2000 Coll., on the Capital City of Prague (with the exception of the decision to dissolve the company, which is decided by the Prague City Council - Section 59 of the Act on the Capital City of Prague).

MANAGEMENT BOARD, SUPERVISORY BOARD AND AUDIT COMMITTEE AS AT 31 DECEMBER 2023

	Position	Name
Board of Directors	Chairman	Ing. Petr Witowski
	Vice-Chairman	Ing. Ladislav Urbánek
	Member	PhDr. Jiří Špička
	Member	Ing. Jan Šurovský, Ph.D.
Supervisory Board	Member	Ing. Marek Kopřiva
	Chairman	MUDr. Zdeněk Hřib
	Vice-Chairman	Jan Marek
	Vice-Chairman	Roman Slanina
	Vice-Chairman	Mgr. Jakub Jiran, MBA
	Member	Josef Buriánek
	Member	Vratislav Feigel, MBA, LL.M.
	Member	JUDr. Tomáš Homola
	Member	Ing. Zdeněk Kovařík
	Member	Ing. Gabriela Lněničková, MBA
	Member	Marcel Nový
	Member	Jiří Obitko
	Member	JUDr. Tomáš Sunegha
	Member	Ing. Jan Lička
Member	Ing. Ondřej Prokop	
Audit Committee	Member	Ing. Adam Scheinherr, MSc., Ph.D.
	Chairman	Mgr. Marta Gellová
	Vice-Chairman	Ing. Zdena Javornická
	Member	Ing. Ladislav Langr

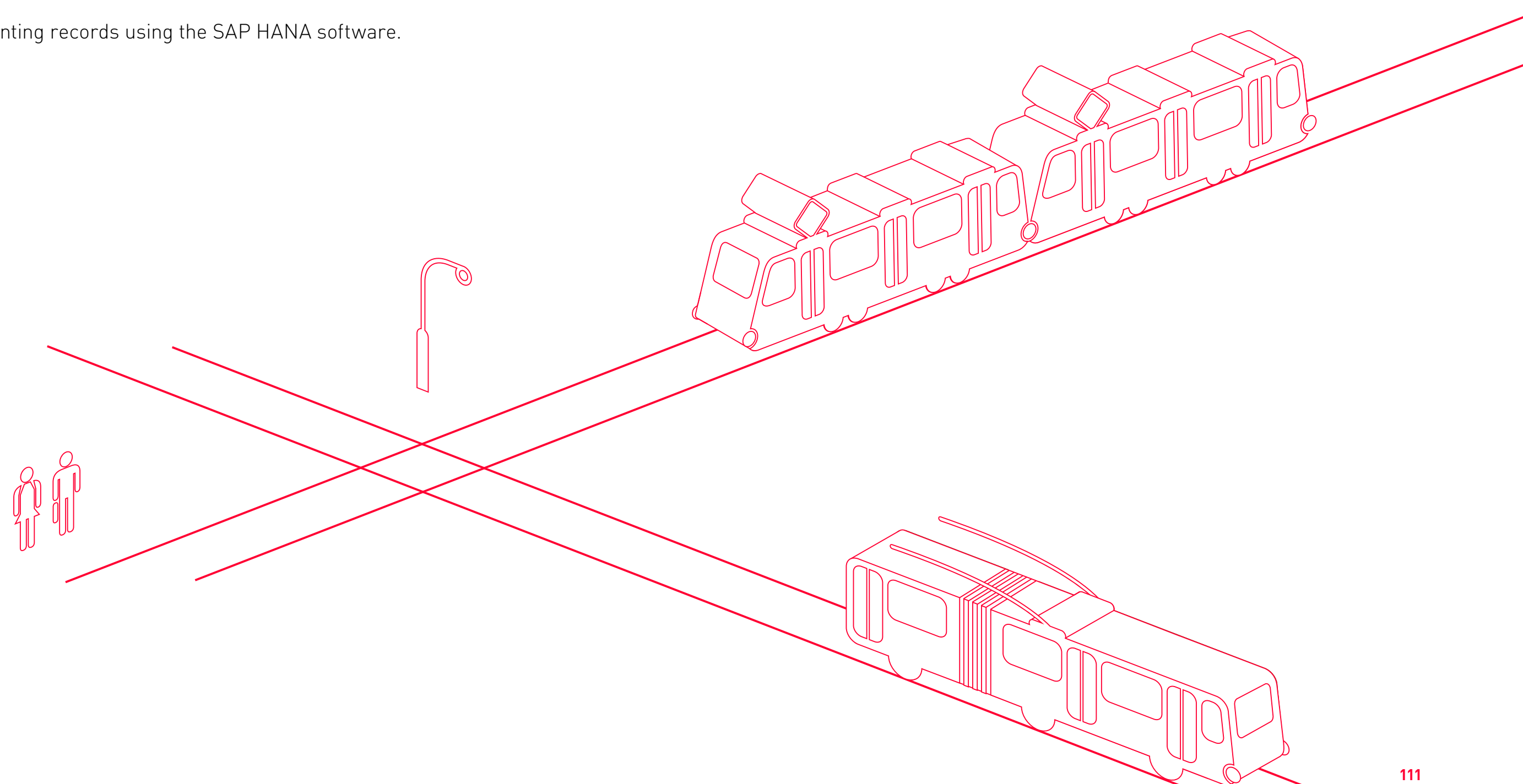
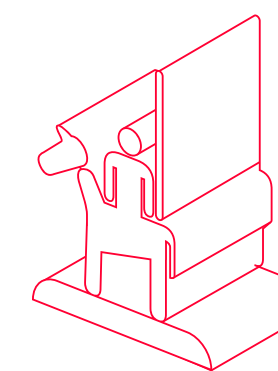


2. Accounting methods and general accounting principles

The company's accounting records are maintained and the financial statements have been prepared in accordance with Act No. 563/1991 Coll. on Accounting, as amended, Act No. 500/2002 Coll. (hereinafter referred to as the Act), which implements certain provisions of Act No. 563/1991 Coll. on Accounting for accounting units that are entrepreneurs accounting in the double-entry bookkeeping system, as amended, and the Czech Accounting Standards for Entrepreneurs, as amended. Accounting respects the general accounting principles, especially the principle of valuation of assets at historical cost, the principle of accounting in relation to time and objects,

the principle of prudence and the assumption of the entity's ability to continue its activities. The information in these financial statements, unless otherwise stated, is expressed in thousands of Czech crowns (CZK thousands).

The company keeps accounting records using the SAP HANA software.



3. Summary of significant accounting policies and practices

3.1. Tangible and intangible fixed assets

Fixed assets means:

- a) assets which have a useful life of more than one year and whose valuation in each case exceeds CZK 40,000 (except for the property referred to in (b))
- b) land, buildings and structures, including utilities, works of water, building rights if not goods, dwellings and non-residential premises defined as units, easements over land and buildings and works of art shall be treated as fixed assets irrespective of their valuation
- c) property that is acquired partly from own resources and partly from a subsidy, where the entry price of tangible and intangible fixed assets acquired from own resources is up to and including CZK 40,000.

The threshold for defining technical appreciation that increases the value of fixed assets is appreciation in excess of CZK 40,000 in the aggregate for the accounting period.

Tangible and intangible assets up to CZK 40,000 are not depreciated under the terms of DPP. It is treated as an inventory (DRHM) or a service (DRNM). It is accrued over a period of 2 years and recorded in off-balance-sheet records, except for emergencies.

Costs related to the acquisition of fixed assets

The valuation of intangible and tangible fixed assets and technical improvements includes, until the assets are put into a condition suitable for use, mainly costs and expenses incurred directly in connection with the fixed assets being acquired:

- exploration, geological, geodetic and project work including variant solutions,
- duty, assembly, transport, environmental disposal fee, packing,
- the residual value of disposed buildings or parts thereof as a result of new construction,
- the cost of tendering procedures, compensation for limitation of property rights,
- compensation for property damage to the owner, lessee or lessee of immovable property,
- tests before the property is put into a fit-for-use condition, preparatory work, in particular the cost of expertise, fees, consultancy and brokerage fees related to the fixed assets to be acquired,
- in the case of fixed assets financed from EU structural funds, the PC of fixed assets includes audit verification, consultancy and other costs related to the processing of the application for EU structural funds,
- induced investment in case of fulfilment of conditions according to NÚR I - 20.

There are 4 options for the registration and valuation of land at DPP:

- 1) In the event that, due to the digitisation of cadastral maps (by making them more accurate), the land area in the cadastre is different from that in the property card in the accounting, then the land area in the property card is changed. The valuation of the land will remain the same.
- 2) If it is necessary to correct errors in the area of the land identified by the Land Registry itself, an adjustment to the area on the property card is made. The valuation of the land will remain unaffected.
- 3) If it is found that DPP's accounting records show a different (lower or higher) land area than that shown in the Land Registry, the land area on the property card shall be changed to match the Land Registry without adjusting the land valuation.
- 4) If the accounting records do not include the land that DPP owns according to the extract of the land register, then the land must be included in the records in the area according to the land register and the valuation of the land will be carried out according to the expert's opinion, which will include the administrative and market price, and will be introduced into the accounting records at a lower price as a precaution.

DPP treats the creation of new assets or the making of changes to third party assets that are not related to the mission of DPP but are necessary for the acquisition and use of DPP assets as induced investment. It records these assets in the acquisition accounts and, at the time the principal investment is

put into use, these internally incurred capital costs become part of the cost of the asset in accordance with SIC I-20.

Replacement cost valuation was used in 2023 for easements acquired for no consideration and TZs executed by the lessee on DPP's property that were not settled between the lessee and DPP upon termination of the lease agreement. The replacement cost was determined according to an expert's report.

Tangible fixed assets created by own activity are measured at cost, i.e. all direct costs and indirect costs directly attributable to the creation of the fixed asset.

Intangible fixed assets and tangible fixed assets are depreciated on a straight-line basis on the basis of a depreciation plan through accounting depreciation in accordance with Section 7(1) of the Accounting Act. The amount of depreciation on fixed assets is determined by the useful life, which is determined by reference to wear and tear corresponding to normal conditions of use. Depreciation begins in the month of entry into service.

THE EXPECTED USEFUL LIFE OF THE MOST SIGNIFICANT ASSET GROUPS IS AS FOLLOWS:

Fixed assets	Lifetime in years
Metro tunnels	100
Metro power system	30
Tram lines - railway substructure	30
Tram lines - railway superstructure	15
Escalators	25
Means of transport:	
- Metro cars built since 2001	40
- Renovated metro cars	15
- Trams: T3R.P	15
14T, 15T	30
Other types of trams	20
- Buses	10
- Trolleybuses	13

THE AMORTISATION OF EASEMENTS CREATED AND CONSTRUCTION RIGHTS IN FAVOUR OF THE COMPANY IS AS FOLLOWS:

Purchase price of easement and building rights	Time of establishment	Amortisation period
Up to CZK 40,000	Definite	24 months
	indefinite	24 months
Over CZK 40,000 Up to CZK 10,000,000	Definite	according to the period specified in the contract for which the easement or building right is established
	indefinite	48 months for the easement and 99 years for the building right
Over CZK 10,000,000	Definite	according to the period specified in the contract for which the easement or building right is established
	indefinite	30 years for the easement and 99 years for the building right

Assets acquired entirely from the subsidy for the acquisition of intangible fixed assets and tangible fixed assets are not depreciated.

At the date of the financial statements, provisions are made for fixed asset accounts. They are determined on the basis of an inventory and an individual assessment of the fair value of individual items where the value in use of fixed assets is significantly lower than their accounting valuation net of depreciation, and the impairment cannot be considered to be of a permanent nature.

3. 2. Non-current financial assets

Non-current financial assets represent equity interests in entities with significant influence and significant influence. They are carried at cost when acquired.

Equity interests in entities with decisive influence and significant influence are measured at the date of the financial statements using the equity method, i.e. the value of the equity interest is adjusted to the value corresponding to the company's equity interest at the date of the financial statements. The valuation by equivalence is accounted for as a change in the value of the security in accordance with account 414 - Valuation differences on revaluation of assets and liabilities.

3. 3. Inventory

Purchased inventories are valued at cost. The cost of inventories includes costs associated with their acquisition, mainly freight, commission, duty, insurance, packing, postage, discounts, disposal fees (PHE fee).

Inventories of the same type are held in stock at the price determined by the weighted arithmetic average.

If the costs associated with the acquisition are not part of the purchase price of the specific materials and goods, they are tracked in a separate analytical inventory account and are allocated to consumption of materials and goods on a monthly basis in accordance with internal guidelines. This procedure is also used by the Company for freight charges provided by in-house services.

Additions to or disposals from inventories (products, work in progress and own-produced semi-finished goods) are accounted for through the relevant cost account. Inventory additions are credited to the relevant cost account in Account Group 58 - Change in inventories of own operations and capitalisation, while inventory disposals are debited to this account. This item may also have a negative value.

In FTE terms, the change in work-in-progress is accounted for through the relevant account 581 - Change in work-in-progress inventory.

Acquisition and disposal of inventories in central and operational warehouses is carried out according to the Czech Accounting Standard for Entrepreneurs No. 15 according to method A.

DPP uses so-called emergency storage facilities to ensure activities related to the physical receipt, storage and dispatch of products necessary for operational security in the event of emergencies and other operational issues. These storage facilities are accounted for on a balance sheet basis and the acquisition and depletion of these inventories are accounted for in accordance with the Czech Accounting Standard for Business Enterprises No 15, Method B, on a monthly basis.

Inventories generated by own activities are valued at cost.

Spare parts and other materials generated by own activities are valued at actual own cost. Own-produced spare parts and other materials for which no clear unit cost can be determined are valued on the basis of predetermined prices. These prices are updated on an ongoing basis. The cost components included in the prices of spare parts and other materials set at own-cost level are: direct consumption of materials, energy, direct wages, social and health insurance premiums, share of production overhead, cooperation, transport costs.

Costs related to the activation are accounted for as a reduction of costs in the relevant account in Account Group 58 - Change in inventories of own operations and activation. This entry is negative.

In the terms of DPP, the capitalisation of inventories and self-generated work in progress is accounted for through accounts 585, 586 and 588.

The replacement cost of inventories was determined according to the current average stock price at the time of the discovery of the surplus inventory (diesel, coolant, oil, other operating fluids). The reproduction price determined by professional estimation is used for inventories arising from material acquired from the disposal or repair of fixed assets. Replacement parts for trams under warranty, which are provided to us free of charge by the supplier, are valued at replacement cost, i.e. in this case the price prevailing at the time of receipt of the parts.

Inventory allowances are created according to the documents provided by the Warehouse Management Department. These allowances were made on the basis of an inventory, after reviewing the condition, length of storage and taking into account the expected unusability and minimum marketability.

3. 4. Receivables

Receivables are valued at their nominal value at inception, subsequently reduced by appropriate allowances for non-performing receivables.

Receivables that have a maturity of one year or less at the time the financial statements are prepared are reported as current. Other receivables are recognised as non-current.

Preparation of provisions for receivables

DPP has created a programme (a SAP SW transaction) for the processing of allowances for receivables. The creation of an allowance for receivables is always based on the net value of the receivable from one business partner. Allowances for receivables were created in accordance with Act 593/1992 on provisions and the company's Accounting Schedule, Accounting Procedures and Depreciation Plan.

Allowances are made for trade and other receivables in accordance with relevant laws and legal department guidelines. Tax allowances are made to the extent permitted by the relevant law. For receivables from six months to one year past due, accounting allowances are made in such an amount that the total of the tax and accounting allowances is 50 % of the outstanding balance sheet value of the receivable, and for receivables from one year past due, up to 100 % of the balance sheet value of the receivable.

Accounting allowances are made for receivables from fare surcharges and for receivables for fares. The amount of these allowances is determined as a percentage of the expected rate of repayment and recoverability of these receivables.

Mutual offsetting of liabilities and receivables takes place within the meaning of the Civil Code according to the agreement between the business partners.

3. 5. Short-term financial assets

When necessary, the Company uses debt securities held to maturity - promissory notes purchased as a short-term appreciation of available funds in accordance with the Company's approved Financial Investment Strategy and with a maturity of less than one year.

3. 6. Trade payables

Trade payables are carried at nominal value.

Liabilities that have a maturity of one year or less at the time the financial statements are prepared are reported as current. Other liabilities are reported as non-current.

3. 7. Bills of exchange

A promissory note is a security containing statutorily predetermined information, which implies a debtor's obligation that gives the holder of the note an indisputable right to demand payment of the amount of the note at a specified time.

Bills of exchange are recorded as current liabilities on the Short-term bills payable line of the statements. These are promissory notes issued by the Issuer, i.e. DPP to a number of creditors with a „no protest“ clause. The minimum nominal value of the promissory note is CZK 200 million. The promissory note programme totalled CZK 8 billion and was fully drawn as at 31 December 2016. Since 2015, it 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 19 December 2023, the ninth instalment of CZK 800 million was made. As at 19 December 2023, a

total of CZK 7.2 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 2023 was CZK 800 million. The final maturity of the Bills of Exchange Programme is 20 December 2024.

3. 8. Derivatives

In line with its interest rate risk management strategy, the Company minimises cash flow exposures arising from these business activities. In this context, it enters into interest rate derivative transactions that reduce the risk of changes in the value of future cash flows arising from the promissory note financing programme.

All financial derivatives are recognised as assets if their fair value is positive and as liabilities if their fair value is negative.

In 2023, all derivative transactions were tested for effectiveness and the Company maintains hedge accounting for all derivatives.

3. 9. Loans

Loans are carried at nominal value. Interest on the loan is charged to profit or loss in the financial year to which it relates. In accordance with Section 47(1) of the Ordinance, the Company has chosen not to include interest on the loan in the valuation of fixed assets and technical improvements.

The portion of a long-term loan that is repayable within one year from the date of the financial statements is also considered a short-term loan.

The Company had no bank loan during 2023.

3. 10. Reserves

The provision for compensation for occupational injuries and diseases of certain former employees is based on a statistical evaluation of available historical data equal to the present value of expected future payments on claims incurred up to the date of the financial statements.

Provisions are made for remuneration of executives and members of the company's bodies, including health and social insurance, if the legal entitlement to payment is dependent not only on the performance of work in the accounting period, but also on the fulfilment of other conditions, i.e. approval by the responsible person or body of the company.

Provisions for employee benefits are made for employment anniversary, retirement and unused leave with pay in accordance with the collective agreement. In view of the validity of the current version of the collective agreement, with no significant changes in these benefits expected in the future version of the collective agreement, the provisions for service anniversaries and retirement are always made on a rolling basis over the following three years and recorded at a discounted value.

Provisions for future repairs of tangible fixed assets, which are formed due to accidents and damages, are mostly covered by the formation of provisions for expected insurance claims, for accidents and damages where the amount of damage is expected to exceed CZK 3 million. For accidents and claims up to CZK 3 million, provisions are made for each individual accident and damage, for accidents and claims up to CZK 3 million, provisions are made for each individual accident and damage. When the provision is made in the aggregate by one item at the balance sheet date and is subsequently dissolved after the opening of the books of the following period. The principle of the material and temporal relationship between costs and income is thus respected.

Additional provisions are made to take precautions against liabilities arising from past events and to cover liabilities that could result in an outflow of funds, e.g., in connection with litigation.

3. 11. Financial leasing

Finance lease means the acquisition of tangible fixed assets in a manner whereby, after an agreed period of beneficial use of the asset by the user, ownership of the asset is transferred from the owner to the user and the user makes payments for the acquisition at cost pending the transfer of ownership. In 2023, the Company had no assets acquired by way of finance lease followed by purchase.

3. 12. Conversion of data in foreign currencies into Czech currency

Accounting for exchange rate differences is performed in accordance with the Act and the Czech Accounting Standards for Entrepreneurs.

Assets and liabilities denominated in foreign currency are converted into Czech currency at ČNB daily exchange rate in accordance with the applicable regulations.

The daily ČNB exchange rates are used to convert the currency funds in the currency cash.

In the monthly financial statements, foreign currency bank accounts are converted into Czech currency at the exchange rate on the last day of the month.

Assets and liabilities denominated in foreign currencies at the date of the financial statements are translated at the exchange rate published by ČNB at that date and any exchange differences are recognised in expense or income, depending on their nature.

3. 13. Taxes

3. 13. 1. Tax depreciation of fixed assets

For the purpose of calculating tax depreciation, the straight-line method is used.

