



**Dopravní podnik
hlavního města Prahy**

ANNUAL REPORT
2015





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OPENING SPEECH BY THE CHAIRMAN OF THE BOARD OF DIRECTORS AND MANAGING DIRECTOR

Dear Readers,

Another successful year for the Prague Public Transit Co., Inc. passed. This year brought a lot of changes, novelties and significant anniversaries.

Some important anniversaries associated with celebrations became the turning points of the year past. We commemorated in particular 140 years from commencement of operation of the public mass transport in Prague. This event was completed with two smaller but no less important anniversaries – 90 years of bus operation in Prague and 30 years from commencement of operation on the B Prague metro line. Our principal tasks we resolved and fulfilled include indisputably commencement of operation of the new V.A. metro section. We ceremonially opened extension of the metro line from Dejvice to Motol on 6th April, 2015, as it was planned. All citizens and visitors of Prague can now use four new stations – Bořislavka, Nádraží Veleslavín, Petřiny and Nemocnice Motol and can travel significantly faster and more simply to Václav Havel Airport Prague. And what is more, compared to original assumption the entire construction was cheaper by 2 billion Czech crowns. After complicated negotiations with mobile operators we came to a consensus about technical design and achieved coverage with mobile signal in tunnels connecting these new stations.

However, we did not only succeed in the area of metro. The Prague Public Transit Co., Inc. achieved significant success also in the field of tram transport. In addition to distribution of repayments for 15T For City Alfa trams to the next period agreed with the Škoda Transportation supplier we agreed on a lot of technical modifications

intended to improve the travel comfort. New trams deployed in Prague's streets are already fully equipped with wireless internet connection, provided to passengers for free. Most of them will appreciate air-conditioning in vehicles mainly during the summer time. Tram interior and exterior underwent modification and technical aspects were also improved.

The company's management came to an agreement on new form of the collective agreement at the end of the year. After signing by all parties it came into effect in January 2016.

Like during the previous period the company's management tried to stabilize the company and achieve higher economic and financial power. We fulfilled this goal we set despite various factors, which could have effect on final results in 2015, as for example reduction in prices of annual coupon for public mass transport and expected decrease in sales associated with it. Stability in personnel area is not less important. It goes hand in hand with economic setting and helps undoubtedly to develop the company. After all, we will strive for it also during the coming years.

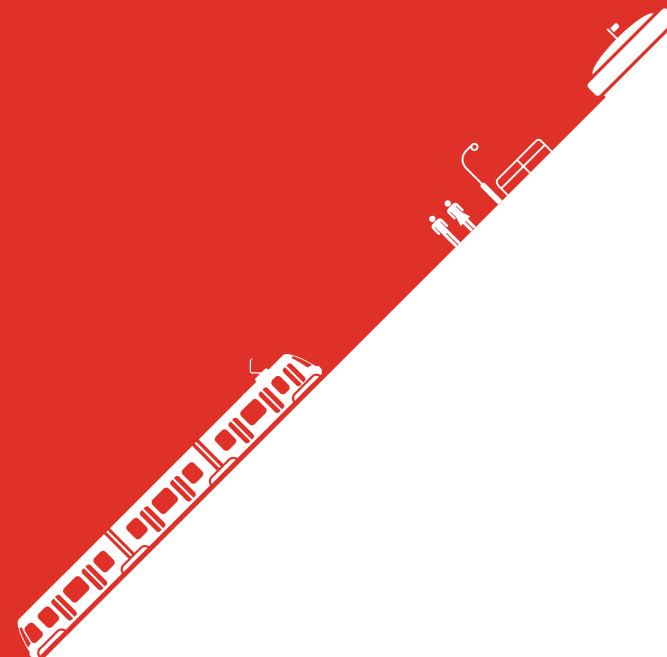
Ing. Jaroslav Ďuriš

Chairman of the Board of Directors
Managing Director of
The Prague Public Transit Co., Inc.