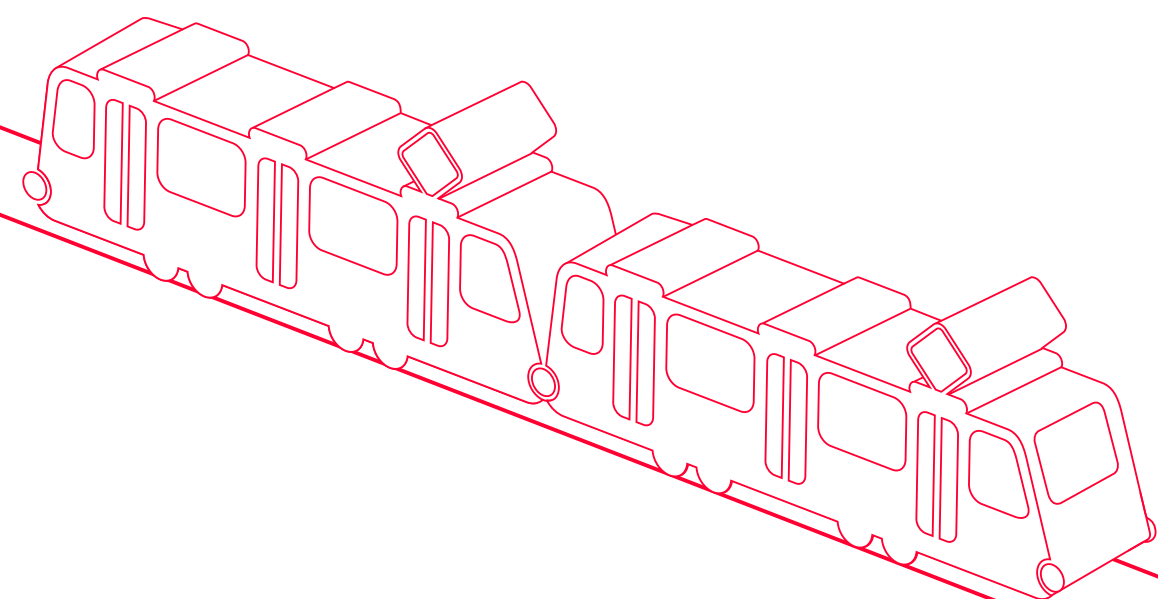
3. 13. 2. Deferred tax

The calculation of deferred tax is based on the liability method based on the balance sheet approach. The liability method is a procedure whereby the income tax rate applicable in future periods is used in the calculation. The balance sheet approach means that the liability method is based on temporary differences, which are differences between the tax bases of assets or liabilities and the amount of assets or liabilities shown in the balance sheet. The tax base of the assets or liabilities is the value of those assets or liabilities available for future tax purposes.

Deferred tax liabilities and receivables are netted off and recognised in the balance sheet at net amount.

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 the public service, which is intended to cover the difference between the costs incurred in connection with the performance of the SGEl and the revenue generated in connection with the SGEl and to provide a reasonable profit to enable the generation of own resources to finance the renewal of assets and other investments to improve the quality of service agreed by the customer. The public service contract between the company and HMP sets out the method of



calculating the compensation, the methodology for calculating the reasonable profit and the method of risk allocation.

In accordance with the contractual arrangements contained in the Public Service Contract, the Company accounts during the year for the compensation advance received and an operating portion of the compensation provision equal to the projected requirement, which is reversed at year-end. As part of the annual financial statements, the receivable for the WACC will be recognised and a reasonable profit will be recognised as part of the compensation. At the same time, the advance received will be cleared and the amount receivable will be settled financially. The amount of the compensation is charged to income as revenue from the sale of own products and services and tracked on a separate line in the profit and loss account - see 4.1.1.

3. 15. Subsidies

Cost grants are charged to other operating income in proportion to the timing and nature of the charge for the specified purpose.

A subsidy for the acquisition of intangible fixed assets and tangible fixed assets and technical improvements reduces their cost or own cost at the time of capitalisation. At the balance sheet date, the use of the grant is accounted for in respect of fixed assets not yet capitalised.

3. 16. Revenue

Transport revenue is charged to the period in which the transport services are provided.

Other income is recognised in the period to which it is materially and temporally related.

Revenue and income relating to future periods are accrued.

THE ACCRUAL OF INCOME FROM EASEMENTS TABLISHED ON THE COMPANY'S PROPERTY IS AS FOLLOWS:

Purchase price of the easement	Time of establishment	Time resolution
Up to CZK 40,000	Definite	not carried out due to insignificant amount
	indefinite	yield of the period
Over CZK 40,000 Up to CZK 10,000,000	Definite	according to the period specified in the contract for which the easement is established
	indefinite	for 5 consecutive years
Over CZK 10,000,000	Definite	according to the period specified in the contract for which the easement is established
	indefinite	for 5 consecutive years

3. 17. Use of estimates

The preparation of financial statements requires the Company to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. The Company determined these estimates and assumptions based on all relevant information available to it. However, as is evident from the nature of the estimates, actual values in the future may differ from these estimates.

3. 18. Extraordinary costs and income

These items include income and expenses from transactions that are wholly extraordinary in relation to the entity's ordinary activities, as well as income and expenses from contingencies. Extraordinary expenses and income are recognised as operating or financial expenses and income, depending on their nature. They are classified as Other operating income, Other operating expenses, Other financial income and Other financial expenses.

3. 19. Accounting for donations received

Donations received are accounted for as other operating income - accounting group 64 or other financial income (donations received in the form of financial assets) - accounting group 66. In the case of a donation received in the form of a service, no accounting is made and the donation is only taken into account in the income tax return.

In the event that the donation received is exempt from income tax, this income will be excluded as non-taxable in the tax return.

3. 20. Recording of borrowings in off-balance sheet records

Under the terms of DPP, the subject of the borrowing, if DPP is on the borrower's side, is recorded through off-balance sheet records in account 762001 Borrowings Received. Borrowed assets valued at CZK 40,000 per case are recorded here. The borrowed assets are valued at or above CZK 40,000 and are carried forward to the following year at the date of the financial statements.

3. 21. Overview of cash flows

The cash flow statement was compiled using the indirect method. Cash equivalents represent short-term liquid assets that can be easily and readily converted into a known amount of cash in advance. Cash and cash equivalents can be analysed as follows:

(DATA IN THOUSANDS CZK)

Cash equivalent	31/12/2023	31/12/2022
Cash on hand and cash on the road, valuables	35,161	28,216
Bank accounts and money on the road	11,687,872	11,404,388
Short-term securities and shares	0	0
Total cash and cash equivalents	11,723,033	11,432,604

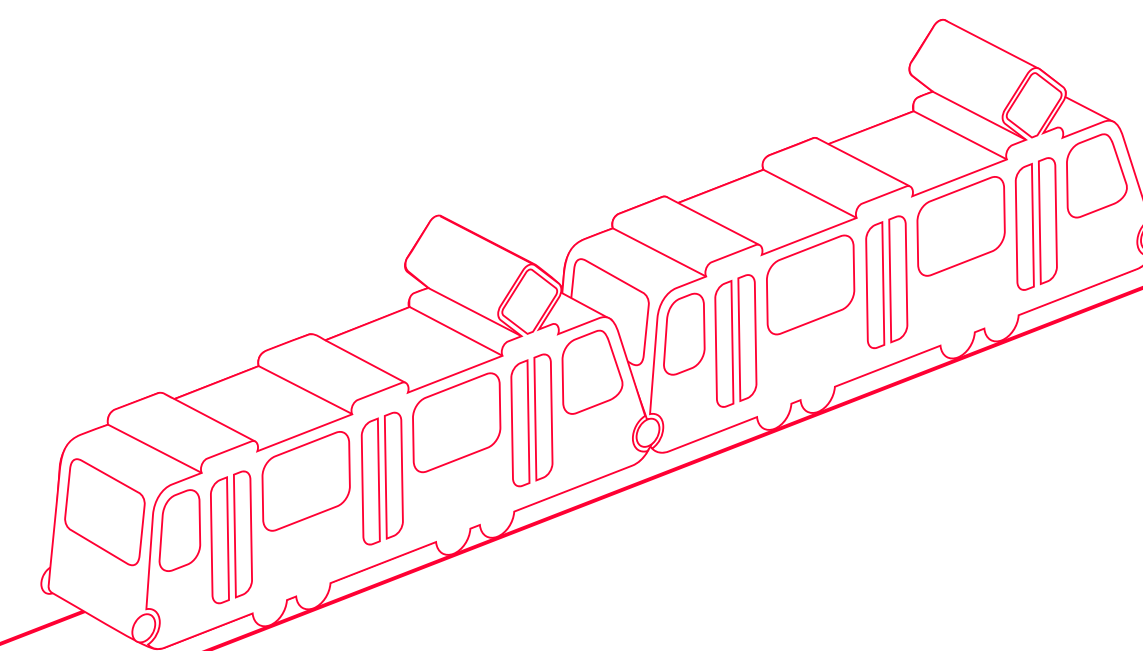
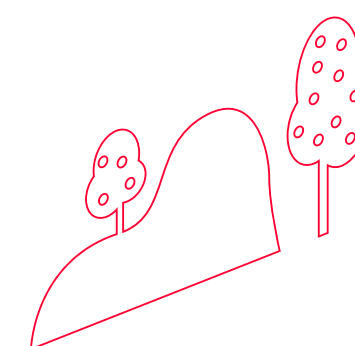
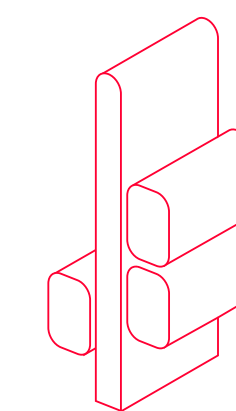
Cash flows from operating, investing and financing activities are presented in the cash flow statement on an uncompensated basis.

3. 22. Consolidated financial statements

Act No. 563/1991 Coll. on Accounting as amended by Act No. 221/2015 Coll. with effect from 1 January 2016 introduced the categorisation of consolidation groups in Section 1c. The individual criteria show that DPP meets the criteria of a large group of accounting units.

However, the share of the sum of the consolidated companies in the consolidating company is not significant in the individual criteria, and the company has thus availed itself of the provisions of Section 22a(3) of the Act.

Transit Company of the Capital City of Prague, joint stock company, has always used this provision of the Accounting Act, because not only are the consolidated companies individually and in aggregate insignificant for the overall value and mission of DPP, but on the contrary, it would lead to a presentation distortion of DPP's economic indicators, as they would also contain the values of companies with completely different missions.



4. Notes to the balance sheet and profit and loss account

4.1. Specifics of the company

4.1.1. Modification of statements

In the balance sheet and profit and loss account, the items are presented in the order as set out in Act No 500/2002 Coll. In addition, the DPP includes additional sub-items in these statements for reasons of greater clarity and indicative of the accounting entity. These entries are as follows:

Profit and loss account

- I. I.1. Sales of own products and services
 - 1. 1. Revenue from fares
 - 1. 2. Compensation for public service obligations
 - 1. 3. Other revenue

4. 2. Intangible fixed assets (DNM)

PURCHASE PRICE (DATA IN THOUSANDS CZK)

	Status as at 31 December 2021	Additions	Losses	Status as at 31 December 2022	Additions	Losses	Status as at 31 December 2023
Software	1,248,334	89,751	36,112	1,301,973	53,788	25,478	1,330,283
Other valuable rights	9,549	947	0	10,496	2,251	0	12,747
Other DNM	136,229	0	0	136,229	0	0	136,229
Unfinished DNM	42,233	77,627	84,499	35,361	57,224	45,804	46,781
Total	1,436,345	168,325	120,611	1,484,059	113,263	71,282	1,526,040

RIGHTS (DATA IN THOUSANDS CZK)

	Status as at 31 December 2021	Additions	Losses	Status as at 31 December 2022	Additions	Losses	Status as at 31 December 2023
Software	1,098,025	101,044	4,331	1,194,738	84,104	11,566	1,267,276
Other valuable rights	7,787	742	0	8,529	1,021	0	9,550
Other DNM	119,538	2,401	0	121,939	1,104	0	123,043
Unfinished DNM	0	0	0	0	0	0	0
Total	1,225,350	104,187	4,331	1,325,206	86,229	11,566	1,399,869

RESIDUAL VALUE (DATA IN THOUSANDS CZK)

	Status as at 31 December 2022	Status as at 31 December 2023
Software	107,235	63,007
Other valuable rights	1,967	3,197
Other DNM	14,290	13,186
Unfinished DNM	35,361	46,781
Total	158,853	126,171

The most significant increases in DNM are recorded for software.

These include technical evaluation of SAP HANA software, the Traffic Information System and software including licences for the Comprehensive Metro Security System.

4. 2. 1. Own generated intangible fixed assets

No intangible fixed assets were created by own activity in 2023.

4. 2. 2. Assets not included in the balance sheet

INTANGIBLE ASSETS TRACKED IN OFF-BALANCE SHEET RECORDS (DATA IN THOUSANDS CZK)

Type of property	Purchase price	
	2023	2022
Small intangible assets	9,626	9,480
Fixed assets acquired from subsidies	131,102	131,102
Total	140,728	140,582

In the case of assets acquired from a subsidy, the assets are fixed assets whose purchase price has been reduced by the subsidy provided in accordance with 3.15 and whose value is therefore not amortised to the Company's costs.

4.3 Tangible fixed assets (DHM)

COST OF DEPRECIATED AND NON-DEPRECIATED TANGIBLE FIXED ASSETS (DATA IN THOUSANDS CZK)

	Status as at 31 December 2021	Additions	Losses	Status as at 31 December 2022	Additions	Losses	Status as at 31 December 2023
Land	3,497,976	64,566	1,830	3,560,712	158,976	367,124	3,352,564
Buildings	61,282,486	1,131,734	476,654	61,937,566	2,191,033	743,468	63,385,131
Tangible movable property	63,746,521	2,769,418	1,908,750	64,607,189	3,542,673	1,908,591	66,241,271
- Machinery and equipment	15,883,268	2,468,776	1,653,584	16,698,460	2,848,968	1,761,355	17,786,073
- Means of transport	47,853,817	300,529	255,155	47,899,191	693,705	146,842	48,446,054
- Inventory	9,436	113	11	9,538	0	394	9,144
Other DHM - easements and real burdens	47,629	3,735	2	51,362	1,761	0	53,123
Other DHM	40,437	105	0	40,542	2,500	0	43,042
DHM in progress	1,621,015	11,797,186	10,788,086	2,630,115	18,591,988	17,849,077	3,373,026
Total	130,236,064	15,766,744	13,175,322	132,827,486	24,488,931	20,868,260	136,448,157

CORRECTIONS AND WRITE-DOWNS TO TANGIBLE FIXED DEPRECIABLE ASSETS (DATA IN THOUSANDS CZK)

	Status as at 31 December 2021	Additions	Losses	Status as at 31 December 2022	Additions	Losses	Status as at 31 December 2023
Buildings	24,554,925	1,102,281	73,480	25,583,726	1,192,437	116,158	26,660,005
Tangible movable property	34,650,369	2,707,336	514,611	36,843,094	2,940,056	469,167	39,313,983
- Machinery and equipment	11,730,145	858,223	289,104	12,299,264	989,123	350,912	12,937,475
- Means of transport	22,911,548	1,848,747	225,251	24,535,044	1,776,951	117,604	26,194,391
- Inventory	8,280	259	11	8,528	231	393	8,366
Other property, plant and equipment - easements and real encumbrances	42,743	3,539	2	46,280	2,494	0	48,774
Allowance for transport equipment	396	107	245	258	173,751	258	173,751
Allowance for buildings	0	0	0	0	0	0	0
Total	59,248,037	3,813,156	588,093	62,473,100	4,134,987	585,325	66,022,762

RESIDUAL VALUE OF TANGIBLE FIXED ASSETS DEPRECIATED AND NOT DEPRECIATED (DATA IN THOUSANDS CZK)

	Status as at 31 December 2022	Status as at 31 December 2023
Land	3,560,712	3,352,564
Buildings	36,353,840	36,725,126
Tangible movable property	27,764,095	26,927,288
- Machinery and equipment	4,399,196	4,848,598
- Means of transport	23,363,889	22,077,912
- Inventory	1,010	778
Other DHM - easements and real burdens	5,082	4,349
Other DHM	40,542	43,042
DHM in progress	2,630,115	3,373,026
Total	70,354,386	70,425,395

The most significant increases in fixed assets (DM) are recorded in machinery and equipment and structures.

A significant item of machinery and equipment includes the stationary and mobile parts of the train security system LZA, industrial television, broadcasting equipment, UPS power supplies at metro stations, modernisation of the automatic dispatch system, all within the continuation of the project to implement a comprehensive security system in the metro amounting to CZK 976,482 thousand, further modernisation of substation technology amounting to CZK 367,145 thousand, modernisation of metro tunnel lighting amounting to CZK 290,819 thousand, and the reconstruction of escalators at Anděl metro station amounting to CZK 197,502 thousand.

The most significant decreases are recorded in machinery and equipment and are primarily caused by the partial dismantling of substation power systems due to their physical dismantling or sale amounting to CZK 46,992 thousand, partial physical dismantling of the chemical warning system at metro stations amounting to CZK 37,243 thousand, partial dismantling of computing technology due to physical dismantling or sale amounting to CZK 24,929 thousand,

and partial physical dismantling of the tram wash facility in Vokovice depot amounting to CZK 21,317 thousand.

The most significant item in constructions is primarily the acquisition of the KOMOKO tram track based on an exchange contract amounting to CZK 702,311 thousand, further reconstruction of tram tracks (Nádražní-Na Zlíchově, Táborská-Na Pankráci, Ohrada-Palmovka, Průběžná-Švehlova, U Výstaviště-Partyzánská, KOMOKO, Bubenské nábřeží-Komunardů, Badeniho) amounting to CZK 444,569 thousand, further reconstruction (Strašnice, Vokovice, Klíčov, Kačerov, Hostivař depots, metro stations and Libeň building) in total amounting to CZK 354,056 thousand.

The most significant decreases in constructions are caused by the demolition of tram tracks due to their reconstruction or new construction amounting to CZK 61,783 thousand, and further removal due to the physical demolition of power systems amounting to CZK 24,013 thousand.

As of 31 December 2023, the allowance for transport vehicles amounts to CZK 173,751 thousand. The most significant part of the allowance is formed in view of the temporary impairment of long-term assets (15T trams), due to faulty roofs and floors of these trams.

The balance of unfinished capital works amounting to CZK 3,373,026 thousand is mainly composed of investment actions – modernisation of the Florenc metro station – ceiling slab renovation amounting to CZK 453,343 thousand, construction of a three-stage painting booth for trams in the OT Hostivař area amounting to CZK 302,276 thousand, replacement of escalators at Jiřího z Poděbrad metro station amounting to CZK 238,792 thousand, construction of the first section of the D metro line amounting to CZK 219,615 thousand, reconstruction of escalators at Anděl metro station amounting to CZK 197,502 thousand, total revitalisation of Hloubětín depot hall amounting to CZK 195,451 thousand, and electrification of BUS line 140 amounting to CZK 185,829 thousand.

The balance of advances on capital works as of 31 December 2023 is CZK 341,438 thousand. Among the most significant items are advances for the acquisition of trolleybuses at ŠKODA ELECTRIC a.s. amounting to CZK 309,898 thousand and for the supply of train frames at Siemens Mobility s.r.o. amounting to CZK 30 thousand. As of 31 December 2022, the balance of advances was CZK 414,110 thousand.

The company leases:

- **properties, non-residential premises in garages, depots, metro depots, metro stations, tram loops, public transport stops, etc., and vacant land outside these buildings,**
- **areas on movable and immovable property, especially for advertising activities, for laying fibre optic cables in metro stations, for operating the telecommunications system in the metro, for placing antennas, telecommunications equipment, etc.,**
- **movable assets, such as freight elevators in metro stations and equipment in leased properties.**

4. 3. 1. Fixed assets encumbered by a pledge

As of 31 December 2023, an easement has been established on 683 properties in the form of an easement agreement. In the majority of cases, this is to allow access to operate the relevant equipment in the metro area, building entrances, etc.