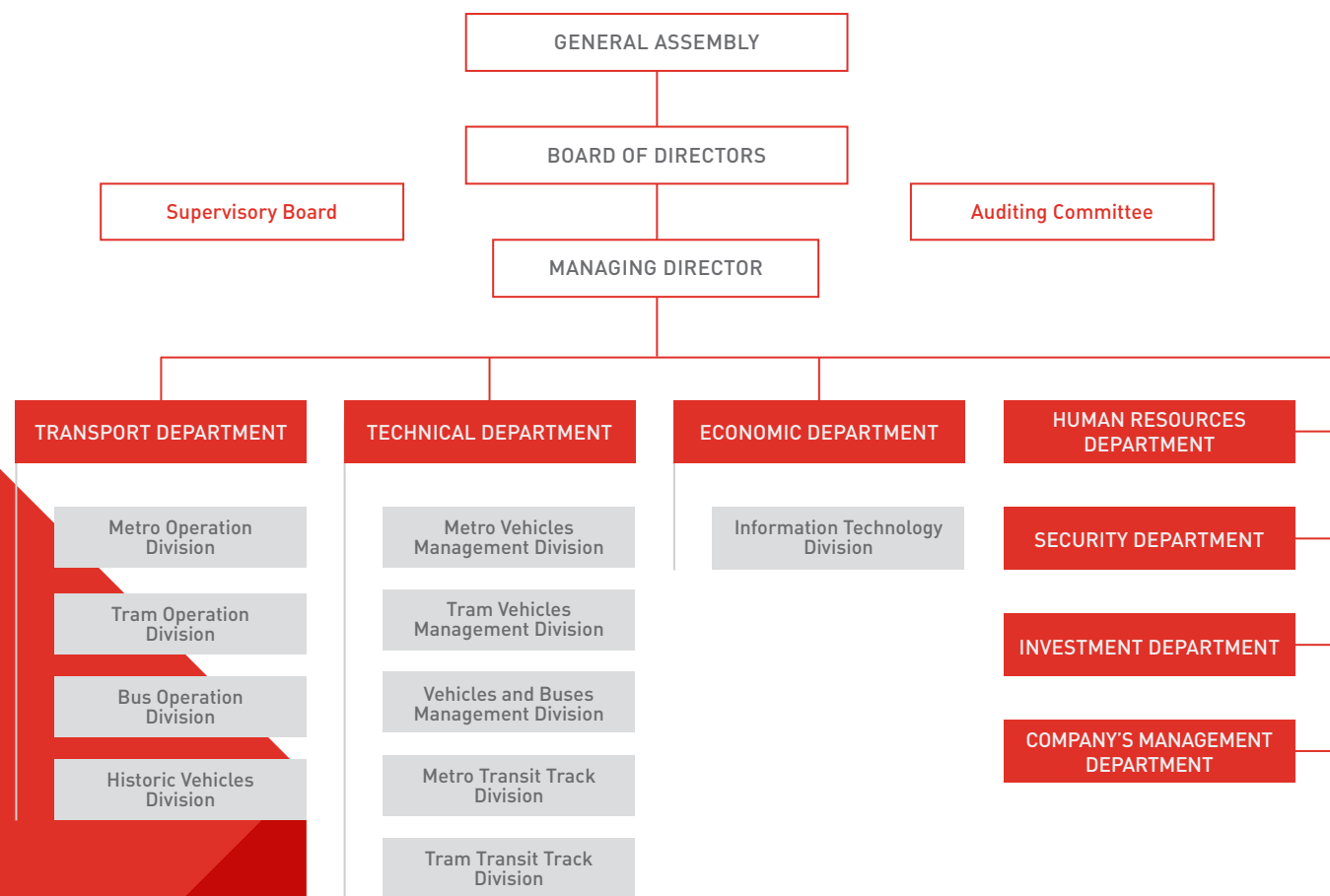
www.dpp.cz



BASIC IDENTIFICATION DATA ON THE COMPANY

Company's name:	Dopravní podnik hl. m. Prahy, akciová společnost
Registered office:	Sokolovská 217/42, 190 22 Praha 9
Company's ID No.:	00005886
Vat No.:	CZ00005886
Date of foundation:	19. 3. 1991
Date of establishment:	11. 7. 1991
Legal form:	Joint-stock company
Founder:	The Capital City of Prague
Persons having share in the company's capital stock:	The Capital City of Prague 100 %
Companies Register:	Dopravní podnik hl. m. Prahy, akciová společnost was entered into the Companies Register maintained by the Municipal Court in Prague on 11. 7. 1991, file ref. Rg.: B 847 (in Section B, Insert No. 847)
Capital stock:	CZK 30,726,125,000

ORGANIZATIONAL CHART AS OF 31. 12. 2015



COMPANY'S BODIES AND MANAGEMENT ORGANIZATIONAL STRUCTURE IN 2015

BOARD OF DIRECTORS

The company's Board of Directors at its first session in the year 2015 in the composition:

Ing. Jaroslav Ďuriš, the Chairman of the Board of Directors, Bc. Magdalena Češková, the Vice-Chairman of the Board of Directors, PhDr. Jiří Špička, Ing. Ladislav Urbánek and Ing. Petr Vychodil, the Members of the Board of Directors.

On 24. 6. 2015, the company's Supervisory Board with its resolution No. 6/2015/1 withdrew Ing. Petr Vychodil from the office of the member of the Board of Directors and Dr. Antonín Fedorek was elected with the resolution No. 7/2015/2 of 2. 9. 2015 to this office as of 3. 9. 2015.

On 22. 12. 2015, office of the member of the Board of Directors ceased to exist with expiration of the term of office for Bc. Magdalena Češková. The Supervisory Board elected again Bc. Češková to this office as of 23. 12. 2015, be specific with its resolution No. 11/2015/2 of 16. 12. 2015.

SUPERVISORY BOARD

The company's Supervisory Board at its first session in the year 2015 in the composition:

Petr Dolínek, the Chairman of the Supervisory Board, Ing. Jarmila Bendová, the Vice-Chairman of the Supervisory Board, Bc. Oldřich Schneider, the Vice-Chairman of the Supervisory Board, Mgr. Petra Kolínská, Bc. Jan Kolář, Josef Buriánek, Václav Pospíšil, František Kadlec, Ing. Vojtěch Kocourek, Ph. D., Ing. Petr Hlubuček, JUDr. Petr Novotný, Martin Slabý, Jaroslav Štěpánek, Ing. Marek Doležal and Petr Šimůnek, the members of the Supervisory Board.

On 21. 1. 2015, the Supervisory Board elected with its resolution No. 1/2015/2 Mgr. Petra Kolínská to the office of the Vice-Chairman of the Supervisory Board.

On 12. 9. 2015, membership at the Supervisory Board expired to František Kadlec and Bc. Jan Kolář with expiration of the 4-year office.

On 15. 9. 2015, the Council of the Capital City of Prague within the competence of the General Assembly with the resolution No. 2206 elected Jiří Obitek and Bc. Jan Kolář to the office of the member of the Supervisory Board.

AUDITING COMMITTEE

The company's Auditing Committee started the year 2015 in the composition: Ing. Miroslav Zámečník, the Chairman of the Auditing Committee, Ing. Zdena Javornická, the Vice-Chairman of the Auditing Committee and Ing. Pavel Černý, the member of the Auditing Committee.

No significant changes in the composition of the Auditing Committee occurred in the course of the year 2015.



COMPANY'S MANAGEMENT

ORGANIZATIONAL STRUCTURE IN 2015

MANAGING DIRECTOR

In 2015, **Ing. Jaroslav Ďuriš** held the position as the Managing Director.

DIRECTOR IN CHARGE OF THE ECONOMIC DEPARTMENT

In 2015, **Bc. Magdalena Češková** held the position as the Director in charge of the Economic Department.

DIRECTOR IN CHARGE OF THE TRANSPORT DEPARTMENT

In 2015, **Ing. Ladislav Urbánek** held the position as the Director in charge of the Transport Department.

DIRECTOR IN CHARGE OF THE TECHNICAL DEPARTMENT

In 2015, **Ing. Jan Šurovský, Ph.D.** held the position as the director in charge of the technical department.

DIRECTOR IN CHARGE OF THE SECURITY DEPARTMENT

In 2015, **RSDr. Antonín Fedorko** held the position as the Director in charge of the Security Department.

DIRECTOR IN CHARGE OF THE HUMAN RESOURCES DEPARTMENT

In 2015, **PhDr. Jiří Špička** held the position as the Director in charge of the Human Resources Department.

MANAGING DIRECTOR	
Ing. Jaroslav Ďuriš	1. 1. 2015 – 31. 12. 2015
DIRECTOR IN CHARGE OF THE ECONOMIC DEPARTMENT	
Bc. Magdalena Češková	1. 1. 2015 – 31. 12. 2015
DIRECTOR IN CHARGE OF THE TRANSPORT DEPARTMENT	
Ing. Ladislav Urbánek	1. 1. 2015 – 31. 12. 2015
DIRECTOR IN CHARGE OF THE TECHNICAL DEPARTMENT	
Ing. Jan Šurovský, Ph.D.	1. 1. 2015 – 31. 12. 2015
DIRECTOR IN CHARGE OF THE SECURITY DEPARTMENT	
RSDr. Antonín Fedorko	1. 1. 2015 – 31. 12. 2015
DIRECTOR IN CHARGE OF THE HUMAN RESOURCES DEPARTMENT	
PhDr. Jiří Špička	1. 1. 2015 – 31. 12. 2015

CALENDARIUM 2015

January

The Prague Public Transit Co., Inc. put the T3 vehicle modified to a lubricating tram into trial operation. The tram was driving according to its own timetable through selected areas within the tram network and was applying lubricants to reduce the noise level produced from the tram operation till the end of the year. • Passengers in the Communication wagon in metro had the chance to verify their knowledge in the "Make the acquaintance with..." campaign.