Within the framework of covering the Prague underground with mobile signal, a cooperation agreement and an easement agreement with mobile operators and an easement agreement with T-Mobile Czech Republic, a. s. for the purpose of placing the network of electrical communications and switchboards in the premises and tunnels of the Prague metro were concluded. See point 4. 6.

4. 3. 2. Own generated tangible fixed assets

Renovation of KT8N2 trams, renovation of T3RPLF trams, modifications of tram interiors, renovation and modernisation of tram lines, installation of air-conditioning in tram cars, tram entrances to SSZ, renewal of overhead wires, modernisation of EOVs, relocation of tram stops were carried out, construction of new and improvement of technical parameters of existing public transport stops, modernisation of cable network, renovation and addition of lubrication equipment, improvement of technical parameters of TT KOMOKO, wheelchair ramps (metro), modernisation of signalling and communication equipment.

For the method of valuation, see point 3. 1.

4. 3. 3. Assets leased under finance leases

DPP does not record leased assets in the form of finance leases in 2023.

4. 3. 4. Operating leasing and other rentals

The company does not record any leased assets in the form of operating leases in 2023, it only records other vehicle leases in the annual amount of CZK 1,407 thousand. The lease of a trolleybus with an annual lease amount of CZK 1,197 thousand (mainly trolleybus lease with an annual lease amount of CZK 1,197 thousand) and a hydrogen bus at an annual rental of CZK 209 thousand, all from ŠKODA ELECTRIC a.s.) and other rentals in the annual amount of CZK 509 thousand (mainly rental of washing tables from PURE SOLVE Česká republika, spol. s r.o.).

4. 3. 5. Assets not included in the balance sheet

TANGIBLE ASSETS MONITORED IN OFF-BALANCE SHEET RECORDS (DATA IN THOUSANDS CZK)

Type of property	Purchase price	
	2023	2022
Small tangible assets	688,026	672,475
Fixed assets acquired from subsidies	64,496,503	64,586,092
Total	65,184,529	65,258,567

In 2023, the recorded assets from the subsidy were impaired in the total amount of CZK 89,589 thousand.

The most significant additions to the assets acquired from the grant include:

- **Tram line Chotkova - Badeniho** - in the amount of CZK 33,599 thousand,
- **Tram line Tábořská - Na Pankráci - Na Veselí - Soudní** - in the amount of CZK 30,000 thousand,
- **KOMOKO tram** - in the amount of CZK 25,233 thousand,
- **Tram line U Výstaviště - Partyzánská** - in the amount of CZK 25,000 thousand,
- **Land in the framework of the I.D. metro investment project** - in the amount of CZK 18,189 thousand,
- **Automated dispatching system in metro st.** - in the amount of CZK 7,447 thous.,
- **Station air-conditioning in the metro st.** - in the amount of CZK 7,099 thous.

Assets were removed from the off-balance sheet records due to physical disposal or sale. The most significant items include:

- **Low-floor standard buses** - in the amount of CZK 122,500 thousand,
- **Trams 14T** - in the amount of CZK 62,986 thousand,
- **MRS TETRA in metro stations** - in the amount of CZK 23,275 thousand,
- **Other means of transport and motor vehicles** - in the amount of CZK 19,833 thousand.

4.3.6. Mutual settlement of property with the City of Prague

The process of straightening out the status of long-term assets (construction works, infrastructural investments, land, etc.) between DPP and HMP continues so that each of these entities owns, maintains and renews the assets that it actually uses (needs) for its activities or its mission. As of 31/12/2023, DPP records the following assets potentially suitable for transfer and related exchange with HMP in its accounting records:

- In the asset acquisition account 042, the costs of the implementation of investment projects IV.C2 Ládví and IV.C1 bus transport with a total book value of approx. CZK 3 mil. (total costs before deduction of the investment subsidy received amounted to approx. CZK 248 mil).
- The established working group, which is actively working on the mutual settlement of fixed assets between DPP and HMP, has completed the first part of the exchange of DPP land and TT KOMOKO construction objects in 2023. Thus, the Exchange Agreement was concluded in the total nominal amount of CZK 741,967 thousand, with the book value of the DPP land exchange exceeding CZK 349,593 thousand, settled in 2023 in fact and in accounting terms. Other land potentially intended for transfer to HMP with a book value of approx. CZK 397 mil. will be the subject of another meeting of the above working group in 2024.
- Other components of assets such as elements of public lighting, traffic signalling, roads, etc., which were part of investment projects carried out by DP as induced investments. These tangible assets are part of the purchase price of fixed assets that DPP depreciates, but they are assets that are normally operated and maintained by other designated HMP organisations.

Further meetings will continue during 2024 on how to settle the remaining part of the subject property.

4. 4. Non-current financial assets

4. 4. 1. Interests in entities - decisive influence

INTERESTS IN ENTITIES - DECISIVE INFLUENCE

Company name	2023		2022	
	Number of securities	Share of share capital in %	Number of securities	Share of share capital in %
Pražská strojírna a.s.	12,901	100	12,900	100
Střední průmyslová škola dopravní, a.s.	22	100	22	100

2023 (DATA IN THOUSANDS CZK)

Company name	Purchase price	Valuation difference	Nominal value	*Company equity	*Accounting result	Financial returns	Value of the share
Pražská strojírna a.s.	185,614	200,661	260,000	386,276	27,286	0	386,276
SPŠD, a.s.	11,322	17,616	21,930	28,938	64	0	28,938
Total	196,936	218,277	281,930	415,214	27,350	0	415,214

* The data are figures as at 24 January 2024..

2022 (DATA IN THOUSANDS CZK)

Company name	Purchase price	Valuation difference	Nominal value	*Company equity	*Accounting result	Financial returns	Value of the share
Pražská strojírna a.s.	185,614	174,164	157,594	359,778	33,513	0	359,778
SPŠD, a.s.	11,322	17,552	21,930	28,874	40	0	28,874
Total	196,936	191,716	179,524	388,652	33,553	0	388,652

* Data are figures as at 24 January 2023.

4. 4. 2. Interests in entities - significant influence

INTERESTS IN ENTITIES - SIGNIFICANT INFLUENCE

Company name	2023		2022	
	Number of securities	Share of share capital in %	Number of securities	Share of share capital in %
RENCAR PRAHA, a.s.	84	28	84	28
Nové Holešovice, a.s.	2,500	25	2,500	25

2023 (DATA IN THOUSANDS CZK)

Company name	Purchase price	Valuation difference	Nominal value	*Company equity	*Accounting result	Financial returns	Value of the share
RENCAR PRAHA, a.s.	840	15,172	840	57,186	-8,222	0	16,012
Nové Holešovice, a.s.	2,500	32	2,500	10,130	-1,265	0	,2532
Total	3,340	15,204	3,340	67,316	-9,487	0	18,544

* Data are figures as at 24 January 2024.

2022 (DATA IN THOUSANDS CZK)

Company name	Purchase price	Valuation difference	Nominal value	*Company equity	*Accounting result	Financial returns	Value of the share
RENCAR PRAHA, a.s.	840	18,558	840	69,280	-9,798	0	19,398
Nové Holešovice, a.s.	2,500	24	2,500	10,095	-1,368	0	2,524
Total	3,340	18,582	3,340	79,375	-11,166	0	21,922

* Data are figures as at 24 January 2023.

4. 5. Inventories

INVENTORIES (DATA IN THOUSANDS CZK)

	As at 31/12/2023	As at 31/12/2022
Spare parts	303,015	315,816
Auxiliary material	138,576	161,328
Clothing and protective equipment	63,770	64,437
Fuels	6,355	6,552
Material other	9,606	19,151
Material in stock - emergency storage	72,969	76,441
Material on the way	1,609	1,260
Allowances	6,585	5,910
Total material	589,315	639,075
Work in progress and semi-finished products	7,476	9,372
Goods	1,468	1,564
Advances made on stocks	0	1,064
Total value	598,259	651,075

The overall reduction in the company's financial inventory is a result of:

- Reduction in auxiliary material due to the consumption of tracks for the 2023 events
- a reduction in the financial situation of spare parts, mainly due to the stabilisation of prices on the market
- decrease in other materials due to the establishment of a consignment warehouse

The increase in the provisions was due to the actual state of inventories, where after reviewing the condition, length of storage and taking into account the expected unusability and minimum marketability, it was decided to dispose

of the inventories by sale or physical liquidation. The amount of CZK 6,585 thousand consists of provisions for clothing parts, spare parts and protective equipment.

4. 6. Long-term receivables

As at 31 December 2023, the item Non-current receivables shows a balance of CZK 69,123 thousand. As at 31 December 2022 these receivables amounted to CZK 119,368 thousand.

Long-term receivables from trade relationships amounting to CZK 55,843 thousand consist of long-term receivables resulting from the extension of a contract for the establishment of a servitude with T-Mobile Czech Republic, a.s., for the purpose of placing electronic communications networks and distributors in the spaces and tunnels of the Prague metro, amounting to CZK 22,813 thousand, and further from receivables arising from a contract signed for cooperation in covering the Prague metro with mobile signal, where a schedule for the gradual repayment of these receivables is set.

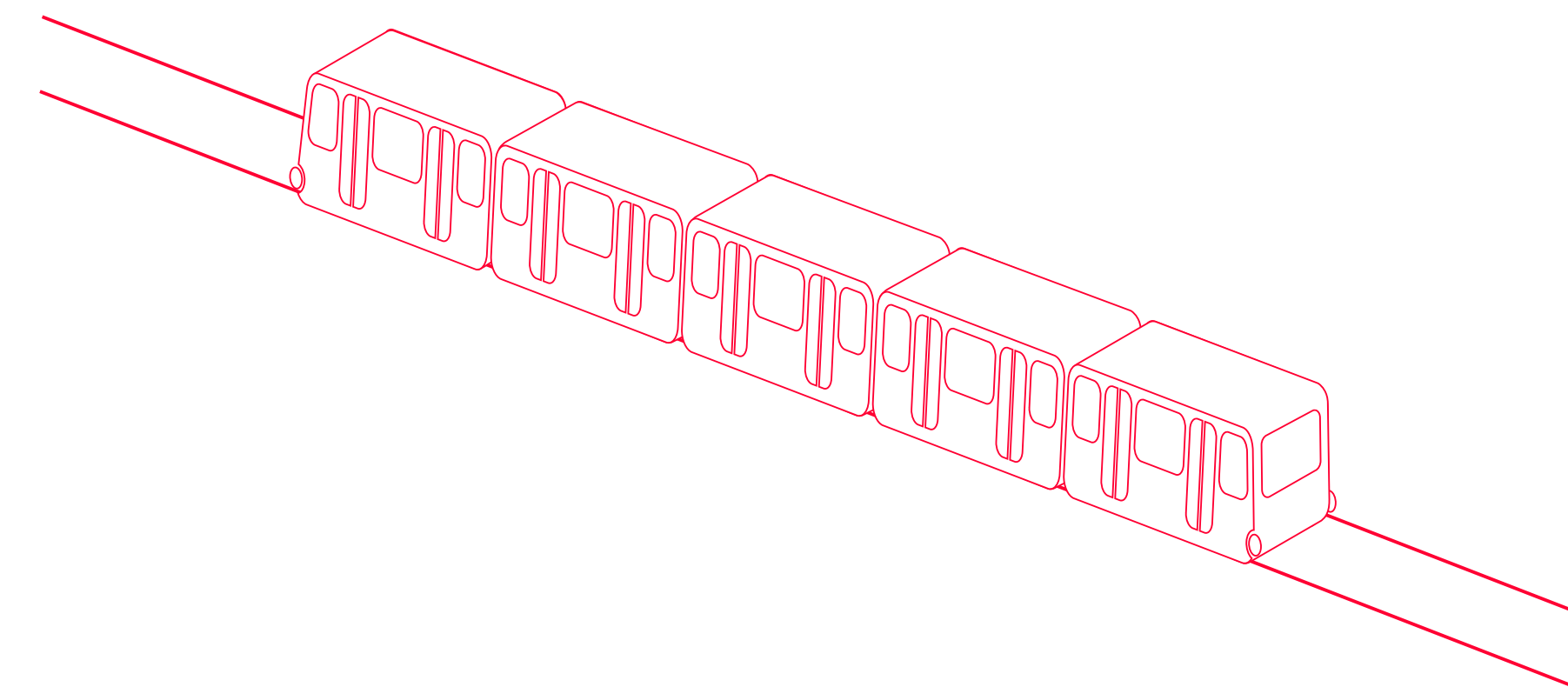
Repayments amounting to CZK 44,040 thousand will be made by 2027 by mobile operators in the following manner:

- CETIN a.s. amounting to CZK 14,680 thousand
- T-Mobile Czech Republic a.s. amounting to CZK 14,680 thousand
- Vodafone Czech Republic a.s. amounting to CZK 14,680 thousand

Receivables amounting to CZK 11,010 thousand, which will be repaid according to the set schedule in 2024, are recorded as at the balance sheet date

31 December 2023 in short-term receivables from trade relationships. Receivables amounting to CZK 33,030 thousand, due in subsequent years, are recorded in long-term receivables from trade relationships.

Other long-term receivables amounting to CZK 13,280 thousand mainly consist of provided advances amounting to CZK 13,243 thousand.



4. 7. Short-term receivables

4. 7. 1. Age structure of trade receivables

AGE STRUCTURE OF TRADE RECEIVABLES (DATA IN THOUSANDS CZK)

Year	Until maturity	Overdue				Total overdue	Gross - total without surcharges
		0 - 180 days	181 - 365 days	1 - 5 years	5 years and more		
2023	445,525	49,025	6,109	9,236	7,618	71,988	517,513
2022	243,638	37,133	3,228	6,879	6,894	54,134	297,772

(DATA IN THOUSANDS CZK)

Year	OPP	Total net of surcharges	Surcharges*	OPP Surcharges	Total net including surcharges
2023	19,914	497,599	612,390	561,671	548,318
2022	15,852	281,920	910,666	855,817	336,769

* The item Surcharges includes receivables from fare surcharges, receivables for fares from fare surcharges and receivables from postage for the collection of fare surcharges. These receivables are mainly overdue.

The most significant receivables include receivables from the Company:

- ČSOB for the transfer of funds to the escrow account held at ČSOB in connection with the acquisition of an underground structure from Gemini Office s.r.o., which will be connected to the metro rail construction and used as the vestibule for the planned metro station „Pankrác D” of the new metro line I.D., amounting to CZK 85,688 thousand.
- Operator ICT, a.s., for revenue from ticket sales amounting to CZK 78,360 thousand.
- SOR Libchavy, spol. s r.o., for contractual penalties for the non-delivery of trolleybuses on the agreed date, amounting to CZK 61,262 thousand.
- GLOBDATA, a.s., for the assignment of receivables from SMS tickets amounting to CZK 53,628 thousand.
- ČESKOMORAVSKÁ INVEST, s.r.o., for compensation for damage due to property devaluation and a fee for an elevator as part of the construction project Gentrification of the „Českomoravská” station area of metro line B, amounting to CZK 41,019 thousand.

4. 7. 2. Receivables from group companies

SHORT-TERM TRADE RECEIVABLES AND SHORT-TERM ADVANCES (DATA IN THOUSANDS CZK)

Company name	Status as at 31 December 2023	Status as at 31 December 2022
HMP	3,418	2,678
Operátor ICT, a.s.	78,360	59,692
Prague City Tourism a.s.	1,241	626
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	53	53
Pražská plynárenská, a.s.	17,559	22,093
Pražská vodohospodářská společnost a.s.	971	141
Pražské vodovody a kanalizace, a.s.	19,178	16,904
PREdistribuce, a.s.	23,466	23,271
RENCAR PRAHA, a.s.	461	339
Střední průmyslová škola dopravní, a.s.	1,062	1,055
Technická správa komunikací hl. m. Prahy, a.s.	3,498	2,915
Technologie hlavního města Prahy, a.s.	115	134
Total receivables from commercial relationships and advances to group companies	149,382	129,901
Total short-term receivables from commercial relationships and advances	1,188,306	1,242,164

4.7. 3. Other short-term receivables

State – tax receivable as at 31 December 2023 shows a balance of CZK 406,206 thousand, consisting of a receivable due to an excessive VAT deduction for November and December 2023 amounting to CZK 305,016 thousand, and VAT accounted for on input from invoices received in January 2024 related to services rendered in 2023, amounting to CZK 101,190 thousand. As at 31 December 2022, this item showed a balance of CZK 303,104 thousand.

Short-term advances provided as at 31 December 2023 show a balance of CZK 58,403 thousand, primarily comprising advances for utilities such as water and sewage, gas, payments for the share of transport services within the PID, advances for court fees related to the enforcement of receivables in legal proceedings against debtors, and others. As at 31 December 2022, this item showed a balance of CZK 33,726 thousand.

Accrual accounts active as at 31 December 2023 show a net balance of CZK 146,503 thousand, mainly consisting of unaccounted damage compensation from insurance companies and insurance bonuses. As at 31 December 2022, the balance was CZK 263,475 thousand. This item decreased due to the receipt of a corrective tax document for the consumption of traction energy valued at CZK 110,828 thousand, which DPP claimed based on Act No. 165/2012 Coll., on supported sources of energy.

Other receivables as at 31 December 2023 shows a net balance of CZK 249,277 thousand; as at 31 December 2022, the balance was CZK 1,035,538 thousand. This item is primarily composed of accounting for receivables from an approved claim for a subsidy totalling CZK 188,973 thousand. This includes subsidies for the acquisition of 15 battery-powered trolleybuses and the modernisation of tunnel lighting between Náměstí Míru and Želivského. Another significant item is hedging interest rate derivatives related to the promissory note program, totalling CZK 28,798 thousand, detailed further in Chapter 4.31.

Included in the Other receivables are other miscellaneous receivables formed by lawsuits against RENCAR PRAHA, a.s., for unjust enrichment from the use of DPP property for advertising purposes, and against the company euroAWK, s.r.o., for unjust enrichment from the use of advertising spaces in the Prague metro. The amount of receivables from these lawsuits as at 31 December 2023 totals CZK 403,492 thousand. To these recorded receivables, allowance for doubtful accounts has been created at 100% of the balance sheet value of the receivables due to decreasing creditworthiness linked to the deteriorating financial positions of both companies.

4.7. 4. Lien

As at 31 December 2023, the Company has no liabilities covered by a pledge agreement or secured in any other way.

4.7. 5. Compensation and subsidies

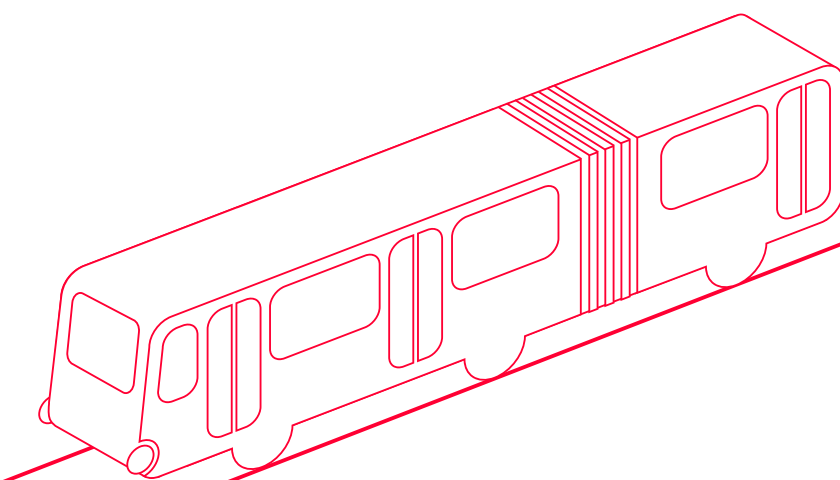
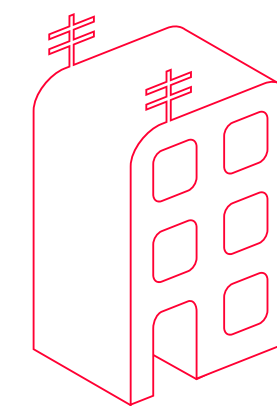
The company reported a pre-tax operating result - profit for the year 2023 in the amount of CZK 1,836,560 thousand. The profit was realised as a direct result of accounting for compensation (see section 3.14). Costs associated with the public service obligation are covered through compensation, which is recorded as revenue.

To understand and assess the financial and property situation of the company, it is important to emphasize that the company is a recipient of compensation for public service obligations and significant volumes of investment subsidies from various providers.

In 2023, the company received advances on compensation amounting to CZK 18,885,524 thousand. The actual amount of the operating part of the compensation, amounting to CZK 18,205,525 thousand, was accounted for in the revenues. The balance of advances under the Public Service Obligation Contract as at 31 December 2023 is CZK 793,136 thousand.

The final amount of compensation was approved by ROPID on behalf of HMP in accordance with applicable legislation and contractual arrangements.

The company accounted for subsidies to cover costs and to acquire long-term assets in the amount of CZK 6,249,901 thousand in 2023. In 2022, this was CZK 2,798,478 thousand.



USE OF SUBSIDY BY PURPOSE (DATA IN THOUSANDS CZK)

Total subsidies		6,249,901
Subsidies to cover costs		104,215
Subsidies from the Ministry of Transport		16,600
price subsidy to compensate for loss of fares	16,600	
PID subsidies		85,795
subsidies for zone 0 - PID	66,357	
subsidies for zones 1, 2, PID	19,438	
Earmarked subsidy		1,820
Project EBRT20 - European Bus Rapid Transit 2030	1,686	
Research Institute of Plant Production	134	
Subsidies for the acquisition of fixed assets		6,145,686
Subsidies from the budget of the Capital City of Prague		5,618,736
42487 - OPD - TT Sídliště Barrandov-Holyně-Slivenec	239,042	
42493 - OPD - TT Divoká Šárka-Dědinská	449,742	
42496 - Comprehensive metro security system	20,000	
42923 - 1st operational section of the D metro line	2,975,888	
43920 - Construction of a new depot in Hloubětín	644,738	
44579 - Barrier-free access to Jiřího z Poděbrad metro station	129,124	
44586 - TT Muzeum	2,787	
45380 - Cableway Podbaba - Troja - Bohnice	5,549	
45506 - Renovation of the Jiřího z Poděbrad metro station	450,000	
45509 - Renovation of metro station Českomoravská "B"	11,362	
45510 - RTT Badeniho	41,208	
45512 - Rec. ceiling slabs and stairs in Florenc metro station	200,000	
45533 - Rec. Invalidovna metro station incl. barrier-free access	499	
45514 - RTT Strossmayerovo náměstí - U Výstaviště	25,000	
45518 - RTT Ohrada - Palmovka	90,000	
45522 - TT Václavské náměstí (Jindřišská - Muzeum)	1,564	
45524 - TT depot Kobylisy - Zdiby (section in Prague)	2,642	
45528 - TT Libuš - Nové Dvory	5,000	
45531 - TT Malovanka - Strahov	4,790	
45532 - Rec. Flora metro station incl. replacement of escalators	11,000	
45535 - Modernisation of the Zličín Depot and construction of a new hall	21,859	

Total subsidies		6,249,901
45537 - OPD - TT Modřany - Libuš	30,031	
45704 - RTT Revoluční (Na Poříčí - Štefánikův most)	1,284	
46126 - JHV exhibition hall - Střešovice	4,896	
46128 - TT Kobylisy - Bohnice	2,085	
46139 - Electrification of bus lines - left bank	10,000	
46140 - Electrification of line No. 119	200,000	
46141 - Electrification of the section Prague - Stará Boleslav	2,000	
46143 - Barrier-free access to Kačerov metro station	5,000	
46144 - Barrier-free access to Flora metro station	5,000	
46356 - Electrification of bus lines 142 and 225	226	
46567 - New stop Hodkovičky on the KOMOKO route	1,187	
46569 - Modernisation of the tram line Generála Šišky	25,233	
Subsidies from OP PPR		159,114
of which: EU share	93,596	
share from the HMP budget	65,518	
of which:		
Replacement of escalators, revitalisation of Jiřího z Poděbrad station - total		82,432
of which: EU share	48,489	
share from the HMP budget	33,943	
Modern. Air. equipment in Malostranská metro station - total		20,064
of which: EU share	11,802	
share from the HMP budget	8,262	
Modern. tunnel lighting Nám. Míru - Želivského - total		27,088
of which: EU share	15,934	
share from the HMP budget	11,154	
Modern. lighting of tunnels Kačerov - Háje - total		29,530
of which: EU share	17,371	
share from the HMP budget	12,159	
Subsidies from OPD2 - EU share		367,836
Tram line Sídliště Modřany - Libuš	89,844	
Tram line Divoká Šárka - Sídliště Na Dědině	277,992	

4. 7. 6. Short-term financial assets

No short-term financial assets are recorded by the Company under short-term securities and shares (other current financial assets) at the balance sheet date.

4. 7. 7. Accruals active

The item shows a balance as at 31 December 2023 of CZK 256,537 thousand, while as at 31 December 2022, the balance was CZK 227,151 thousand. The balance is primarily composed of the account for future period income (CZK 148,756 thousand), where the largest share is bank interest from term deposits at VÚB, a.s., UniCredit Bank Czech Republic and Slovakia, a.s., and ČSOB.

Another item is accrued expenses (CZK 107,781 thousand), consisting mainly of:

- The balance includes the time apportionment of the EXE, a.s., invoice for support to Microsoft SW product licenses amounting to CZK 47,144 thousand, with CZK 23,572 thousand remaining to be accounted for. Additionally, the time apportionment of costs invoiced for support of active data network elements, support for the Checkpoint system, and others.
- The time apportionment of interest related to the promissory note programme amounts to CZK 15,369 thousand, with CZK 13,342 thousand remaining to be accounted for, and the time apportionment of arrangers' fees associated with the promissory note programme totalling CZK 14,000 thousand, of which CZK 1,348 thousand remains to be accounted for.

4. 8. Equity

The company's equity comprises accounts of account group 41, 42, including the profit for the current accounting period.

INFORMATION ON CHANGES IN EQUITY (DATA IN THOUSANDS CZK)

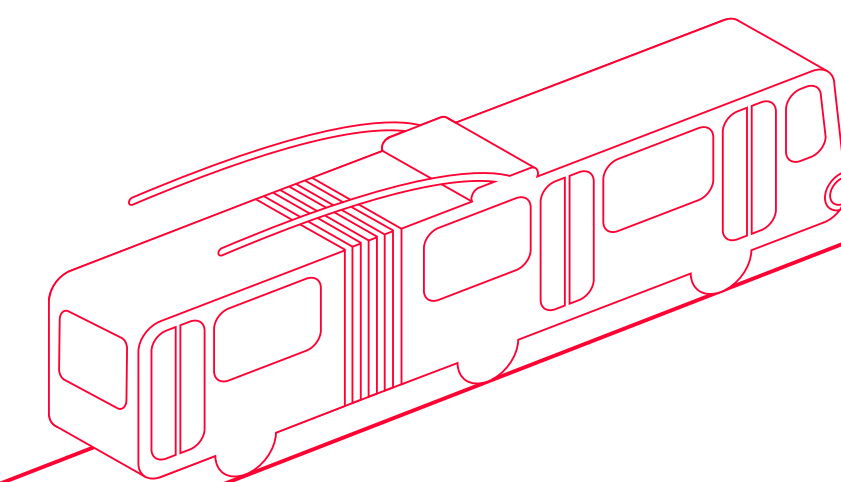
Account	Share capital	Other capital funds	Valuation differences on revaluation of assets and liabilities	Changes in share capital	Other operating result	Retained earnings of previous years	Unreimbursed loss of previous years	Profit or loss for the current period	Total equity
Initial balance on 1 January 2022	31,239,495	30,914,234	276,063	0	-57,837	5,918,840	0	42,589	68,333,384
Movements affecting the total GC									0
Current year's AGM								236,943	236,943
Dividends paid									0
Prepaid of share capital									0
Change in SC - non-monetary contribution									0
Subsidies to increase the GI									0
Valuation of land and buildings									0
Example. oc.roz.z revaluation of CP, etc.			29,610						29,610
Revaluation of derivatives			-13,330						-13,330
Deferred tax on derivatives			2,533						2,533
Movements with no effect on the total GC									0
Allocation to the reserve fund									0
Reimbursement of losses from the reserve fund									0
Other financial result of previous years					57,837				57,837
Distribution of profit or loss						-15,248		-42,589	-57,837
Adjustments within equity									0
Closing balance at 31/12/2022	31,239,495	30,914,234	294,876	0	0	5,903,592	0	236,943	68,589,140
Movements affecting the total GC									0
Current year's AGM								1,222,616	1,222,616
Dividends paid									0
Prepaid of share capital									0
Change in SC - non-monetary contribution									0
Subsidies to increase the GI									0
Valuation of land and buildings									0
Example. oc. distribution from CP revaluation, etc.			23,184						23,184
Revaluation of derivatives			-76,982						-76,982

Account	Share capital	Other capital funds	Valuation differences on revaluation of assets and liabilities	Changes in share capital	Other operating result	Retained earnings of previous years	Unreimbursed loss of previous years	Profit or loss for the current period	Total equity
Deferred tax on derivatives			14,078						14,078
Movements with no effect on the total GC									0
Allocation to the reserve fund									0
Reimbursement of losses from the reserve fund									0
Other financial result of previous years									0
Distribution of profit or loss						236,943		-236,943	0
Adjustments within equity									0
Closing balance at 31/12/2023	31,239,495	30,914,234	255,156	0	0	6,140,535	0	1,222,616	69,772,036

4. 9. Reserves

RESERVES (DATA IN THOUSANDS CZK)

	Balance at 1/1/2022	Creating	Drawdown and reversal of reserves	Balance at 31/12/2022	Creating	Drawdown and reversal of reserves	Balance at 31/12/2023
Provision for pensions	417	250	159	508	153	116	545
Provision for anniversaries, retirement, sick days	90,755	52,552	55,688	87,619	78,003	61,005	104,617
Provision for repairs of fixed assets	61,099	6,801	36,099	31,801	47,797	31,801	47,797
Provision for litigation	73,311	37,970	65,515	45,766	2,495	6,928	41,333
Provision for remuneration	11,057	18,261	11,064	18,254	17,188	15,419	20,023
Reserve for repairs of trams 14T	2,851	0	692	2,159	0	0	2,159
Reserve for the reclamation of the Libuš-Modřany landfill	453,831	0	6,232	447,599	0	447,599	0
Other reserves	7,912	0	7,812	100	0	100	0
Total reserves	701,233	115,834	183,261	633,806	145,636	562,968	216,474



As at 31 December 2023, the company shows the above-mentioned balance on the accounts recorded under the line item 'Other Reserves' due to the consideration of risks, losses, and potential future liabilities.

In 2023, there was a dissolution of the unutilised reserve created in the fiscal year 2019 for the total reclamation costs of the Libuš – Modřany landfill. The reserve was established based on an estimate of total expenditures amounting to CZK 450,000 thousand by ENVIprojekt CZECH s.r.o., which was commissioned to perform the engineering-geological and hydrogeological surveys, including the analysis of risk assessments for the landfill site, with the reserve having been drawn upon to a total extent of CZK 4,596 thousand. Furthermore, there was a dissolution of the unutilised reserve for expenses associated with the acquisition of lands necessary for the execution of this reclamation amounting to CZK 2,195 thousand. The reserves were dissolved based on the Report on Control Measurements at the Modřanská Landfill, again prepared by ENVIprojekt CZECH s.r.o. in October 2023, which stated that the surface flow of the Libušský Stream is not affected by the landfill, that there has been a reduction in the average concentrations of methane and carbon dioxide, and at the same time, the entire body of the former landfill and the southwestern part of the former landfill slope can be considered to be in a visually stabilised state.

Negotiations have also commenced regarding the sale of the relevant lands to HMP.

4. 10. Bank loans

In 2023, the company had no bank loan.

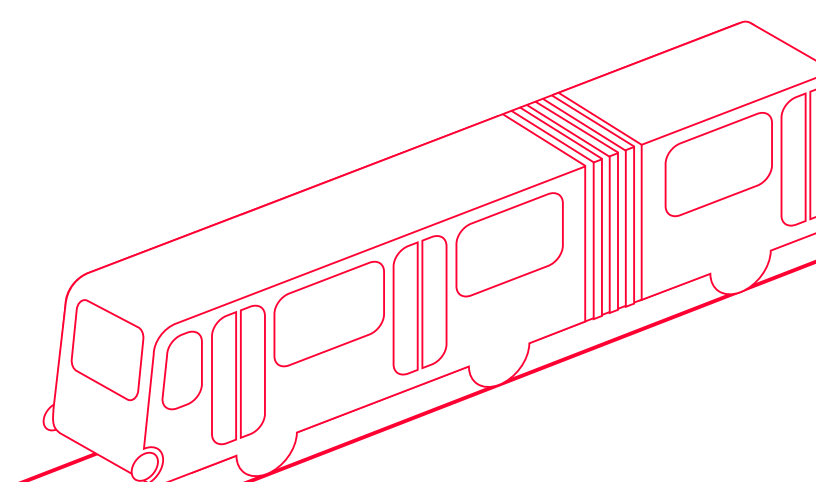
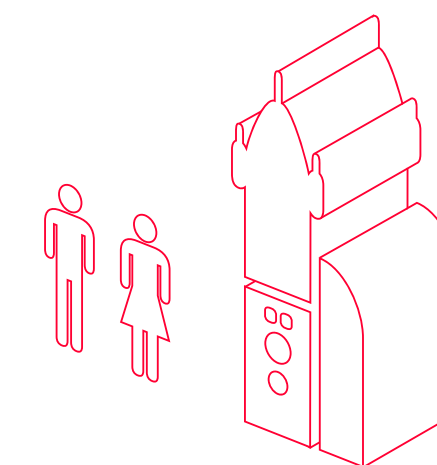
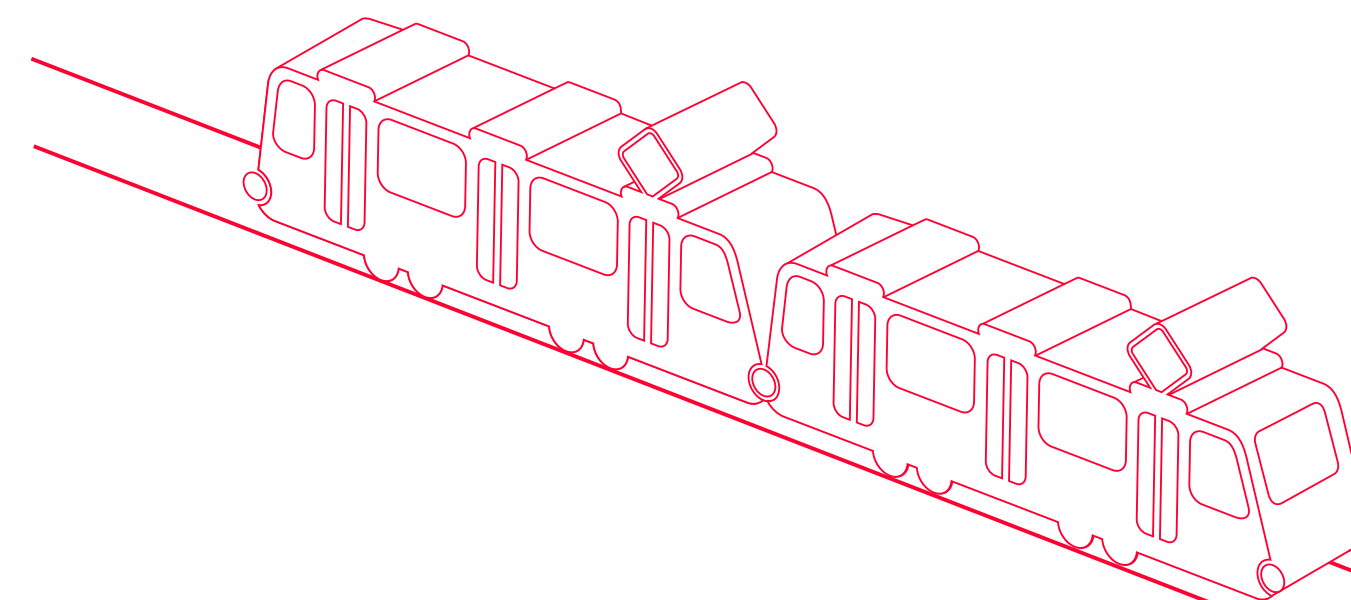
4. 11. Non-current trade payables and long-term advances

The item Non-current trade payables as at 31 December 2023 shows a balance of CZK 359,129 thousand. As at 31 December 2022 it showed a balance of CZK 223,483 thousand.

The increase is mainly due to the value of the long-term retention for investment events (construction of the Hloubětín depot, construction of the Divoká Šárka - Sídliště Na Dědině and Sídliště Modřany - Libuš stations, replacement of escalators as part of the construction of barrier-free access in the Jiřího z Poděbrad metro station, complete metro security system, renovation of the ceiling slab in the Florenc metro station, electrification of the bus line, etc.).

Long-term advances received amount to CZK 99,915 thousand as at the balance sheet date 31 December 2023 (as at 31 December 2022 amounting to CZK 83,684 thousand). These are mainly deposits received. The increase was mainly due to the value of deposits for the rental of advertising space on means of transport (trams and buses).

The Company does not have any long-term trade payables to group companies.



4. 12. Deferred tax

The deferred tax liability can be analysed as follows:

DEFERRED TAX (DATA IN THOUSANDS CZK)

	Status as at 31 December 2023	Status as at 31 December 2022
Fixed assets	6,742,733	5,727,812
Unpaid contractual fines and penalties	143,439	171,116
Fixed asset valuation allowances	-36,488	-49
Provisions for inventories	-1,383	-1,123
Allowances for receivables	-15,550	-13,521
Reserves	-45,459	-120,423
Unpaid social and health insurance	-2,065	-2,151
Derivatives	5,761	19,839
Applicable tax losses	-408,453	0
Deduction to support education	-1,169	0
Total deferred tax liability	6,381,366	5,781,500

The increase in the deferred tax liability was mainly due to the difference between the book and tax depreciation values of depreciable fixed assets, a decrease in tariff surcharge receivables and a decrease in provisions.

This overall significant year-on-year increase in the deferred tax liability in 2023 was mainly due to the impact of the Government's consolidation package, which sees an increase in corporation tax

from 19% to 21%, indicating a significant increase in deferred tax on the total reporting base.

The significant decrease in the deferred tax liability on derivative transactions in 2023 was due to the change in the fair value of the PRIBOR-linked hedging

derivatives due to the reduction in the hedged liability and changes in interest rates by the ČNB during 2023. The derivative transactions will then be terminated during 2024 due to the repayment of the exchange rate programme.

In view of the Company's past practice of always fully utilizing its allowable tax losses and other deductions from its tax base to avoid expiration, particularly by breaking tax depreciation to establish the necessary tax base, these allowable tax losses and education deductions have been included in the calculation of deferred tax. The method of calculating deferred tax remains unchanged and continues to be based on the liability method based on the balance sheet approach.

4. 13. Short-term liabilities

4. 13. 1. Age structure of trade payables

AGE STRUCTURE OF TRADE PAYABLES (DATA IN THOUSANDS CZK)

Year	Category	Until maturity	Overdue				Total overdue	Total
			0 - 180 days	181 - 365 days	1 -5 years	5 years and more		
2023	Short term	2,047,917	10,987	75	0	0	11,062	2,058,979
2022	Short term	1,590,263	4,872	60	0	0	4,932	1,595,195

Short-term overdue liabilities were settled immediately after 1 January 2024, therefore DPP does not record any overdue liabilities from 2023 at the date of the financial statements.

4. 13. 2. Short-term bills for payment

The most significant item of short-term liabilities is the promissory note programme, which amounts to CZK 8,000 million. The agreement was signed on 28 June 2013 between DPP, a.s., Česká spořitelna, a.s. and Československá obchodní banka, a.s., equally. The programme was implemented gradually.

As at 31/12/2023, the entire amount of CZK 8,000,000 was used. Since 2015, CZK 800 million had been repaid annually. Also in 2023, a repayment of CZK 800 million was made. The current volume of promissory notes as at 31 December 2023 is CZK 800 million. The final maturity date of the promissory note programme is 20/12/2024.

The barter programme is short-term and was intended to finance the purchase of 15T For City trams.