February

Since this month, fans of the history of Prague public mass transport had the option to watch all important historic data, interesting things and events associated with celebrations on the occasion of the anniversary on a new special web site mhd140.cz. • The Prague Public Transit Co., Inc. launched its pilot project of replacement of information kiosks with new contact panels.

March

Passengers can make a choice, whether to use opencard or paper coupons since 1st March. The Prague Public Transit Co., Inc. started newly sale of paper pre-paid coupons in all categories.

April

The Prague Public Transit Co., Inc. opened ceremonially the extended metro section on A line from Dejvická station to the Nemocnice Motol station on 6th April. In addition to this station it put into operation stations Bořislavka, Nádraží Veleslavín and Petřiny. • On Thursday 16th April, metro passengers had again the opportunity to stop for a while and listen music within the popular "Be in good mood in metro" event.



May

The Prague Public Transit Co., Inc. marked the 70th anniversary of the Second World War end, especially heroism of Prague traffic officers during occupation. It dispatched a historic tram. Employees of the Prague Public Transit Co., Inc. laid wreaths on the monument of killed colleagues in the premises of the Střešovice carriage shed. • The company put the first one of 11 newly purchased articulated buses in compliance with the emission standard Euro 6 into operation on 5th May.

June

On Sunday 7th June, people had the occasion to remind the 90th anniversary of commencement of regular operation of buses in Prague. The Prague Public Transit Co., Inc. prepared on this occasion a ceremonial procession of all historic operable vehicles, from the Václavské sq. to Hradčanské sq. The Vršovice carriage shed was opened to public one day before. People reminded its 60th anniversary. • The Prague Public Transit Co., Inc. was again a partner to the 12th year of the "Prague museum night" event and it ensured bus connections between 80 cultural buildings on 11th June. • Kinobus was dispatched to its eighth film tournament on 22nd June.

July

It replaced crossings of tracks and four sliding rails in the Háje station during the longest closure from 4th to 16th July.

August

Works on modernization of tram tracks were under way during all summer. In 2015, the Prague Public Transit Co., Inc. had the

last opportunity to draw funds from EU within the Operating Programme Prague – Competitiveness. Two weeks sooner, the track in the Ke Zlíchovu street was handed over on 14th August. • The Prague Public Transit Co., Inc. introduced the up-to-date type of tram 15T For City on 24th August. The company will purchase 125 modern trams with the modification of design, interior and technical improvements till the end of 2018. • Passengers lived to see barrier-free access to I.P. Pavlova metro station on 31st August.

September

The Prague Public Transit Co., Inc. put into operation with passengers an electric bus on usual line in framework of the long-term testing program. • Celebrations of 140 years of the public mass transport in the capital city culminated with a ceremonial procession of trams on Sunday 20th September. Thousands of spectators watched more than 50 vehicles on the line from the Národní divadlo station to the Stromovka station.

October

Anděl station became the second important barrier-free station in 2015. 40 metro stations with barrier-free access are available for disabled persons at the moment. • 6th year of the transport-safety event intended for pre-school children and schoolchildren "There is no way back" was organized again by the Prague Public Transit Co., Inc. in cooperation with the Police of the Czech Republic.

November

The Prague Public Transit Co., Inc. marked the 30th anniversary of operation of the B metro line to public with rides of the historic set on 2nd November. • The company realized a complex transit

survey among passengers in metro after the last survey organized eight years ago. This survey documented a higher number of passengers and longer time spent by passengers in metro. • The company dispatched a special educational tram within the project "DPP against AIDS" for already twelfth time. This tram distributed information and materials about prevention to this disease. • The Rožtyly metro station became the seventh station, where an elevator for barrier-free access was installed in 2015.

December

A tram with graphics design under the line name is driving through Prague from 15th December. It is the outcome of 4th year of the contest "Draw your tram". • The traditional event organized in metro "Be in good mood in metro during Christmas" finished the DPP's anniversary in Prague. • After extensive reconstruction DPP opened an Info-centre at the vestibule of the Hradčanská station on 17th December.



INVESTMENTS

In the course of 2015, we expended for acquisition of investments these financial means:

Own funds of DPP	MCZK 2,698.026
Bill program for purchase of 15T trams	MCZK 538.011
Grants from the budget of the Capital City of Prague, including the Operating Programme Prague – Competitiveness (OPPK)	MCZK 507.605
Compensation 2015 (adequate profit)	MCZK 1,108.400
Retained compensation from the year 2012	MCZK 57.938
Grants from EU – OPPK	MCZK 130.595
Grants from EU – Operating Programme Transport (OPD) – Metro A	MCZK 1,977.087/*
In total	MCZK 7,017.662

/*

Grants from EU – Operating Programme Transport – Metro A

In 2015, we received a part of grant from EU amounting to MCZK 7,448.899, a part of it was expended for funding of invoices for 2015 for the A metro line construction and a part of it amounting to MCZK 2,000.000 was returned to the budget of the Capital City of Prague; MCZK 2,000.000 was temporarily borrowed from the budget of the Capital City of Prague for funding of the A metro line (Dejvická – Motol).

Current grants from the budget of the Capital City of Prague in total: MCZK 496.082

Out of it:	
I. operating section D metro line (preparation)	MCZK 52.254
Complex metro security system	MCZK 200.000
Barrier-free measures	MCZK 3.914
Barrier-free access to the Roztyly metro station	MCZK 4.000

Barrier-free access to the metro station Karlovo sqr.	MCZK 2.100
Barrier-free access to the metro station Palmovka	MCZK 4.817
TT Sídliště Barrandov – Holyně – Slivenec	MCZK 0.001
TT Divoká Šárka – Dědinská	MCZK 0.120
RTT Těšnov loop	MCZK 1.997
RTT Bělehradská (Tylovo sqr. – Otakarova)	MCZK 33.000
RTT Evropská II. stage	MCZK 7.894
RTT Plzeňská (Tomášková – Jinonická)	MCZK 7.898
RTT Vršovická (Otkarova – Kubánské sqr.)	MCZK 149.500
RTT Střešovická – Na Petřinách	MCZK 16.750
RTT Palmovka block	MCZK 4.839
RTT Nádražní – Na Zlíchově	MCZK 5.000
RTT Sokolovská (Březinova – Zenklova)	MCZK 1.998

Grants for the projects funded from the Operating Programme Prague – competitiveness:

a) Grants from the budget of the Capital City of Prague in total MCZK 14.923 out of it:

PROJECT	INVESTMENT + NON-INVESTMENT FINANCIAL RESOURCES RECEIVED IN 2015 FOR SETTLEMENT OF INVOICES PAID BEFORE THE YEAR 2015	INVESTMENT + NON-INVESTMENT FINANCIAL RESOURCES USED FOR SETTLEMENT OF INVOICES PAID IN THE YEAR 2015
Anděl elevator	1,201	0,883
I. P. Pavlova elevator	0,565	2,190
RTT Bělohorská	1,136	0,014
Můstek elevator	0,497	1,405
RTT Evropská II.		7,032
In total	3,399	11,524

b) grants from EU in total MCZK 169.137 out of it:

PROJECT	INVESTMENT + NON-INVESTMENT FINANCIAL RESOURCES RECEIVED IN 2015 FOR SETTLEMENT OF INVOICES PAID BEFORE THE YEAR 2015	INVESTMENT + NON-INVESTMENT FINANCIAL RESOURCES USED FOR SETTLEMENT OF INVOICES PAID IN THE YEAR 2015
Anděl elevator	13,623	10,005
I.P. Pavlova elevator	6,403	24,825
RTT Bělohorská	12,879	0,153
Můstek elevator	5,638	15,924
RTT Evropská II.		79,687
In total	38,543	130,594

We spent the large amount of financial resources for renovation and modernization of the company's fleet:

- 34 pcs of 15T trams for the amount of MCZK 2,199.857 and 1 modernized KT8D5 tram to KT8N2 tram for the amount of MCZK 21.00 were delivered
- purchase of buses (articulated low-floor buses and midi-buses) for the amount of MCZK 456.902

We also settled the instalment of a loan in the amount of MCZK 285.064 for the purchase of 20 new metro sets M1.

In 2015, A metro line behind the Dejvická station was commissioned and preparation for the construction of the D metro line continued.

We spent a significant part of financial resources for reconstruction of tram tracks, i.e. MCZK 964.836 expended for this purpose.

Barrier-free accesses in the Anděl, I.P. Pavlova and Roztyly stations were commissioned.

The following tram tracks underwent reconstruction: Bělehradská (Tylovo sqr. – Otakarova, Evropská II (Thákurova – Horoměřická), Plzeňská II (Tomášková – Jinonická), Střešovická – Na Petřinách and Nádražní – Na Zlíchově I. stage.



TRANSPORT

QUALITY OF SERVICES

Well-functioning and consistently developing the quality management system, which takes the needs of customers into account and satisfies their expectations, is the precondition for achieving success when DPP ensures public transit of passengers.

Quality management is ensured in DPP by the Transport Department.

Implemented quality standards in compliance with the requirements and recommendations in the EN 13816 standard allow for improvement of the level of services provided in DPP. In framework of the Service Quality Program DPP monitors, analyses and with the measures taken helps improving the level of fulfilment of individual quality standards. Tendencies in individual quality standards prove the high level of service provided - transportation of passengers, and satisfy the long-term company's target - improvement of the level of public city transit service provided in Prague and in its vicinity, and thereby improving satisfaction of passengers. In the course of this year, we focused our attempt on further development of quality standards for the service provided with putting emphasise on safety and protection of environment.

The service quality program guarantees regular measuring of quality standards:

- **On-time operation** – on-time operation and reliability of transport, observance with the timetables
- **Information to public** – provision of actual and comprehensible information
- **Approach to passengers** – the level of behaviour and approach to passengers taken by our operation workers
- **Working uniform** – appearance of an employee – tidiness of an employee, observance with the working uniform discipline
- **Functionality of transit ticket vending machines** – overall functionality and reliability of transit ticket vending machines and completeness of informative elements on these machines
- **Accessibility of barrier-free equipment** – operating reliability of passenger elevators and special platforms in metro stations, making the public transport accessible mainly to passengers with disability of movement and orientation
- **Fulfilment of the graph of operation (GVD)** – fulfilment of the volume of planned transit performances
- **Transit availability in metro stations** – observance with the guaranteed metro transit availability to passengers
- **Cleanliness and appearance of vehicles** – monitoring the external and internal cleanliness and appearance of vehicles
- **Metro and buses operation safety** – analysis and evaluation of events with impact on passengers' safety
- **Impact of metro and buses vehicles operation on the environment** – monitoring the impact of operation of metro and buses on the environment (production of emissions)

PERFORMANCE OF THE QUALITY STANDARDS IN 2015

QUALITY STANDARD	LEVEL OF DEMANDINGNESS OF PERFORMANCE	PERFORMANCE
On-time operation	85% of connections are performed on-time or within a permitted deviation	91,4
Information in the metro stations	90% of stations are equipped with actual, legible, official and visibly placed information	98,53
Information in metro vehicles	95% of vehicles are equipped with prescribed information	98,22
Information at land transit stops	90% of stops are equipped with actual, legible, official and visibly placed information	96,98
Information on and in land transit vehicles	95% of vehicles are equipped with prescribed information	99,45
Approach to passengers	90% of passengers are satisfied with behaviour of employees	95,62
Working uniform	95% of employees wear working uniforms and satisfy the request for tidiness	99,79
Functionality of the land transit ticket vending machines	90% of transit ticket vending machines are functional and in terms of design they are acceptable	95,67
Accessibility of barrier-free equipment in metro	90% of equipment is accessible and has adequate design	97,48
Performance of GVD for metro	99.75% of performance of the planned volume of kilometres per vehicle	99,92
Availability of metro transit	98.5% of stations are available during operating hours	99,92
Cleanness and appearance of vehicle	85% of vehicles are perceived clean and in maintained condition by passengers	90,45
Metro and buses operation safety	Metro and buses operation safety	Fulfilled
Energy demandingness for metro vehicles operation	The determined energy demandingness was not exceeded (100%)	88,35
Impact of buses operation on the environment	Share of buses under 12 years including will not drop under 60%	65,06

In 2015, the quality management systems underwent a review in terms of fulfilment of the requirements imposed by criteria standards through auditing performed by a supranational certification organization.



LIST OF PERFORMED EXTERNAL QMS AUDITINGS IN 2015

DEPARTMENT	CERTIFIED PROCESSES	TYPE OF AUDITING	STANDARD	CERTIFICATION ORGANIZATION
Transport Division	Public transport of passengers	Supervisory	ISO 9001 EN13816	LRQA
Premises of the Central BUS Workshops	Repair of compression ignition engines, gearboxes, axles and braking, air-controlled and electric components in road motor vehicles	Supervisory	ISO 9001	
Logistics Dpt.	Purchase and storage of spare parts and products for purposes of the Prague Public Transit Co., Inc.	Supervisory	ISO 9001	
State Technical Inspection Centre	Operation of the state technical inspection activities	Supervisory	ISO 9001	
Tram repair workshop	Repairs and modernization of electric machines and apparatuses in traction vehicles and components for rail vehicles	Supervisory	ISO 9001	

Auditors of the certification organization did not find any serious deficiencies and confirmed fulfilment of the requirements imposed by the standards concerned. Auditors assessed as strengths of our quality management systems under review professional competence of our employees and helpful approach towards passengers.