4. 13. 3. Commitments to group companies

CURRENT TRADE PAYABLES AND SHORT-TERM ADVANCES RECEIVED (DATA IN THOUSANDS CZK)

Company name	Status as at 31 December 2023	Status as at 31 December 2022
HMP	107	475
Kolektory Praha, a.s.	3	0
Kongresové centrum Praha, a.s.	234	0
Operátor ICT, a.s.	286	266
Prague City Tourism a.s.	768	0
Pražská energetika, a.s.	175,809	95,895
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	2	2
Pražská plynárenská, a.s.	1,903	11,258
Pražská strojírna a.s.	438	12,689
Pražské služby, a.s.	5,195	1,394
Pražské vodovody a kanalizace, a.s.	21,681	18,667
PREdistribuce, a.s.	4,706	5,487
PREenergo, a.s.	12	6
PREservisní, s.r.o.	4	7
PREzákaznická, a.s.	15	0
Střední průmyslová škola dopravní, a.s.	7,666	4,276
Technická správa komunikací hl. m. Prahy, a.s.	11	1,459
Total trade payables and advances to group companies	219,009	151,881
Total current trade payables and advances	2,857,506	2,387,140

4.14. Current social, health, life insurance, pension, tax liabilities and subsidies payable

4. 14. 1. Liabilities arising from social, health and life insurance, supplementary pension schemes and supplementary pension savings

- As at 31 December 2023, the amount of liabilities from social security insurance and contributions to the state employment policy totalled **CZK 205,606 thousand (as at 31 December 2022, it was CZK 182,687 thousand)**.
- As at 31 December 2023, the amount of liabilities from public health insurance totalled **CZK 89,017 thousand (as at 31 December 2022, it was CZK 79,035 thousand)**.
- As at 31 December 2023, the amount of liabilities from employee pension insurance amounted to **CZK 7,964 thousand (as at 31 December 2022, it was CZK 8,221 thousand)**.
- As at 31 December 2023, the amount of liabilities from employee life insurance amounted to **CZK 77 thousand (as at 31 December 2022, it was CZK 85 thousand)**.
- As at 31 December 2023, the amount of liabilities from employee supplementary pension savings amounted to **CZK 6,217 thousand (as at 31 December 2022, it was CZK 5,027 thousand)**.

All liabilities are due within their respective terms.

4. 14. 2. Tax liabilities with local tax authorities

TAX LIABILITIES WITH LOCAL TAX AUTHORITIES (DATA IN THOUSANDS CZK)

	As at 31/12/2023	As at 31/12/2022
Personal income tax	65,790	55,318
Road tax	259	273
Electricity tax	67	57
Total	66,116	55,648

* all liabilities are due to maturity

4. 14. 3. Subsidies

As at 31 December 2023, the balance of the subsidy item totals CZK 2,707,612 thousand, primarily consisting of:

- a financial settlement of subsidies for the year 2023 with HMP amounting to **CZK 2,647,640 thousand**,
- a received advance from EU subsidies from the Operational Programme Transport for the construction of tram tracks amounting to **CZK 57,874 thousand**,
- an HMP subsidy for the acquisition of long-term assets to cover the expenditures of the investment action „Metro Line A (Dejvická – Motol)” amounting to **CZK 2,000 thousand**
- and an obligation from subsidies to cover the operational costs of PID amounting to **CZK 31 thousand**.

4. 15. Passive accounts

As at 31 December 2023, the balance of the accruals accounts (passive) item is CZK 165,242 thousand, compared to a balance of CZK 151,264 thousand as at 31 December 2022.

In the case of passive accruals, this includes uninvoiced supplies of investment works amounting to CZK 72,055 thousand, other passive accruals amounting to CZK 38,980 thousand, and uninvoiced supplies of services amounting to CZK 54,207 thousand.

4. 16. Other current liabilities

As at 31 December 2023, the balance of the 'Other Liabilities' item stands at CZK 8,345 thousand, compared to a balance of CZK 8,729 thousand as at 31 December 2022. This item primarily includes short-term received deposits amounting to CZK 6,060 thousand.

4. 17. Accrual passive

As at 31 December 2023, the balance of the item stands at CZK 1,107,552 thousand, compared to a balance of CZK 1,031,789 thousand as at 31 December 2022.

The balance is primarily composed of the account for future period revenues (CZK 1,082,333 thousand), where the largest item is the time apportionment of revenues from time-based tickets amounting to CZK 945,856 thousand and the time apportionment of revenues primarily from provided services amounting to CZK 136,477 thousand.

Another significant item is expenses for future periods (CZK 25,219 thousand), where the largest share is the time apportionment of mandatory and emergency insurance amounting to CZK 9,882 thousand and the time apportionment of credit for electronic meal vouchers amounting to CZK 13,883 thousand.

4. 18. Revenue from ordinary activities by main activities

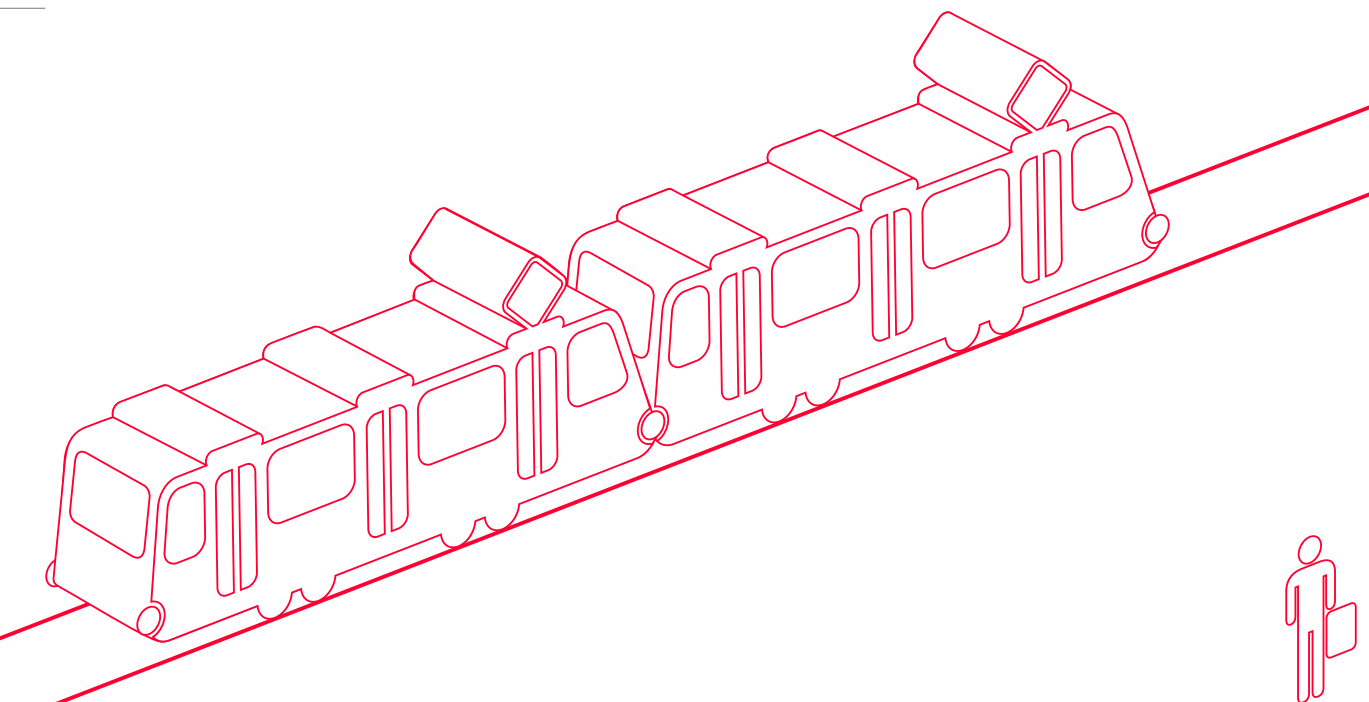
REVENUE FROM ORDINARY ACTIVITIES BY MAIN ACTIVITIES (DATA IN THOUSANDS CZK)

	2023	2022
Total sales of own products and services	24,253,658	21,533,755
of which:		
Revenues from regular transport fares	4,897,383	4,345,987
Compensation for public service obligations	18,205,525	16,167,042
Other sales	1,150,750	1,020,726
of which:		
Rent	665,247	570,426
Revenue from fare supplements	298,214	260,601

The most significant item of Sales of own products and services is compensation for public service obligation in the amount of CZK 18,205,525 thousand.

Another important item is fare revenue from regular transport. Compared to 2022, revenue from regular transport fares (excluding fare surcharges) for 2023 increased by CZK 551,397 thousand. This is a 12.69% increase.

Revenues from other services include revenues from other activities, in particular from the rental of land, buildings and related services, rental of space on movable property, energy transfers, repairs and maintenance of vehicles, revenues from irregular transport, other repairs, revenues from medical services, etc.



4. 18. 1. Other income realised with related parties

2023 (DATA IN THOUSANDS CZK)

Entity	Relationship to the company	Stocks	Services	Accrued income	Other	Total
HMP	parent company	0	8,430	5,612	711	14,753
KORMAK Praha, a.s.	other company	0	41	0	0	41
Operátor ICT, a.s.	sister company	0	387,987	1,564,298	0	1,952,285
Prague City Tourism a.s.	sister company	0	18,668	0	0	18,668
Pražská energetika, a.s.	other company	0	72	685	0	757
Pražská plynárenská Distribuce, a.s., člen koncernu PP, a.s.	other company	0	248	0	52	300
Pražská plynárenská Servis distribuce, a.s., člen koncernu PP, a.s.	other company	0	634	0	0	634
Pražská plynárenská, a.s.	other company	0	0	338	0	338
Pražská strojírna a.s.	subsidiary company	3,287	14	0	8	3,309
Pražská vodohospod. společnost a.s.	sister company	0	1,917	0	0	1,917
Pražské služby, a.s.	sister company	0	12,015	3,922	16	15,953
Pražské vodovody a kanalizace, a.s.	other company	0	1,858	0	0	1,858
PREdistribuce, a.s.	other company	0	491	782	37	1,310
PREenergo, a.s.	other company	0	0	430	0	430
PREservisní, s.r.o.	other company	0	0	127	0	127
PREzákaznická, a.s.	other company	0	0	594	0	594
RENCAR PRAHA, a.s.	subsidiary company	0	7,215	0	128	7,343
Střední průmyslová škola dopravní, a.s.	subsidiary company	0	8,396	848	0	9,244
Tech. správa kom. hl. m. Prahy, a.s.	sister company	0	6,466	0	48	6,514
Technologie hlavního města Prahy, a.s.	sister company	0	2,105	0	0	2,105
Total		3,287	456,557	1,577,636	1,000	2,038,480

2022 (DATA IN THOUSANDS CZK)

Entity	Relationship to the company	Stocks	Services	Accrued income	Other	Total
HMP	parent company	0	7,280	5,448	19	12,747
Operátor ICT, a.s.	sister company	0	267,718	1,285,642	0	1,553,360
Prague City Tourism a.s.	sister company	0	8,326	0	0	8,326
Pražská energetika, a.s.	other company	0	72	666	0	738
Pražská plynárenská Servis distribuce, a.s., člen koncernu PP, a.s.	other company	0	1,715	0	0	1,715
Pražská plynárenská, a.s.	subsidiary company	11,550	164	0	17	11,731
Pražská strojírna a.s.	sister company	0	632	0	0	632
Pražská vodohospod. společnost a.s.	sister company	0	9,801	1,453	180	11,434
Pražské služby, a.s.	other company	0	984	0	0	984
Pražské vodovody a kanalizace, a.s.	other company	0	3,003	838	135	3,976
PREdistribuce, a.s.	other company	0	0	485	0	485
PREenergo, a.s.	other company	0	0	124	0	124
PREservisní, s.r.o.	other company	0	0	588	0	588
PREzákaznická, a.s.	subsidiary company	0	7,690	0	0	7,690
RENCAR PRAHA, a.s.	subsidiary company	0	7,951	208	17	8,176
Střední průmyslová škola dopravní, a.s.	sister company	0	5,728	0	219	5,947
Technická správa komunikací hl. m. Prahy, a.s.	sister company	0	749	0	0	749
Technologie hlavního města Prahy, a.s.	sister company	0	0	0	227	227
TRADE CENTRE PRAHA a.s.	other company	0	11	0	0	11
VOLTCOM, spol. s r.o.	sister company	0	140	0	0	140
Total		11,550	321,964	1,295,762	814	1,630,090

4.18.2. Purchases and sales of intangible, tangible and financial assets with related parties

SALES 2023 (DATA IN THOUSANDS CZK)

Entity	Relationship to the company	DHM	
		Book value	Selling price
HMP	parent company	5,542	32,815
Total		5,542	32,815

The exchange of land of the DPP and construction objects of TT KOMOKO is reported separately. The exchange agreement in the total nominal amount of CZK 741,967 thousand. The amount of CZK 6,767 thousand is specified in more detail in section 4.3.6 of this Annex.

2022

There were no sales to related parties in 2022.

Procurement

2023 (DATA IN THOUSANDS CZK)

Entity	Relationship to the company	DHM
HMP	parent company	17,093
Technická správa komunikací hl. m. Prahy, a.s.	other company	468
PREdistribuce, a.s.	other company	9,794
Total		27,355

2022 (DATA IN THOUSANDS CZK)

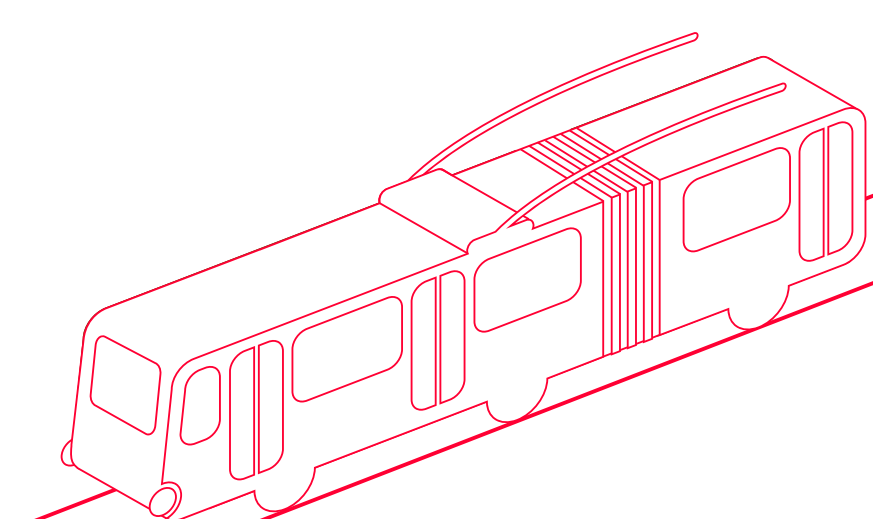
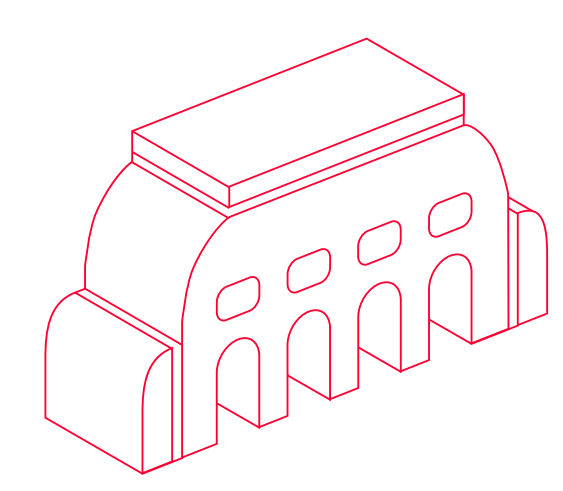
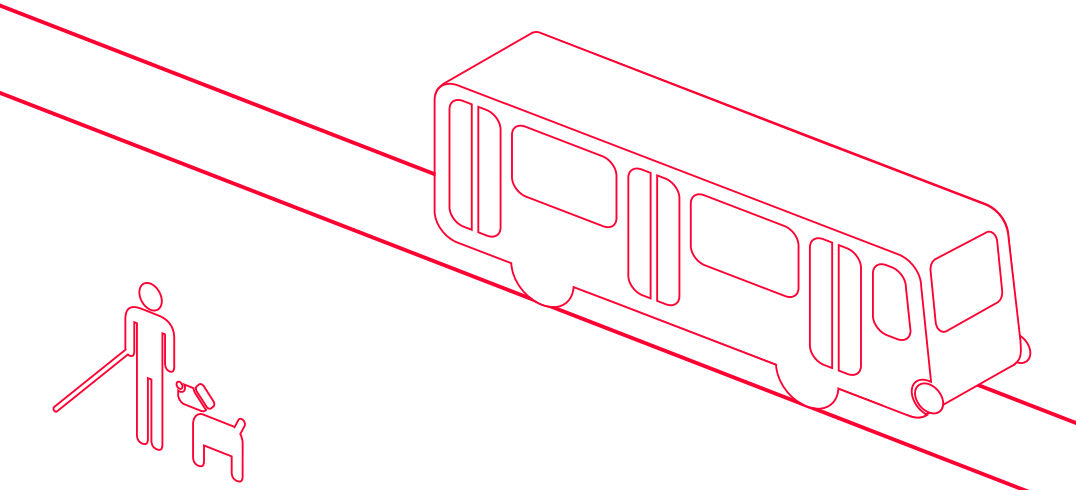
Entity	Relationship to the company	DHM
HMP	parent company	33
Pražská plynárenská, a.s.	other company	99
PREdistribuce, a.s.	other company	3,278
Total		3,410

4. 19. Consumed purchases

PURCHASES CONSUMED (DATA IN THOUSANDS CZK)

	2023	2022
Energy, gas, heat	2,203,216	1,587,548
Material	1,397,450	1,341,776
Fuels, oils, lubricants, fridex	843,989	981,682
Clothing and protective equipment	55,501	50,699
Small tangible assets	40,339	37,502
Other	22,604	22,567
Total	4,563,099	4,021,774

The overall increase in purchases consumed is due to the spike in energy prices compared to 2022.



4.19.1. Purchases made with related parties

2023 (DATA IN THOUSANDS CZK)

Entity	Relationship to the company	Stocks	Services	Expenditure before 2022	Other	Total
HMP	parent company	1,075	6,542	0	66	7,683
Kolektory Praha, a.s.	sister company	0	508	0	0	508
Kongresové centrum Praha, a.s.	sister company	0	934	0	0	934
Operátor ICT, a.s.	sister company	0	1,853	0	0	1,853
Prague City Tourism a.s.	sister company	0	5,657	0	34	5,691
Pražská energetika, a.s.	other company	1,727,191	0	0	303	1,727,494
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	other company	0	24	0	0	24
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	other company	0	5	0	0	5
Pražská plynárenská, a.s.	other company	78,317	0	455	0	78,772
Pražská strojírna a.s.	subsidiary company	131,975	85,678	0	0	217,653
Pražské služby, a.s.	sister company	344	19,271	1,293	0	20,908
Pražské vodovody a kanalizace, a.s.	other company	23,936	118,510	2,482	1,289	146,217
PREdistribuce, a.s.	other company	135,661	900	0	72	136,633
PREenergo, a.s.	other company	0	282	0	0	282
Střední průmyslová škola dopravní, a.s.	subsidiary company	0	39,488	0	0	39,488
Technická správa kom. hl. m. Prahy, a.s.	sister company	66	36	0	0	102
TRADE CENTRE PRAHA a.s.	sister company	0	13	0	0	13
Výstaviště Praha, a.s.	sister company	0	183	0	0	183
Total		2,098,565	279,884	4,230	1,764	2,384,443

2022 (DATA IN THOUSANDS CZK)

Entity	Relationship to the company	Stocks	Services	Expenditure before 2021	Other	Total
HMP	parent company	976	1,982	0	6	2,964
Kolektory Praha, a.s.	sister company	0	466	0	0	466
Operátor ICT, a.s.	sister company	0	238	0	0	238
Prague City Tourism a.s.	sister company	0	1,923	0	0	1,923
Pražská energetika, a.s.	other company	1,012,156	6,584	0	215	1,018,955
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	other company		18			18
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	other company	0	18	0	0	18
Pražská plynárenská, a.s.	other company	61,258	0	0	227	61,485
Pražská strojírna a.s.	subsidiary company	147,412	76,881	0	0	224,293
Pražské služby, a.s.	sister company	356	13,139	0	0	13,495
Pražské vodovody a kanalizace, a.s.	other company	20,720	100,486	1,030	676	122,912
PREdistribuce, a.s.	other company	367,160	789	0	4	367,953
PREenergo, a.s.	other company	0	9	0	0	9
Střední průmyslová škola dopravní, a.s.	subsidiary company	0	31,068	0	0	31,068
Technická správa komunikací hl. m. Prahy, a.s.	sister company	0	8,627	0	0	8,627
VOLTCOM, spol. s r.o.	other company	0	9	0	0	9
Výstaviště Praha, a.s.	sister company	0	198	0	0	198
Total		1,610,038	242,435	1,030	1,128	1,854,631

4. 20. Services

SERVICES (DATA IN THOUSANDS CZK)

	2023	2022
Repair and maintenance	2,921,016	2,640,114
Services related to transport performance	1,026,684	860,651
Services of a service character	347,812	305,753
Data system services	219,149	201,980
Other services related to public transport	656,097	612,717
Advisory and legal services	131,286	125,794
Services related to advertising	24,184	29,898
Other services	271,364	358,848
Total	5,597,592	5,135,755

4. 20. 1. Total cost of audit firm fees

TOTAL COST OF AUDIT FIRM FEES (DATA IN THOUSANDS CZK)

	2023	2022
Statutory audit of financial statements	789	789
Other non-audit services	0	0
Total	789	789

Audit services are not subject to an estimate and are charged at the time the service is performed.