In order to enhance the level of service provided in the territory of the Capital City of Prague and in its vicinity we cooperated in assessment of PID quality standards. The ROPID company always evaluated DPP as a "Transporter with high quality", which is the maximum positive assessment.





TRANSPORT NETWORK DEVELOPMENT

Metro

In 2015, three lines – A, B and C were in operation. The number of stations is 61 on metro lines in the total length of 65.4 km. The A metro line was extended from the Dejvická station to the Nemocnice Motol station in 2015.

Trams

The tram network, which as of 31 December 2015 had 142.7 km of track, was served by twenty one daytime and nine night lines with a total track length of 500.4 km.

A historic tram line was in operation on Saturdays, Sundays and holidays during the tourist season from 28. 3. till 28. 10. 2015.

By reason of metro track extension the line 2 (Divoká Šárka – Petřiny) was cancelled. Closure in the Bělehradská street occurred during the period from May till November 2015. During the summer holidays, the tram track in Evropská street between Červený vrch and Vítězné sq. and tram track between the Smíchovské sq. and Sídliště Barrandov stations were closed. The tram track section between Vozovna Střešovice – Sídliště Petřiny stations in the Střešovická street and in the Na Petřinách underwent closure. Further closures of smaller extent occurred, as for example the tram track around the Střešovice carriage shed, in Vršovice etc.

Buses

As of the end of 2015, the Prague Public Transport Co., Inc. operated 93 daytime urban bus lines, 14 suburban bus lines, 17 school bus lines, 14 night urban bus lines and 1 line for persons with disability of movement in the Prague Integrated Transit (PIT) system within the communication network with length of 816.00 km. Total length of all 139 lines was 1 640.70 km.

TRANSIT PERFORMANCES

The total transit performance of urban and suburban lines in the Prague Integrated Transit (PIT) system, operated by DPP, including a special line transit for persons with disability of movement and orientation, reached 159 346 thousands of kilometres per vehicle. Volume of transit performances expressed in km per one place (mkm) represents 21 214 753 thousands of mkm (see the table in the annex).

As it concerns transit performances in km per vehicle (vozkm) compared to the year 2014 an increase by 2.66% was recorded and the volume of km per one place recorded a growth by 3.49%. This difference was affected significantly by a higher number of deployed articulated vehicles to the detriment of the standard vehicles [further deployment of 15T trams and in particular higher deployment of articulated buses].

SERVICES TO PASSENGERS WITH DISABILITY OF MOVEMENT AND ORIENTATION

Metro

From the total number of 61 metro stations as of the end of 2015, 41 stations were accessible through public passenger elevators, slanting staircase platforms or direct barrier-free entrances. It concerns 9 stations on A line (Nemocnice Motol, Petřiny, Nádraží Veleslavín, Bořislavka, Dejvická, Muzeum, Strašnická, Skalka, Hostivař depot), 15 stations on B line (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Anděl, Národní třída, Florenc, Vysočanská, Kolbenova, Hloubětín, Rajská zahrada, Černý Most) and 17 stations on C line (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, I.P. Pavlova, Vyšehrad, Pankrác, Budějovická, Chodov and Háje). The Opatov station on the C line allows for barrier-free movement accompanied by trained personnel through goods lift.

A new elevator in the Můstek station on A and B lines was put into operation in the 1st quarter 2016. Further construction of elevators in the Palmovka station on B line and in the Opatov station on C line is under progress.

Buses

The guaranteed low-floor vehicles are being deployed on all daytime urban lines, 8 night lines and 12 suburban lines. In total 586 low-floor buses were dispatched during working days in 2015, which represent 68% of dispatched vehicles.

Trams

Guaranteed traffic connections are also ensured for all daytime lines within the tram network. Dispatching of low-floor tram vehicles was extended in particular due to supplies of new vehicles of 15T type. As of the end of 2015, in total 148 guaranteed low-floor vehicles, i.e. 37% from the total number of dispatched tram trains, were dispatched during working days.

HISTORIC VEHICLES

The Public Mass Transport Museum had very successful year despite its shorter season due to construction works performed in the museum's hall with the number of twenty one thousands visitors. Celebrations on the occasion of 140th anniversary of the public mass transport in Prague were a significant event. Preparation of museum vehicles was under way from beginning of the year. Almost all vehicles from the exposition were dispatched for a ceremonial procession through Prague. The number of spectators during this event can be estimated in the order of several tens of thousands.

Line No. 91 had another successful year in terms of the number of passengers and sales.

We exhibited our buses during the Open Day of DP České Budějovice, Czechbus exhibition and procession on the occasion of 90 years of bus operation in Prague in framework of our educative activities.

A cycle of eight concerts of classic music for usual entrance fee was organized. Our involvement in the annual festival Prague's Museum Night and Days of European Heritage were no less important.

Our collection of vehicles was extended with the welder's vehicle Praga V35 and motors in the assembly vehicle Škoda 706 Schörling and bus were replaced. Works on the trolleybus Praga T0T made a significant progress, where lagging is almost completed including driver's cabin, works on the Citibus, where its body, motor and axle rods were completely repaired and chassis on the T3SUCS No. 7292 was also repaired.

Reconstruction of roof was completed and works on the vehicle's interior made a significant progress for the trailer intended for contractual rides.

PREFERENCES OF THE PUBLIC MASS TRANSPORT

Works on the "Preferences of the Public Mass Transport in Prague" project continued in cooperation with the municipal bodies, the traffic department of the Police of the Czech Republic and other organizations during the past year.

As far as the tram operation is concerned, attention was paid firstly to installation of lengthwise separating shaped pieces between the rail body and drive-way and secondly to adaptation of light signalling equipment for tram preferences. Implementation of separating sills came from assumptions as contained in the "Preferences of the Public Mass Transport in Prague" project and in compliance with coordination of investment and reconstruction projects. Length of

the separating elements on the entire tram network was 12 266 m as of the end of 2015.

The number of light signalling equipment (SSZ) with tram preferences reached 76.2% from the total number of 248 as of the end of the year 2015.

As far as bus operation is concerned, the preferences development continued in particular in the area of active preferences for buses on light-controlled crossings. Reserved traffic lanes for the public city transport buses were marked on approx. 3 715 m of drive-ways and in the tram lane in 2015. The total length of reserved traffic lanes reached 38 050 m as of the end of 2015.

THE NEW SOFTWARE FOR TIMETABLES AND ASSOCIATED TASKS

In 2015, the software for timetables creation underwent continuous development according to needs and comments from users in order to ensure all necessary supporting documents for preparation of operation.

TIMETABLES

In the course of 2015, in order to ensure operation of the DPP's lines in total 8 260 records were processed in the database of graphical timetables. This number was affected in particular by changes in line connections due to commissioning of a new metro section and by closures in the metro, tram and bus network. The valid graphical timetables are adapted to the transit demand. So, not only graphical timetables for the standard holidays limitations are processed, but also for limitations during Easter or autumn holidays. In case of a change in the graphical timetable it is necessary to prepare all supporting documents for operation of DPP's lines and provide passengers with actual information on the stop timetables and through the actual browser of connections on the DPP's internet pages.



TRANSIT INSPECTION

The transit inspection division organized two selection procedures for the position of a transit controller this year. It brought the highest number of transit controllers in the DPP's history with the average number of 155. Thereby the volume of performed transit inspections increased or as the case may be in terms of inspected passengers and the number of imposed penalties for a ride without a valid transit document increased. The amount of penalty for "fare evasion" did not change and was maintained in the amount of CZK 1,500 this year. This amount was reduced to CZK 800.00 in case of payment on the spot or within 15 calendar days at the cash office.

Some changes in the Prague Integrated Transit tariff occurred this year. The most significant ones include in particular reduction of price of the annual transit ticket from CZK 4,750 to CZK 3,650 as of 1. 7. 2015. This dynamic change was of course appreciated by passengers. At the same time transit of persons accompanying a child under 3 years and transit of dogs within P and O zones were for free as of this date.

Intensive cooperation with the patrol division of the City Police and the Police of the Czech Republic continued the same way like during previous years. We managed to organize 164 joint transit inspection events, during which 3 346 passengers were excluded from transit. These persons were polluting a vehicle or their neglected appearance bothered other passengers. The patrol division of the City Police provided at the same time assistance during transit inspections of night tram lines.

Even though the Decree of the Ministry of Justice regulating remuneration for legal services decreased significantly acceptable costs in framework of judicial enforcement of claims, the Fidentia

s.r.o. company continued to repurchase claims without selection of enforceability for contractually agreed prices. Repurchase of claims amounted to MCZK 3.39.

NUMBER OF IMPOSED PENALTIES	INCOME FROM PENALTIES (INCLUDING REPURCHASE OF CLAIMS)
294 065	MCZK 131.58
i.e. + 6.2% compared to the year 2014	i.e. -2.17% compared to the year 2014

TRANSIT AND TRANSPORT SURVEYS

In 2015, we conducted transport surveys within the PID network, which served as a base for designing transport in the territory of the Capital City of Prague and its adjacent regions, of which target was to reach optimal harmonization of transit offer with demand:

- Regional survey on total 51 bus lines in the southern area of the Capital City of Prague, including the adjacent region, in April;
- Complex metro transit survey in November;
- 5 all-network surveys of passengers turnover in metro by means of data reading from automatic counters (remote data transfer from 80% of vestibules, manual recording at remaining vestibules without remote data transfer);
- Metro transit surveys at the maximum profile of individual tracks at the regular monthly intervals
- A wide range of surveys of operative character were conducted in the course of the year:
 - We were reviewing the transit capacities of vehicles of substitute bus transport,
 - We were monitoring the regular PID lines at selected stations,
 - We were discovering transit demand on newly implemented PID lines,

- We were conducting review surveys of error-free functionality of automatic counters of passengers in metro,
- We were reviewing preferences of buses at selected crossings.

According to results from the transit surveys the means of transport of the Prague Public Transit Co., Inc. transported in total figures 1,171,723 thousands of passengers in the year 2015, out of it: 456,820 thousands of passengers through metro, 359,764 thousands of passengers going by tram and using the Petřín cable railway, 347,077 thousands of passengers going by the city bus lines, including ZLD and AE and 8,062 thousands of passengers using suburban lines including external zones.

ACCIDENT RATE

In 2015, accident rate increased by 1.79%; year-to-year increase amounted to 54 accidents (3075/3021).

As far as metro operation is concerned, the number of accidents decreased by 4 (14/18) and the tram operation recorded a decrease of 35 accidents (1359/1394) and bus operation recorded an increase of 93 accidents (1702/1609).

The number of accidents caused by DPP's employees recorded a growth of 3.63% year-to-year; growth amounted to 39 accidents (1114/1075); due to metro operation a growth of 2 accidents (4/2), due to tram operation a decrease of 36 accidents (198/234), due to bus operation an increase of 73 accidents (912/839).

During traffic accidents of DPP's vehicles 10 persons were killed, which is with 1 person less compared to 2014 (due to metro operation 7/6, due to tram operation 3/4, due to bus operation 0/1).

INFORMATION TO PASSENGERS

Information on line connections, tariff rates or tickets, timetables etc, forms a substantial part of services offered by the Prague Public Transit Co., Inc. to passengers. Accurate, actual and high quality information belongs in this area to the most demanding and it contributes to the creation of positive awareness of the entire enterprise's activities among the general public.

Passengers can find information in a printed, electronic or acoustic form for example at metro stations, land transport stops and directly in vehicles. Other printed information materials, which are updated with substantial changes on line connections, tariff rates etc. appear also for example at stands, the so-called wire program at metro stations.

In 2015, information measures in connection with commissioning of the new section of A metro line Dejvická – Nemocnice Motol belonged to information events the most monitored by the public. Extension of the metro network to Petřiny and Motol required basically complex modification of printed information materials. New maps were pasted on the information showcases at the metro stations and at the land transport stops. The information system at the existing stations was updated and new components were prepared for new stations. The new metro and tram network charts were placed at tram vehicles as well as posters with this new chart and tariff rates information at the information showcases at the land transport stops and many other updated information materials, including the Book of Maps of the Prague Integrated Transit (PID).

In addition to textual noticeboards at the land transport stops concerned also 31 noticeboards with a lay-out plan of the area concerned were prepared for other planned and also exceptional events having impact on line connections, permanent and temporary changes (for example closures of metro sections due

to necessary repairs of the track, closures of tram operation in connection with works on reconstruction in the Plynární street, Bělehradská street and Vršovická street at a number of stages). Leaflets in several different forms were distributed for 30 events (the number of leaflets for individual projects differentiates according to gravity and impact on line connections). In the course of the year, 177 press releases were prepared to be possibly published in press media and on DPP's web sites and 149 announcements at metro stations. Big information boards located in areas affected by change were used for 38 events, informing about serious changes in PID's operation. They are administered by DPP. Informers, who were informing passengers about traffic measures in relation to a change concerned directly in situ, were deployed at large extent at important traffic junctions and in places affected by changes during transit closures. In 2015, they were deployed during 26 events (the total number for this year amounted to approx 569 informers and the number of reporting hours amounted to 3 435.).

In order to update and maintain information at the land transport stops 1 862 drives to all tram stops and to bus stops equipped with stops markers in assets of DPP were realized in 2015, both on the territory of the Capital City of Prague and also in the adjacent region served with PID's lines (placement and removal of transportable stops markers during temporary traffic measures, adaptations and changes of stops information elements, replacement of stops timetables, distribution, installation and again removal of information noticeboards after termination of an event, changes and small maintenance of noticeboard accessories of stops markers etc.).