4. 21. Depreciation of intangible and tangible fixed assets

COMPARISON OF DEPRECIATION BY ASSET CLASS (DATA IN THOUSANDS CZK)

Class		2023	2022
1310	Software	78,407	97,953
1311	PC Software CZK 40 - 60 thousand	65	65
1400	Valuable rights	1,021	742
1900	Other intangible fixed assets	1,104	2,401
2110	Routes	378,623	354,063
2111	Power system	147,932	145,037
2112	Metro tunnels	344,561	343,678
2113	Metro technical equipment	15,236	15,545
2114	Station columns, waiting rooms, shelters	2,414	2,572
2115	Overhead items	40,831	40,680
2116	Buildings and overhead halls	148,101	144,479
2117	Overhead buildings	43,529	36,208
2118	Communication and safety equipment	41,299	29,685
2119	Technical evaluation of leased assets	75	75
2210	MYPOL check-in system	7,015	7,019
2211	VT resources - computers	88,300	69,224
2212	Communication and safety equipment - machines	434,122	434,930
2213	Metro technical equipment	44,919	34,564
2214	Overhead machinery and equipment	151,176	105,747
2215	Power system - machines	64,175	45,150
2216	Funicular	648	644
2217	CT facilities	5,479	0
2221	Metro cars	446,451	472,925
2223	Midi buses - N	16,756	20,639
2224	Standard buses	368	368
2226	Low-floor buses standard	226,678	246,392
2227	Low-floor articulated buses	254,740	281,564
2228	Escalators, metro lifts	28,692	31,242

Class		2023	2022
2229	Passenger automobiles	431	415
2230	Cars other	94,415	90,912
2231	Other means of transport	21,346	20,774
2232	T3 trams	792	444
2233	T3RP trams	13,368	14,194
2235	KT8 trams	45,109	43,213
2236	Trams 14T	4,479	3,822
2237	Trams 15T	597,261	597,261
2238	Trams - other	646	54
2240	Inventory	231	259
2250	SDNT trolleybuses	46	79
2251	MD+ buses	21,999	21,999
2252	Electric buses - SE	2,657	2,449
2900	Other tangible fixed assets - easements	2,491	3,537
2910	Tangible fixed assets - real burdens	3	3
	Transitionally capitalised assets - closing transactions	34,223	38,459
	Residual value of liquidated fixed assets	35,980	42,477
Total		3,888,194	3,843,942

Depreciation of fixed assets acquired by means of subsidy, which are recorded in off-balance sheet records, would amount to CZK 1,455,030 thousand in 2023. CZK 1,623,539 thousand in 2022.

4. 22. Changes in reserves and adjustments to values in the operating area, excluding depreciation

CHANGE IN RESERVES AND ADJUSTMENT OF VALUES IN THE OPERATING AREA EXCLUDING DEPRECIATION (DATA IN THOUSANDS CZK)

	2023	2022
Change in balance - other reserves	-417,332	-67,427
Change in balance - Allowance for doubtful accounts	-291,262	-112
Change in balance - Allowance for tax - receivables	2,321	2,356
Change in balance - inventory valuation allowances	675	-5,443
Change in balance - valuation allowances	173,493	-137
Total change in status	-532,105	-70,763

The overall change in the situation was mainly due to the dissolution of the unspent reserve in 2023 for the reclamation of the Libuš - Modřany landfill (see point 4.9.).

Another significant change was caused by the write-off of transport receivables and the related release of the allowance for uncollectibility due to statute of limitations (their further recovery would not be economic).

4. 23. Fixed assets sold and Proceeds from the sale of fixed assets

As at 31 December 2023 the item Residual value of fixed assets sold amounts to CZK 356,415 thousand. CZK 2,415 thousand in 2022, the item Proceeds from the sale of fixed assets amount to CZK 772,390 thousand (CZK 7,109 thousand in 2022).

The item Proceeds from the sale of fixed assets mainly comprises sales:

- from the exchange transaction with HMP in the framework of mutual settlement of fixed assets, namely from the exchange of land and buildings of TT KOMOKO in the amount of **CZK 724,895 thousand**,
- from the sale of tangible fixed assets in the amount of **CZK 6,755 thousand**, mainly from the sale of transport equipment, sale of technology of the Krejčířek substation in the amount of **CZK 798 thousand and other tangible assets**,
- from the sale of land in the total amount of CZK 40,740 thousand, the largest part of which is for the sale of land to HMP in the area of the Zličín municipality in the amount of **CZK 28,217 thousand**.

4. 24. Materials and goods sold and Revenue from materials and goods sold

MATERIALS AND GOODS SOLD AND REVENUE FROM MATERIALS AND GOODS SOLD (IN THOUSANDS CZK)

	2023	2022
Material sold	91,058	71,986
Revenues from materials sold	95,679	78,520
Goods sold	24,557	35,440
Revenue from the sale of goods	26,020	36,913
Total	237,314	222,859

4. 25. Other operating income

OTHER OPERATING INCOME (DATA IN THOUSANDS CZK)

	2023	2022
Subsidies to cover costs	104,215	104,263
Revenues - Fare surcharges	298,214	260,601
Revenue - assignment of receivables for SMS tickets	329,296	360,979
Compensation regulations - insurance companies	158,545	102,020
Contractual fines, penalties, interest on late payment	119,989	11,139
Other operating income	173,201	119,245
Total	1,183,460	958,247

The overall increase is mainly in the item Contractual fines, penalties, interest on late payments in the amount of CZK 108,850 thousand. This is mainly due to the booking of contractual penalties for late deliveries of buses, trolleybuses and spare parts and for vehicles out of warranty.

The increase in the item Other operating income is due to the handover of the induced investment within the renovation of the TT Průběžná - Švehlova in the amount of CZK 75,089 thousand in the form of a donation.

4. 26. Other operating expenses

OTHER OPERATING EXPENSES (DATA IN THOUSANDS CZK)

	2023	2022
Insurance premiums	400,828	364,863
Write-off of receivables	363,985	62,871
Write-off of assigned receivables from SMS tickets	329,296	360,979
Contractual penalties, default interest	310	364
Other operating costs	41,854	39,718
Total	1,136,273	828,795

The overall increase in other operating expenses is mainly in the item write-off of receivables, where there was an increase due to a larger number of receivables written off from transport control due to their uncollectibility.

4. 27. Interest and similar income

INTEREST INCOME AND SIMILAR INCOME (DATA IN THOUSANDS CZK)

	2023	2022
Interest on current bank accounts	855,168	472,244
Total	855,168	472,244

4. 28. Interest expense and similar charges

INTEREST EXPENSE AND SIMILAR COSTS (DATA IN THOUSANDS CZK)

	2023	2022
Bank interest paid	1	0
Interest exchange programme	123,838	149,294
Total	123,839	149,294

4. 29. Other financial income excluding derivative transactions

OTHER FINANCIAL INCOME EXCLUDING DERIVATIVE TRANSACTIONS (DATA IN THOUSANDS CZK)

	2023	2022
Exchange rate differences	168	51
Other financial income	-240	48,948
Financial donations received	0	300
Total	-72	49,299

The total value of other financial income for the year 2023 amounts to CZK 83,936 thousand. It comprises the value of derivative transactions amounting to CZK 84,008 thousand (see section 4.31), exchange rate differences amounting to CZK 168 thousand, and other financial income, primarily consisting of a negative balance of bonuses received from the insurance company amounting to CZK 240 thousand. This negative balance was caused by the partial cancellation of the accrual item for the bonus as of 31 December 2022 and the fact that in 2023 there was such an extent of claims related to property insurance, liability, and

compulsory insurance that DPP did not qualify for a bonus. A claim for a bonus arose only in the case of accident insurance, amounting to CZK 1,170 thousand.

4. 30. Other financial expenses excluding derivative transactions

OTHER FINANCIAL EXPENSES EXCLUDING DERIVATIVE TRANSACTIONS (DATA IN THOUSANDS CZK)

	2023	2022
Fees to banking institutions	12,503	10,457
Exchange rate differences	47	76
Other financial costs	2,117	2,121
Financial donations made	2,265	2,335
Total	16,932	14,989

4.31. Derivative financial instruments

In the past, the Company has entered into several interest rate hedging swaps with ČS and ČSOB to hedge the interest rate risk of the promissory note programme due to its gradual drawdown.

Hedge accounting was maintained for each transaction and was 100% effective. In order to simplify the accounting, it was agreed with ČS and ČSOB to consolidate the separate transactions into a new transaction by merging the original derivative transactions under the same overall terms and conditions.

The Company therefore designated the following interest rate swaps as hedging derivatives:

Derivative of ČS

- **Counterparty:** Česká spořitelna, a.s.
- **Date of the deal:** 23 November 2016,
- **Nominal value:** CZK 500,330 thousand (nominal value gradually decreases)
- **Interest rate paid:** 1.346%, quarterly
- **Interest payment collected:** 3M Pribor quarterly
- **Closing date:** 19 December 2024

Derivative of ČSOB

- **Counterparty:** ČSOB, a.s.
- **Day of the deal:** 23 November 2016
- **Nominal value:** 239,670 thousand 670 (nominal value gradually decreases)
- **Interest rate paid:** 1.727%, quarterly
- **Interest payment collected:** 3M Pribor quarterly
- **Closing date:** 19 December 2024

The hedged item for both derivatives is interest payments on promissory notes issued under the promissory note programme concluded with ČS and ČSOB on 28 June 2013 up to the maximum limit for the relevant period with maturity on 19 December 2024 linked to Pribor.

Thus, the Company classifies the above transactions as hedges of future cash flows, whereby the hedging interest rate derivatives are measured at fair value at the balance sheet date and the fair value is charged to the Company's equity valuation differences account.

OVERVIEW OF DERIVATIVE FINANCIAL TRANSACTIONS (DATA IN THOUSANDS CZK)

	Fair value (receivable) at 31 December 2023	Fair value (receivable) at 31 December 2022
Swaps to the ČS II exchange rate programme	20,137	74,323
Swaps to the ČSOB Currency Exchange Programme II	8,661	32,946
Total	28,798	107,269

The significant decrease as at 31 December 2023 was mainly due to the change in the fair value of hedging derivatives linked to PRIBOR due to the reduction of the hedged liability, the approaching maturity date and changes in interest rates by the ČNB during 2023.

Income and expenses from derivative transactions

REVENUES (DATA IN THOUSANDS CZK)

	2023	2022
Income from derivative transactions - other	84,008	92,028
Total	84,008	92,028

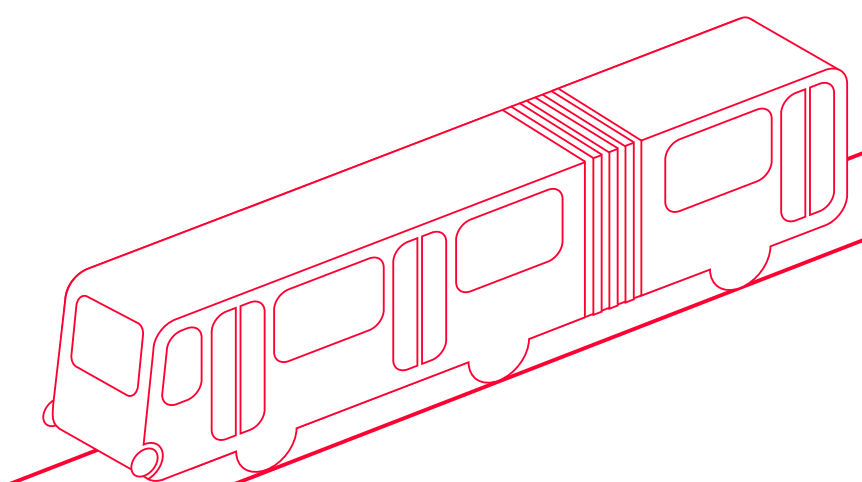
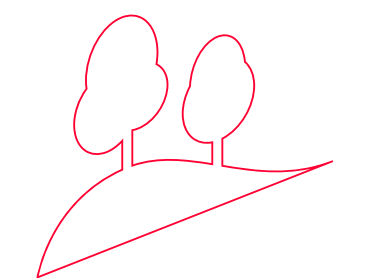
COSTS (DATA IN THOUSANDS CZK)

	2023	2022
Derivative transaction costs - other	0	0
Total	0	0

4. 32. Extraordinary costs and income

In 2023, the Company no longer recorded any extraordinary revenues or expenses related to the COVID-19 pandemic.

There were also no extraordinary income or expenses related to the war in Ukraine and the Middle East.



5. Employees, management and statutory bodies

5. 1. Personnel costs and number of staff

2023 (DATA IN THOUSANDS CZK)

	Number *)	Labour costs	Cost of soc. and health. security	Other costs	Total personnel costs
Staff	11,029	7,605,643	2,725,443	326,502	10,657,588
Company Management	17	34,352	12,071	413	46,836
Board of Directors		20,972	4,231		25,203
Supervisory Board		3,629	1,227		4,856
Audit Committee		648	219		867
Art. **)		25,249	5,677		30,926
Total	11,046	7,665,244	2,743,191	326,915	10,735,350

2022 (DATA IN THOUSANDS CZK)

	Number *)	Labour costs	Cost of soc. and health. security	Other costs	Total personnel costs
Staff	10,899	6,814,825	2,432,942	270,538	9,518,305
Company Management	15	29,255	10,032	413	39,700
Board of Directors		16,139	3,649		19,788
Supervisory Board		3,350	1,124		4,474
Audit Committee		648	219		867
Art. **)		20,137	4,992		25,129
Total	10,914	6,864,217	2,447,966	270,951	9,583,134

TOTAL NUMBER OF EMPLOYEES DURING THE FINANCIAL YEAR

Period	Number *)	Management of the total number of employees
01/01/2023 - 31/03/2023	10,983	17
01/01/2023 - 30/06/2023	10,996	17
01/01/2023 - 30/09/2023	11,011	17
01/01/2023 - 31/12/2023	11,046	17

*) Number of employees is based on the average headcount

**) Management Board, Supervisory Board, Audit Committee.

Management means the professional directors (except for professional directors who are also members of the Board of Directors) and the heads of units. The members of the Board of Directors, including the Chairman of the Board, held office at the date of the financial statements under a service contract.

5. 2. Loans, credits or other benefits granted

Trade union organisations were provided with non-residential premises and small assets free of charge.

No financial loans or credits were granted to shareholders or members of the statutory, supervisory and management bodies.

Contributions to supplementary pension schemes, supplementary pension savings and life insurance were only granted to members of the statutory, supervisory and management bodies who are also employees of the company.

6. Liabilities not recorded in the accounts

The entity does not have any liabilities not included in the balance sheet within the meaning of the Accounting Act. The most significant future contractual commitments are set out below.

Contractual commitments for the renewal and development of the vehicle fleet, construction, and machinery investments total CZK 37,005,816 thousand.

Within the framework of the construction of Metro Line I.D, contractual commitments amount to CZK 11,939,261 thousand.

For the Metro Investments Department, contractual commitments total CZK 5,158,699 thousand. The most significant commitments include

- modernisation of the security device—electronic interlocking systems on Line C amounting to **CZK 1,400,000 thousand**,
- reconstruction of the ceiling slab above the passageway and vestibule of the Florenc C metro station, modernisation of the passageway and vestibule, and the construction of moving escalators amounting to **CZK 1,164,368 thousand**,
- renewal of the backup power centre valued at **CZK 868,000 thousand**.

For the Surface Investments Department, contractual commitments total CZK 19,823,877 thousand, mainly related to:

- purchase of up to 200 low-floor unidirectional trams valued at **CZK 16,601,976 thousand**,
- purchase of standard, articulated, and hybrid buses valued at **CZK 731,128 thousand**,
- construction of the Hloubětín depot valued at **CZK 903,000 thousand**.

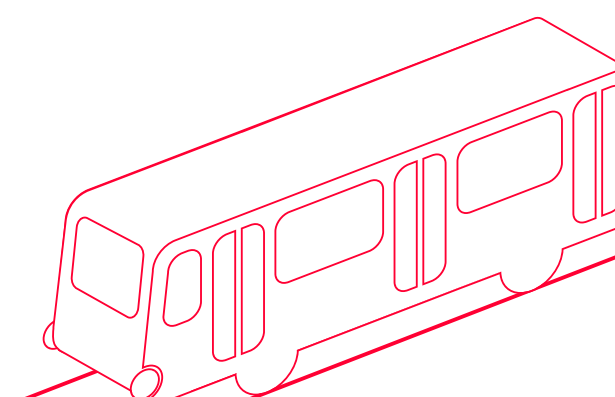
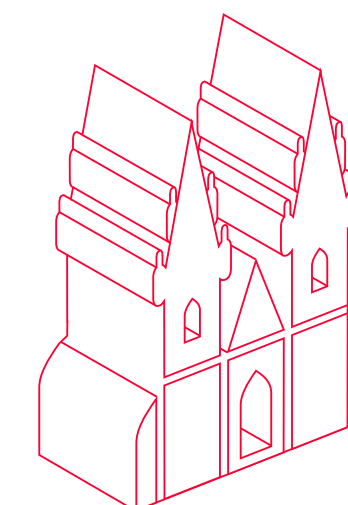
For the Strategy and Project Office, contractual commitments total CZK 83,979 thousand. The most significant items are:

- barrier-free access to the metro stations Jinonice, Malostranská, Hradčanská, and Invalidovna valued at **CZK 63,299 thousand**,
- passportisation of the existing Line C of the Prague metro valued at **CZK 9,053 thousand**.

Funding for these commitments will primarily come from the company's own resources, with funding from grants for the acquisition of long-term assets also anticipated for the renewal and development of construction investments and the acquisition of machinery investments.

Other liabilities not recorded in the accounts include potential liabilities from legal disputes with significant impact on the company, which however do not meet the criteria for recognition in the balance sheet. Summary information on these disputes includes a total of 18 legal disputes amounting to CZK 4,998 thousand, comprising:

- 1) employment-related: 1 lawsuit
- 2) Administrative actions: 6 lawsuits
- 3) compensation: 2 lawsuits
- 4) Action for compensation for injury at work: 4 lawsuits
- 5) Action for unjust enrichment: 5 lawsuits



7. Approval of 2022 financial statements, distribution of 2023 profits

7. 1. Approval of the 2022 accounts

By Resolution No. 1377 of 26 June 2023 of the HMP Council in the capacity of the General Meeting of DPP, the full financial statements for 2022 were approved with a profit of CZK 236,943 thousand. At the same time, it was decided to transfer the profit of CZK 236,943 thousand to the Company to account 428 - Retained earnings of previous years.

7. 2. Proposal for distribution of 2023 profits

The Board of Directors proposes to the General Meeting of DPP the distribution of the economic result achieved for the financial year 2023 in the form of profit in the amount of CZK 1,222,616 thousand in the form of transfer to account 428 - Undistributed profit of previous years.