Some other information materials to passengers were also issued in updated form, as they are for example maps of Prague with the plotted network of line connections, information on night transport or transport to the airport.

TRANSIT INFORMATION CENTRES

Transit Information Centres (SDI) provided passengers with information on PID's operation and tariff rates, ensured sale of individual tickets and also electronic transit documents on Opencard and last but not least also distribution of information and promotion materials of DPP also in 2015. Opening of a new SDI Nádraží Veleslavín on the extended A metro line and reconstruction of unsatisfactory premises of offices at the Anděl and Hradčanská stations were the fundamental milestones in the year 2015. Because of proprietary disputes the third constructionally-adapted info centre at the Muzeum station could not be unfortunately opened. It was replaced by the information office at the Můstek station, which was opened in the beginning of October 2015. In 2015, SDIs attended to more than 1.4 millions of passengers with the share of clients speaking foreign language reaching 38%, 83% of visitors then purchased some of the offered transit documents. The information office situated at the Hlavní nádraží station was the most occupied. This information centre attended to on average almost 1 300 clients per one day. The total revenues reached more than MCZK 624 (without VAT), which represents a growth with approx 12% compared to the previous year. New info centre at the Nádraží Veleslavín station, extension of the SDI Anděl operation to 24-h operation and unrelenting demand for the branch office at the Hlavní nádraží station contributed with the largest share in growth of revenues and visitors.





TECHNIQUE

Commencement of operation of V.A metro line in the section Dejvická – Nemocnice Motol and completion of the barrier-free access at other three metro stations were the most significant projects in the year 2015. This year was exceptional also in the field of reconstruction of tram tracks, where a record-breaking length of 22.7 km of track underwent reconstruction. Thereby other 32 barrier-free stations were added. Renovation of the vehicle fleet continued within the bus operation, be specific exclusively low-floor buses in all three categories – midi, standard and articulated. As far as the tram operation is concerned, the low-floor trams of 15T type gradually replace the old T3M, T3SU and T6A5 trams and thereby the average service life of tram fleet is being decreased.

FLEET

Metro

As of 31. 12. 2015, the operating metro fleet consisted in total of 730 vehicles, out of it:

- vehicles of 81-71M type - 465 units, which underwent reconstruction
- vehicles of M1 type – 265 units.

It concerns a steady number and no increase is expected for the coming period. Vehicles for the V.A metro section were acquired during the previous years. The operating state of metro fleet does not include 2 historic sets, consisting of 3 Ečs vehicles and 5 vehicles of 81-71 type. These sets are intended for realization of the "Experience tourism" program.

The total percentage of mends was 14.35% for the year 2015. In particular putting the M1 vehicles out-of-operation negatively affected this amount due to cracks on frames of undercarriages. The average service life of operating vehicles was 10.35 years.

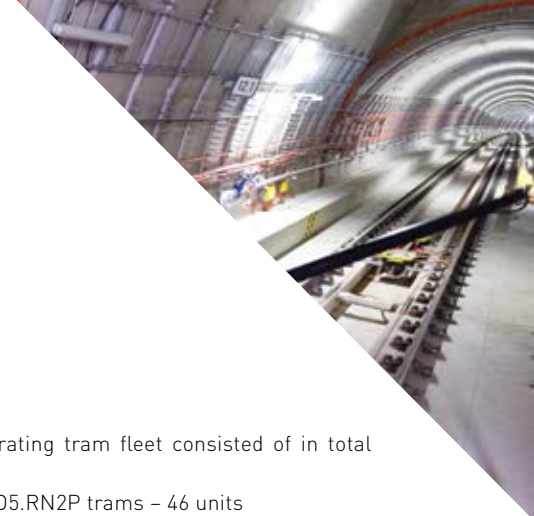
Trams

As of 31. 12. 2015, the operating tram fleet consisted of in total 869 vehicles, out of it:

- modernized low-floor KT8D5.RN2P trams – 46 units
- T6A5 vehicles – 132 units
- low-floor 14T trams – 57 units
- low-floor 15T trams – 157 units
- T3R.P vehicles – 350 units
- partly low-floor T3R.PLF vehicles – 33 units
- T3SU, T3M and T3M2DVC vehicles – 94 units

Modernization of two vehicles KT8D5 (manufactured in Strausberg) was commenced at the Hostivař tram repair shop in 2015. They were modified to low-floor trams of type KT8D5.RN2P. Modernization of two other supplied vehicles KT8D5 (manufactured in Miskolec) is expected in 2016. 86 trams (T3M, T3SU, T6A5 type) were put out of operation and they are being gradually sold (mainly to Ukraine), or possibly liquidated. 71 trams of type T3M, T3SU, T6A5 and 2 vehicles 14T (large damage due to an exceptional event) were sold. DPP was supplied by the producer with 2 remaining units of low-floor trams of type 15T from the contractual volume for the year 2014 and 32 units of trams 15T from the contractual volume for the year 2015, be specific with modernized design, with air-conditioning in the passenger compartment and with wi-fi connection. These trams were stored at the Motol carriage shed.

The average service life of operating vehicles was 11.68 years. With taking other deliveries of new trams 15T into consideration and thereby associated rejecting of trams of older year of manufacture the service life of company's fleet will continue to reduce.





For the year 2015, the total percentage of mends was 14.20%, on which amount in particular putting most of vehicles 14T out of operation had negative impact. These vehicles are currently being commissioned gradually, so there is a real assumption of the percentage of mends decline for the year 2016.

Buses

As of 31. 12. 2015, the operating bus fleet consisted of in total 1 175 buses; out of it 475 articulated buses including 369 low-floor buses, in total 636 buses of standard length including 479 low-floor buses and in total 64 midi buses (all with low-floor design). In the course of the year, the bus fleet underwent partial renovation. In total figures, 78 new buses were put into operation, out of it 27 articulated SOR NB 18 buses, 40 SOR BN 12 buses of standard length and 10 midi-buses Solaris Urbino 8,9 LE. All delivered buses have low-floor design. One bus SOR EBN 11 with electric drive was rented for trial operation until 31.8. 2016 with the option of renewal for another one year within the project of searching for new perspective ways of electrification. So, operation of hybrid vehicles SOR NBH 18 was finally ended.

Supplies of new buses allowed for partial renovation with respect to the determined quality standards. At the same time we could put 73 buses out of operation, out of it 32 buses of standard length and 41 articulated buses, mainly of Karosa B 900 series and the oldest standard low-floor buses City Karosa - Renault, which were put into operation in the nineties of the last century. Operation of the Karosa B 700 series was completely ended. On the basis of realized renovation and displacement of buses the average service life of bus fleet remains closely under the limit of nine years, i.e. in compliance with the valid legislation. All newly supplied buses are equipped with engines, which satisfy the emission limits as determined in the EURO VI standard. Compared to displaced buses, which satisfied mainly only the EURO I and II emission limits, they decrease the emission

level produced by buses significantly and contribute to improvement of air environment quality in Prague. Buses contributed significantly to managing of transport services during repairs of tram tracks during September-October 2015. More than 1 000 buses were dispatched to the transit network during the most critical period, out of it 596 standard buses and 414 articulated buses.