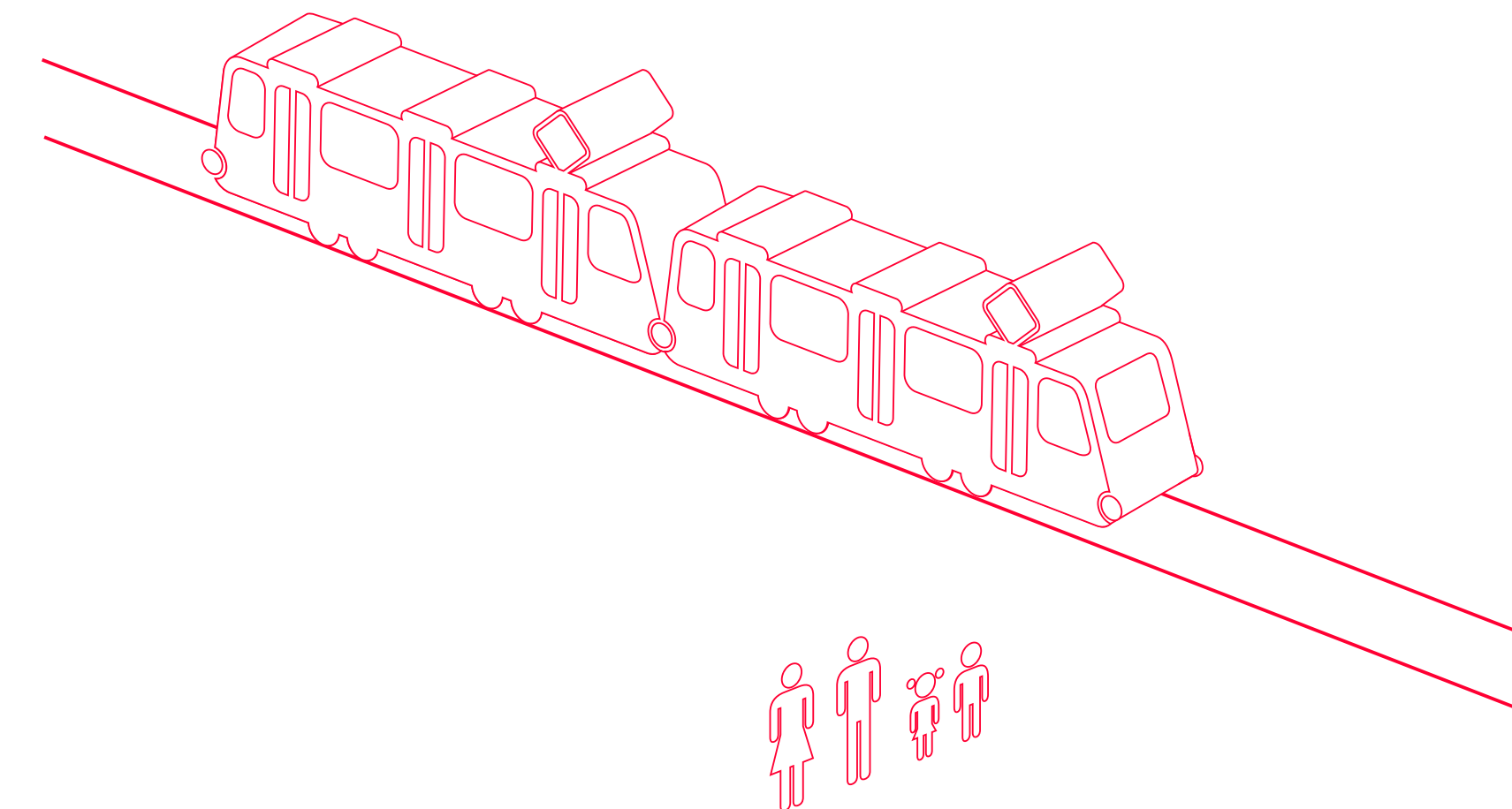
8. Events occurring after the date of the financial statements and other significant events in 2023

Currently, the company's management is conducting a number of business negotiations regarding the revitalisation of metro stations, which, considering the efficiency of funding, may be handled, among other methods, through the establishment of joint ventures with significant development companies. This approach allows for the utilisation of both the financial capabilities and the development experience of these partners, as well as their expertise in land use. Currently, active discussions are underway regarding the formation of joint ventures for the revitalisation of the Roztyly, Florenc, and Nové Butovice stations.

On 15 June 2022, criminal proceedings were initiated in connection with the suspicion of committing economic crimes in the case known in the media as the „Dozimetr Case.“ According to available information, several individuals were prosecuted as part of an organised group accused of manipulating DPP contracts and arranging for bribes, which were subsequently shared among them. For these reasons, a decision was made to temporarily withhold the target bonus and severance payment until potential damages could be assessed. As of the balance sheet date, DPP continues to reserve for the severance payment according to the Contract of Performance for the former financial director of DPP, Mgr. Matej Augustín, in the amount of CZK 2,081 thousand and a target bonus in the amount of CZK 753 thousand. This includes the granted severance and target bonus, including statutory contributions to social security and public health insurance.

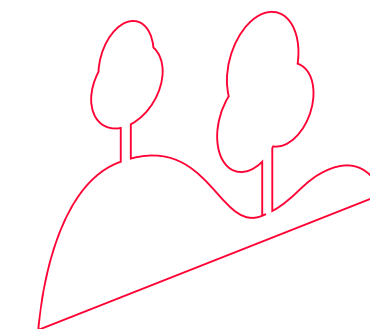
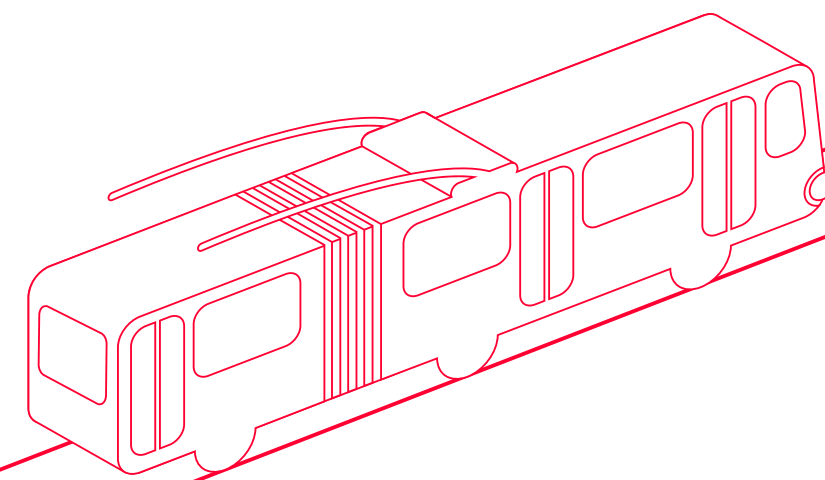
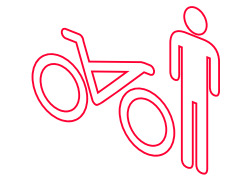
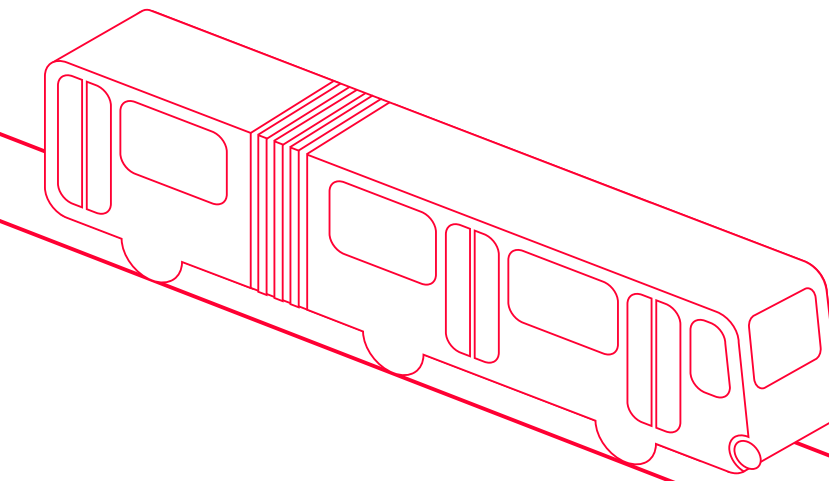
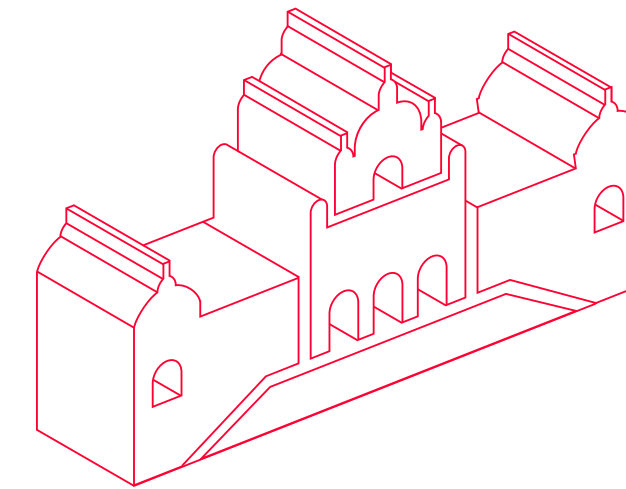
The owner of the company, HMP, initiated business negotiations with the EIB in October 2021 regarding the financing of investment expenditures for the extensive investment action „Construction of Metro Line I.D.“ in section I.D.1. The total amount of the loan considered by HMP reaches a maximum of CZK 22 billion and will vary according to the approved budget of investment expenditures up to a maximum level of 50% of the budgeted expenses of the approved scope of the investment action. This part of the financing will then be considered by DPP as a subsidy from the owner. Subsequently, DPP will start negotiations for further financing at the level of commercial banks up to a maximum of CZK 20 billion.

In connection with the administrative proceedings before the ÚOHS regarding the selection of the supplier for the construction of the second section of Metro Line D, DPP recently obtained new information concerning the verification of details of one of the references of the winning bidder. The DPP board subsequently cancelled the decision on the selection of the most suitable offer. Given this situation, the evaluation committee will reassess the winning bid taking into account these new facts.



9. The Climate Commitment of the Capital City of Prague

Resolution No. 8/42 of 20 June 2019 of the Prague City Council and Resolution No. 1334 of 17 June 2019 of the Prague City Council to announce the climate commitment of the City of Prague. All joint-stock companies in the property portfolio of the City of Prague were granted the Climate Change Climate Commitment of the City of Prague, shareholders were asked to cooperate in the implementation of the climate commitment. All investment decisions should continue to be considered in light of the greenhouse gas reduction targets (the target to reduce CO₂ emissions in the capital city of Prague) by at least 45% by 2030 (compared to 2010) and to achieve zero CO₂ emissions by 2050 at the latest), reflecting climate priorities in conceptual and strategic materials.



Cash flow statement - cash flow

OVERVIEW OF CASH FLOW - CASH FLOW (DATA IN THOUSANDS CZK)

		period until 31 December 2023	period until 31 December 2022
P.	Opening balance of cash and cash equivalents	11,432,604	7,617,174
Z.	Profit/loss before tax from ordinary activities	1,836,560	233,430
A.1.	Adjustments for non-cash transactions	2,574,907	3,508,102
A.1. 1.	Depreciation of fixed assets	3,888,194	3,843,942
A.1. 2.	Change in provisions and provisions	-532,105	-70,763
A.1. 3.	Gain (loss) on sale of fixed assets	-415,975	-4,694
A.1. 5.	Interest expense and interest income	-731,329	-322,950
A.1. 6.	Adjustments for other non-cash transactions	366,122	62,567
A.*	Net operating cash flow before changes in working capital	4,411,467	3,741,532
A.2.	Change in working capital	-4,265	4,034,784
A.2. 1.	Change in accounts receivable and accrued assets	509,910	650,383
A.2. 2.	Change in liabilities and accruals of liabilities	-563,989	3,455,742
A.2. 3.	Change in inventory	49,814	-71,341
A.**	Net operating cash flow before tax	4,407,202	7,776,316
A.3.	Interest paid	-123,839	-149,294
A.4.	Interest received	855,168	472,244
A.***	Net cash flow from operating activities	5,138,531	8,099,266
	Cash flows from investing activities	.	.
B.1.	Expenditure related to the acquisition of fixed assets	-4,878,851	-3,607,802
B.2.	Proceeds from the sale of fixed assets	772,390	7,109
B.***	Net cash flow from investing activities	-4,106,461	-3,600,693
	Cash flows from financing activities	.	.
C.1.	Change in financing liabilities	-741,641	-683,143
C.***	Net cash flow from financing activities	-741,641	-683,143
F.	Net change in cash and cash equivalents	290,429	3,815,430
R.	Closing balance of cash and cash equivalents	11,723,033	11,432,604

Approval of the Annex to the financial statements as at 31 December 2023 in full

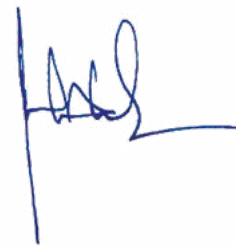
Ing. Petr Witowski

Chairman of the Board of Directors
Transit Company of the Capital City of Prague,
joint stock company



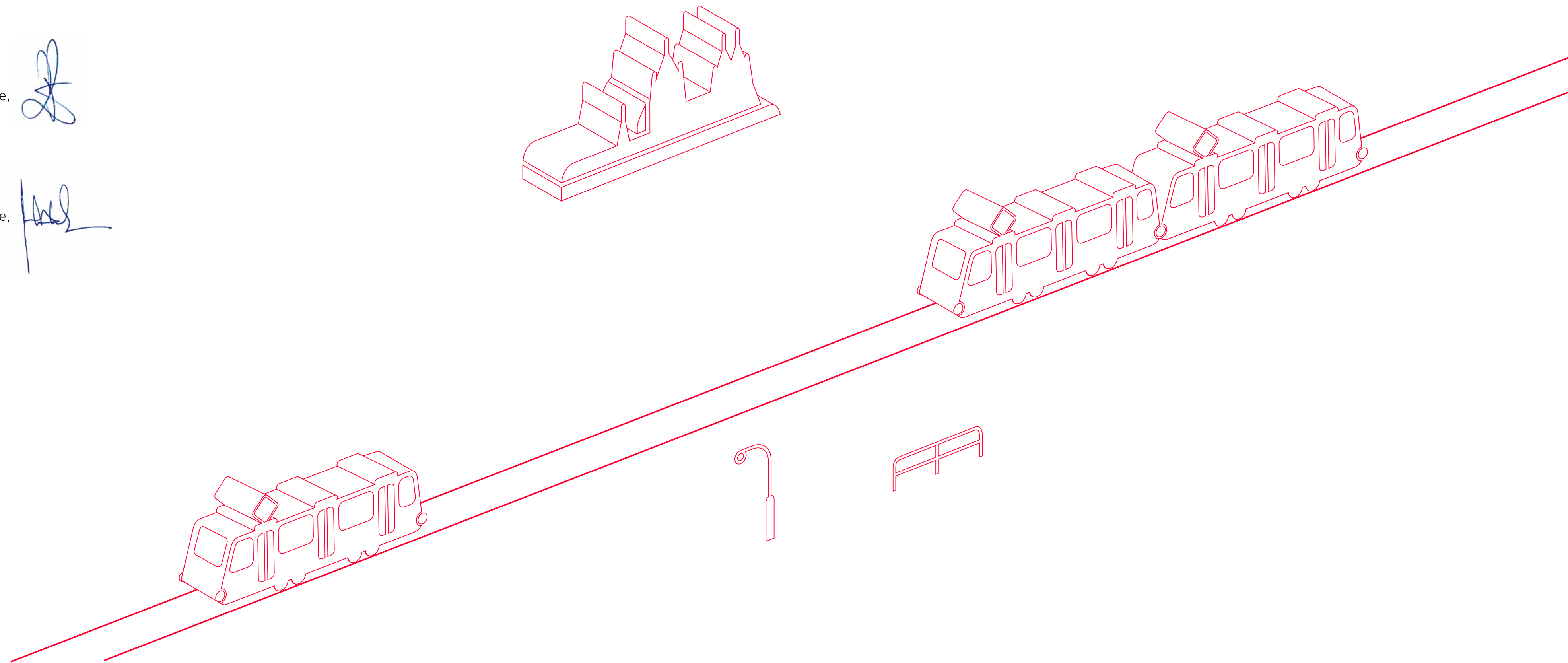
Ing. Ladislav Urbánek

Vice-Chairman of the Board of Directors
Transit Company of the Capital City of Prague,
joint stock company



Prague, 5 March 2024

Made by: Ing. Marek Polický



Balance sheet in full

As at 31 December 2023 (in thousands CZK)
 Transit Company of the Capital City of Prague,
 joint stock company, Sokolovská 42/217, Vysočany,
 190 00 Praha 9
 ID No.: 00005886

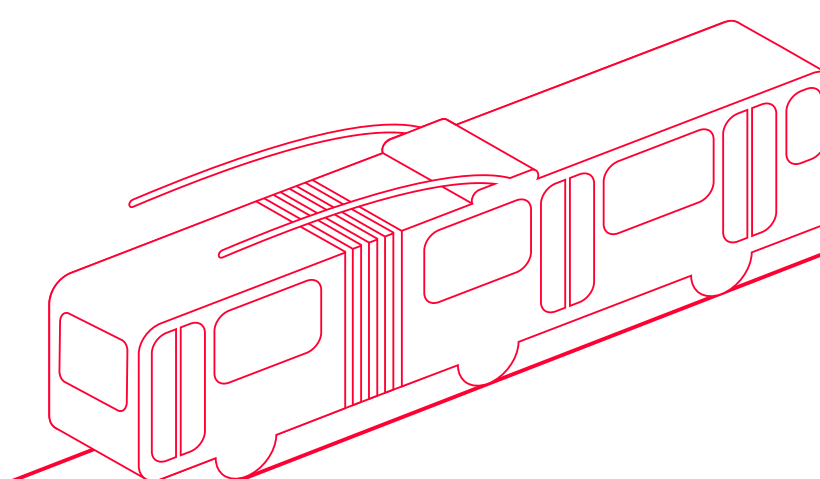
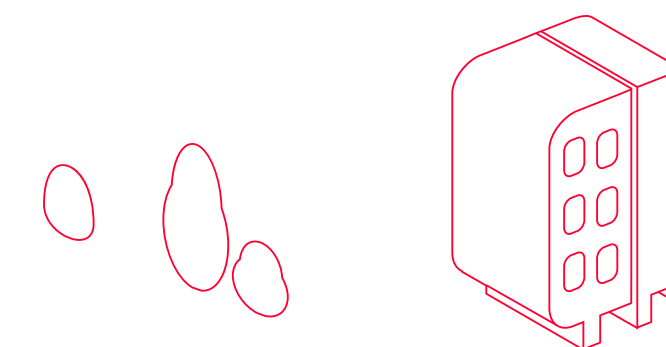
- **Date:** 5 March 2024
- **Legal form of the accounting unit** - joint stock company
- **Subject of business** - Operation of public transport and other activities
- **Signature record of the statutory body of the accounting unit**

Note:

Class	Text	31/12/2023			31/12/2022
		Gross	Correction	Net	Net
	TOTAL ASSETS	153,813,152	68,430,730	85,382,422	85,740,734
B.	Fixed assets	138,749,394	67,422,631	71,326,763	71,337,924
B.I.	Intangible fixed assets	1,526,040	1,399,869	126,171	158,853
B.I.2.	Valuable rights	1,343,030	1,276,826	66,204	109,202
B.I.2.1.	Software	1,330,283	1,267,276	63,007	107,235
B.I.2.2.	Other valuable rights	12,747	9,550	3,197	1,967
B.I.4.	Other intangible fixed assets	136,229	123,043	13,186	14,290
B.I.5.	Advances made for intangible fixed assets and intangible fixed assets in progress	46,781	0	46,781	35,361
B.I.5.2.	Intangible fixed assets in progress	46,781	0	46,781	35,361
B.II.	Tangible fixed assets	136,789,595	66,022,762	70,766,833	70,768,496
B.II.1.	Land and buildings	66,737,695	26,660,005	40,077,690	39,914,552
B.II.1.1.	Land	3,352,564	0	3,352,564	3,560,712
B.II.1.2.	Buildings	63,385,131	26,660,005	36,725,126	36,353,840
B.II.2.	Tangible movable assets and their files	66,241,271	39,313,983	26,927,288	27,764,095
B.II.4.	Other tangible fixed assets	96,165	48,774	47,391	45,624
B.II.4.3.	Other tangible fixed assets	96,165	48,774	47,391	45,624
B.II.5.	Advances made for tangible fixed assets and tangible fixed assets in progress	3,714,464	0	3,714,464	3,044,225
B.II.5.1.	Advances made for tangible fixed assets	341,438	0	341,438	414,110
B.II.5.2.	Tangible fixed assets in progress	3,373,026	0	3,373,026	2,630,115
B.III.	Non-current financial assets	433,759	0	433,759	410,575
B.III.1.	Shares - controlled or controlling person	415,214	0	415,214	388,653
B.III.3.	Shares - significant influence	18,545	0	18,545	21,922
C.	Current assets	14,807,221	1,008,099	13,799,122	14,175,659
C.I.	Stocks	604,844	6,585	598,259	651,075
C.I.1.	Material	595,900	6,585	589,315	639,075
C.I.2.	Work in progress and semi-finished products	7,476	0	7,476	9,372
C.I.3.	Products and goods	1,468	0	1,468	1,564

Class	Text	31/12/2023			31/12/2022
		Gross	Correction	Net	Net
C.I.3.2.	Goods	1,468	0	1,468	1,564
C.I.5.	Advances made on stocks	0	0	0	1,064
C.II.	Claims	2,479,344	1,001,514	1,477,830	2,091,980
C.II.1.	Long-term receivables	69,123	0	69,123	119,368
C.II.1.1.	Trade receivables	55,843	0	55,843	69,157
C.II.1.5.	Receivables - other	13,280	0	13,280	50,211
C.II.1.5.2.	Long-term advances granted	13,243	0	13,243	35,573
C.II.1.5.4.	Other receivables	37	0	37	14,638
C.II.2.	Short-term receivables	2,410,221	1,001,514	1,408,707	1,972,612
C.II.2.1.	Trade receivables	1,129,903	581,585	548,318	336,769
C.II.2.4.	Receivables - other	1,280,318	419,929	860,389	1,635,843
C.II.2.4.3.	State - tax claims	406,206	0	406,206	303,104
C.II.2.4.4.	Short-term advances granted	58,403	0	58,403	33,726
C.II.2.4.5.	Doubtful accounts active	146,503	0	146,503	263,475
C.II.2.4.6.	Other receivables	669,206	419,929	249,277	1,035,538
C.III.	Short-term financial assets	0	0	0	0
C.IV.	Funds	11,723,033	0	11,723,033	11,432,604
C.IV.1.	Cash in hand	35,161	0	35,161	28,216
C.IV.2.	Funds in accounts	11,687,872	0	11,687,872	11,404,388
D.	Time resolution	256,537	0	256,537	227,151
D.1.	Accrued expenses	107,781	0	107,781	89,668
D.3.	Deferred income	148,756	0	148,756	137,483

Class	Text	31/12/2023	31/12/2022
	TOTAL LIABILITIES	85,382,422	85,740,734
A.	Equity	69,772,036	68,589,140
A.I.	Share capital	31,239,495	31,239,495
A.I.1.	Share capital	31,239,495	31,239,495
A.II.	Share premium and capital funds	31,169,390	31,209,110
A.II.2.	Capital funds	31,169,390	31,209,110
A.II.2.1.	Other capital funds	30,914,234	30,914,234
A.II.2.2.	Valuation differences on revaluation of assets and liabilities (+/-)	255,156	294,876
A.IV.	Economic result of previous years (+/-)	6,140,535	5,903,592
A.IV.1.	Retained earnings of previous years, unremitted loss of previous years (+/-)	6,140,535	5,903,592
A.V.	Economic result for the current financial year (+ -)	1,222,616	236,943
B.+C.	Foreign sources	14,502,834	16,119,805
B	Reserves	216,474	633,806
B.IV.	Other reserves	216,474	633,806
C.	Commitments	14,286,360	15,485,999
C.I.	Long-term liabilities	6,840,410	6,088,667
C.I.3.	Long-term advances received	99,915	83,684
C.I.4.	Trade payables	359,129	223,483
C.I.8.	Deferred tax liability	6,381,366	5,781,500
C.II.	Short-term liabilities	7,445,950	9,397,332
C.II.3.	Short-term advances received	798,527	791,945
C.II.4.	Trade payables	2,058,979	1,595,195
C.II.5.	Short-term notes payable	800,000	1,600,000
C.II.8.	Liabilities other	3,788,444	5,410,192
C.II.8.3.	Commitments to employees	532,248	481,179
C.II.8.4.	Social security and health insurance liabilities	308,881	275,055
C.II.8.5.	State - tax liabilities and subsidies	2,773,728	4,493,965
C.II.8.6.	Doubtful accounts passive	165,242	151,264
C.II.8.7.	Other commitments	8,345	8,729
D.	Accrual of liabilities	1,107,552	1,031,789
D.1.	Deferred expenditure	25,219	13,036
D.2.	Accrued income	1,082,333	1,018,753



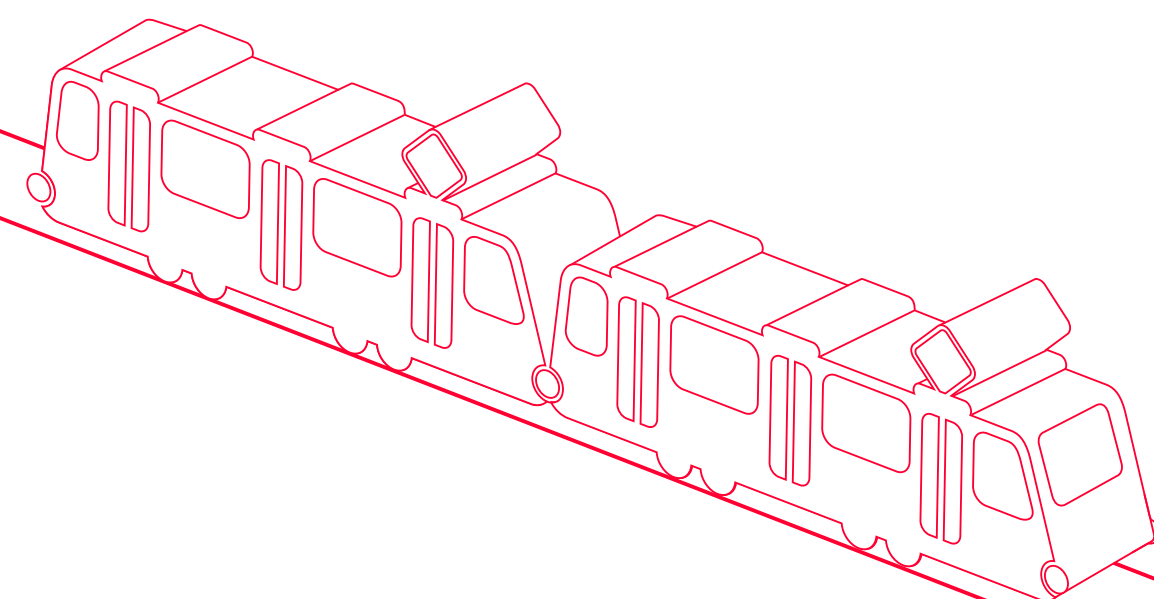
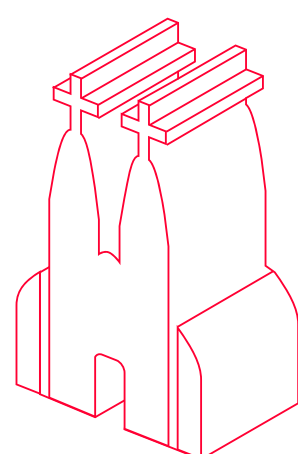
Profit and loss account in full

As at 31 December 2023 (in thousands CZK)
 Transit Company of the Capital City of Prague,
 joint stock company, Sokolovská 42/217, Vysočany,
 190 00 Praha 9
 ID No.: 00005886

- **Date:** 5 March 2024
- **Legal form of the accounting unit** - joint stock company
- **Subject of business** - Operation of public transport and other activities
- **Signature record of the statutory body of the accounting unit**

Note:

Class	Text	The period to	The period to
		31/12/2023	31/12/2022
I.	Revenue from the sale of products and services	24,253,658	21,533,755
I.1.	Revenue from the sale of own products and services	24,253,658	21,533,755
I.1. 1.	Revenues from fares	4,897,383	4,345,987
I.1. 2.	Compensation for public service obligations	18,205,525	16,167,042
I.1. 3.	Other sales	1,150,750	1,020,726
II.	Revenue from the sale of goods	26,020	36,913
A.	Power consumption	10,185,248	9,192,969
A.1.	Costs incurred on goods sold	24,557	35,440
A.2.	Material and energy consumption	4,563,099	4,021,774
A.3.	Services	5,597,592	5,135,755
B.	Change in inventories of own operations (+/-)	1,896	-382
C.	Activation (-)	-572,764	-632,449
D.	Personal costs	10,735,350	9,583,134
D.1.	Labour costs	7,665,244	6,864,217
D.2.	Social security, health insurance and other costs	3,070,106	2,718,917
D.2. 1.	Social security and health insurance costs	2,743,191	2,447,966
D.2. 2.	Other costs	326,915	270,951
E.	Adjustments to values in the operational area	3,773,421	3,840,606
E.1.	Adjustments to intangible and tangible fixed assets	4,061,687	3,843,805
E.1. 1.	Adjustments to intangible and tangible fixed assets - permanent	3,888,194	3,843,942
E.1. 2.	Adjustments to intangible and tangible fixed assets - temporary	173,493	-137
E.2.	Adjustments to inventory values	675	-5,443
E.3.	Adjustments to receivables	-288,941	2,244
III.	Other operating income	2,051,529	1,043,876
III.1.	Proceeds from the sale of fixed assets	772,390	7,109
III.2.	Revenues from materials sold	95,679	78,520
III.3.	Other operating income	1,183,460	958,247



Class	Text	The period to	The period to
		31/12/2023	31/12/2022
F.	Other operating costs	1,169,829	846,524
F.1.	Residual value of fixed assets sold	356,415	2,415
F.2.	Material sold	91,058	71,986
F.3.	Taxes and fees	3,415	10,755
F.4.	Provisions in the operating area and comprehensive deferred charges	-417,332	-67,427
F.5.	Other operating costs	1,136,273	828,795
*	Operating result (+/-)	1,038,227	-215,858
VI.	Interest income and similar income	855,168	472,244
VI.2.	Other interest and similar income	855,168	472,244
J.	Interest expense and similar costs	123,839	149,294
J.2.	Other interest and similar costs	123,839	149,294
VII.	Other financial income	83,936	141,327
K.	Other financial costs	16,932	14,989
*	Financial result (+/-)	798,333	449,288
**	Profit before tax (+/-)	1,836,560	233,430
L.	Income tax	613,944	-3,513
L.2.	Deferred income tax (+/-)	613,944	-3,513
**	Economic result after tax (+/-)	1,222,616	236,943
***	Economic result for the accounting period (+/-)	1,222,616	236,943
*	Net turnover for the accounting period	27,270,311	23,228,115

Statement of changes in equity

As at 31 December 2023 (in thousands CZK)
 Transit Company of the Capital City of Prague,
 joint stock company, Sokolovská 42/217, Vysočany,
 190 00 Praha 9
 ID No.: 00005886

- **Date:** 5 March 2024
- **Legal form of the accounting unit** - joint stock company
- **Subject of business** - Operation of public transport and other activities
- **Signature record of the statutory body of the accounting unit**

Note:

Account	Share capital	Changes in share capital	Other capital funds	Valuation differences on revaluation of assets and liabilities	Accumulated result	Total equity
PZ as at 01/01/2022	31,239,495	0	30,914,234	276,063	5,903,592	68,333,384
Capital transactions with owners						0
Allocation to the reserve fund						0
Dividends paid						0
Prepaid of share capital						0
Change in SC - non-monetary contribution						0
Subsidies to increase the GI						0
Other transactions						0
Current year's AGM					236,943	236,943
Valuation of land and buildings						0
Example. oc.roz.z revaluation of CP, etc.				29,610		29,610
Revaluation of derivatives				-13,330		-13,330
Deferred tax on derivatives				2,533		2,533
Reimbursement of losses from the reserve fund						0
Final Balance as at 31/12/2022	31,239,495	0	30,914,234	294,876	6,140,535	68,589,140
Capital transactions with owners						0
Allocation to the reserve fund						0
Dividends paid						0
Prepaid of share capital						0
Change in SC - non-monetary contribution						0
Subsidies to increase the GI						0
Other transactions						0
Current year's AGM					1,222,616	1,222,616
Valuation of land and buildings						0
Example. oc.roz.z revaluation of CP, etc.				23,184		23,184
Revaluation of derivatives				-76,982		-76,982
Deferred tax on derivatives				14,078		14,078
Reimbursement of losses from the reserve fund						0
Final Balance as at 31/12/2023	31,239,495	0	30,914,234	255,156	7,363,151	69,772,036



Independent Auditor's Report
to the sole shareholder of the company
"Dopravní podnik hl. m. Prahy, akciová společnost"
(The Prague Public Transit Company, Inc)

Opinion

We have audited the accompanying financial statements of Dopravní podnik hl. m. Prahy, akciová společnost (The Prague Public Transit Company, Inc), identification No. 000 05 886 (hereinafter also the „accounting unit“) prepared in accordance with accounting principles generally accepted in the Czech Republic, which comprise the balance sheet as at December 31, 2023, the income statement, cash flow statement and equity changes statement for the year then ended and notes to the financial statements, including significant (material) information regarding used accounting methods. Information about accounting unit is provided in Notes to Financial Statements.

In our opinion, the financial statements give a true and fair view of the financial position of Dopravní podnik hl. m. Prahy, akciová společnost (The Prague Public Transit Company, Inc), as of December 31, 2023, and of its financial performance for the year then ended in accordance with accounting principles generally accepted in the Czech Republic.

Basis for Opinion

We conducted our audit in accordance with the Act on Auditors, and Auditing Standards of the Chamber of Auditors of the Czech Republic, which are International Standards on Auditing (ISAs), as amended by the related application clauses. Our responsibilities under this law and regulation are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Company in accordance with the Act on Auditors and the Code of Ethics adopted by the Chamber of Auditors of the Czech Republic and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information included in the Annual Report

In compliance with Section 2(b) of the Act on Auditors, the other information comprises the information included in the Annual Report other than the financial statements and auditor's report thereon. The Management is responsible for the other information.

Our opinion on the financial statements does not cover the other information. In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. In addition, we assess whether the other information has been prepared, in all material respects, in accordance with applicable law or regulation, in particular, whether the other information complies with law or regulation in terms of formal requirements and procedure for preparing the other information in the context of materiality, i.e. whether any non-compliance with these requirements could influence judgments made on the basis of the other information.

Based on the procedures performed, to the extent we are able to assess it, we report that:

- the other information describing the facts that are also presented in the financial statements is, in all material respects, consistent with the financial statements; and
- the other information is prepared in compliance with applicable law or regulation.

In addition, our responsibility is to report, based on the knowledge and understanding of the accounting unit obtained in the audit, on whether the other information contains any material misstatement of fact. Based on the procedures we have performed on the other information obtained, we have not identified any material misstatement of fact.

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IČO/JD No.: 48 11 70 13
 DIČ/Tax No.: CZ 48 11 70 13
 Obchodní rejstřík/Commercial register:
 Městský soud v Praze, oddíl B, vložka 14203



Responsibilities of the Company's statutory body, Supervisory Board and Audit Committee for the Financial Statements for the Financial Statements

The statutory body is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the Czech Republic and for such internal control as managing directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, statutory body is responsible for assessing the Accounting Unit's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the managing directors either intend to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

The Supervisory Board in collaboration with Audit Committee are responsible for overseeing the financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the above law or regulation, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the accounting unit's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Management.
- Conclude on the appropriateness of the Management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the accounting unit's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the accounting unit to cease to continue as a going concern.
- Evaluate the overall presentation, structure, and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

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We communicate with statutory body, the Supervisory Board and the Audit Committee regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Prague, April 2, 2024

NEXIA AP
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Sokolovská 5/49, 149 00 Prague 8
 Audit firm licence No. 096



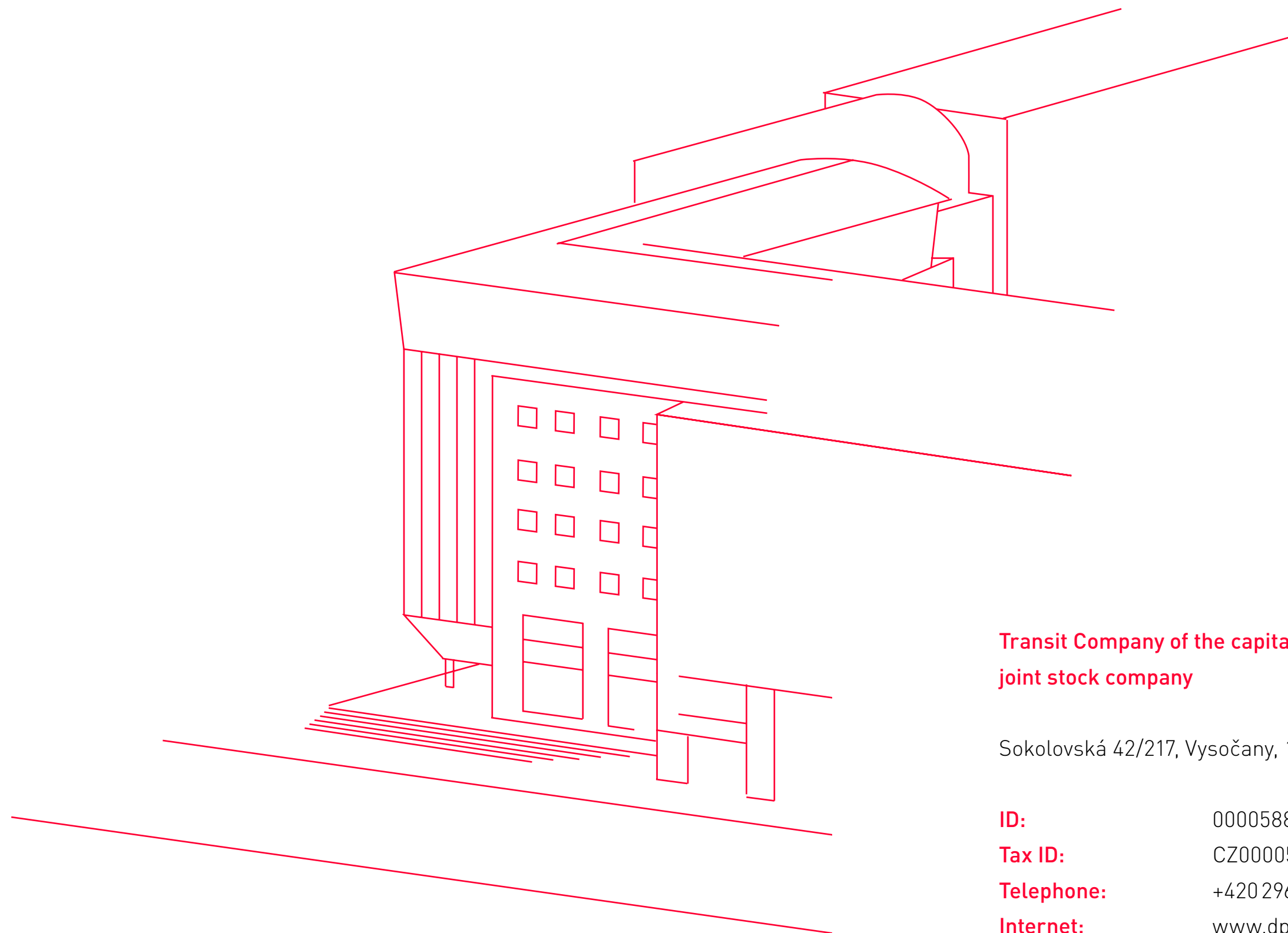
Ing. Mikuláš Čaš
 Ing. Mikuláš Čaš

Auditor designated by the audit firm as responsible for conducting audit on behalf of the audit firm
 Auditor licence No. 2493

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**Transit Company of the capital city of Prague,
joint stock company**

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Prague, April 2024