The total percentage of mends for the year 2015 was 8.18% and the average service life of operating vehicles was 8.48 years.

Intra-corporate transport

The company was ensuring services with passenger, freight and special vehicles, building machines and machinery in the standard mode during the course of the year 2015. In 2015, the fleet was partly renovated by reason of termination of operative leasing of passenger and commercial vehicles. 4 vehicles were purchased from the vehicles returned after termination of lease. New operative leasing was concluded for 46 emergency vehicles. These vehicles are used to secure operation and solve exceptional events occurred during public mass transport operation. Furthermore 18 new commercial vehicles and 22 new passenger vehicles were purchased. The group of special vehicles was completed with a towing-design tractor for towing immobile buses within the complex of the Central Workshop in Hostivař and with a trailer for transport of towers of traction lines of the public mass transport.

TRANSIT TRACKS

Metro

The Metro Transit Track Division ensured operation, maintenance and repairs of technological systems:

The central supply system, of which base consists of the input supply cables 22 kV with the total cables length of 493 km from 15 distribution centres 110/22kV PRE to 18 electric power stations and 22 kV distribution cables with the total length of 495 km, 70 electric

stations - out of it 25 distribution transformer stations, 1 substation and 44 substations and distribution transformer stations, where 342 units of transformers are located, out of it 97 traction transformers and 245 distribution transformers, the traction supply network with cable network 302 km in length. The lighting system consists of 42 000 units of lamps located in public areas, 44 700 units of lamps located in service areas and 24 300 units of lamps in track tunnels, at connections, ventilation shafts etc., i.e. in total approx. 111 000 units of lamps, the lighting control system, 157 units of uninterrupted power sources (UPS), automated systems for dispatcher's control of electric equipment and lighting.

Protection and automation facilities, which consist of the station and track protection equipment, the stationary part of train protection systems at all metro tracks, automated system for the dispatcher's transit management ASDŘ-D.

Communication equipment, i.e. telephone equipment, including telephone network of DPP's buildings, DPP's access system, the electric fire signalling systems (EPS), the electronic security signalling (EVS), the industrial television system (PTv), clock's equipment, radio equipment, dispatching system, information systems (AIS, VIP), the technological optical network, the systems for guidance of blind persons, equipment for radio connection (VKV) etc.

Metro stations, tunnels and operating/constructional works, which represent 61 metro stations, 169 km of single-track and 108 km of tunnels. The mentioned length of rails covers 139 km of tracks (including connections between tracks and connections to depots), 5 km of testing tracks, 23 km of tracks at depots and approx. 2 km of industrial rail from the Kačerov depot to the Czech Railways track. 108 km of tunnels consist of 88 single-tracks and 20 km of double-tracks.

Rail vehicles on independent traction used for maintenance and repairs of metro lines: 37 driving vehicles, 4 special driving vehicles and 103 driven vehicles.

In 2015, in total 267 arms of escalators, 151 elevators and 5 platforms were operated.

Mechanical/technological equipment, which consists of 175 ventilators in the main ventilation system, 1 603 air-conditioning equipment, 5352 fire seals, 311 equipment of the control system (ASDŘ-T), 518 gully pumping stations and pumping stations, 25 exchanger stations and 13 boiler rooms.

Equipment of the metro protection system, in addition to the basic mechanical/technological equipment, consists of special equipment designed for filtration-ventilation, pressure protection, equipment to ensure independent energy and water sources. The metro protection system also includes a newly constructed anti-chemical warning system at some stations.

Commissioning of V.A metro section Dejvická - Nemocnice Motol on 6th April 2015 was definitely the most significant event in 2015. So, the section of 6 km in length with 4 stations was connected to the Prague metro network.

In 2015, the following projects of larger extent were realized: Closures during extended weekends were used for realization of complete renovation (replacement of wooden ties, sliding rails parts and gravel bed for two sliding rails No. 1 + 2, including rail connection at the Pražského povstání station and four sliding rails No. 3 - 6, including double-rail connection at the Háje station).

Barrier-free accesses were completed at the I. P. Pavlova, Anděl and Rožtyly stations.

Repair of lighting towers at the Kačerov depot gridiron, repair of voltage signalling cabinets at the Jinonice and Radlická stations, repair of RN distribution boards on all tracks, repair of voltage indication on the supply track at the Háje, Chodov, Roztyly, I.P. Pavlova, Hlavní nádraží and Nádraží Holešovice stations and repair of 22kV cable laying in the Kačerov – Roztyly section were realized.

Realization of the "Complex security system" (KBS) project continued, in framework of which installation of transmission loops of a new train security system LZA on B line, reconstruction of industrial TV at 11 stations, reconstruction of the station radio at 8 stations, reconstruction of the Electric Fire Signalling equipment at 10 stations and in large area at the Hostivař depot, reconstruction of the Electric Security System equipment, including security system for the tunnel portal at the Hostivař depot and at 4 ventilation shafts were performed. Furthermore the control systems ASDŘ-D at the Central Despatching together with the system display units at the selected metro stations and dispatcher's phones on A and C lines underwent reconstruction.

Redevelopment of departure platforms and service areas at the Chodov station was completed. Grinding of rails with the use of grinding machine was realized on B line. New edges of departure platforms were installed at the Chodov and Vyšehrad stations. Leakage and other defects of constructional character were gradually removed at the stations and tunnels. Gantry cranes at the Hostivař depot underwent reconstruction and modernization. The first one of 10 driving vehicles WŽB 10M was delivered to the supplier for reconstruction and modernization.

Removal of risks on 8 elevators was performed within the meaning of the valid regulations in the course of the year 2015.

Complex reconstruction of air-conditioning equipment at the

I.P. Pavlova station was realized, including associated operating sets – power supply lines NN, ASDŘ T.

In connection with the V.A metro line development a complex reconstruction of air-conditioning on shunt rails at the Dejvická station and replacement of the ventilator in the main ventilation system at the ventilation shaft 17 OK with a new APWR 1600 type were realized. LV supply lines underwent reconstruction for ASDŘ-T technologies at the Strašnická and Skalka stations. Furthermore we can mention reconstruction of 9 pumping stations, repair of equipment for pumping of gully water, including power supply lines at the Palmovka station, repair of water supply system at the Skalka, Luka and Stodůlky stations, repair of the tunnel water supply system at B/C connection and on the 2nd track rail from the Hloubětín station to VŠ 73 LE on 26.640 km and repair of hot-water connection at the heating channel for the Stodůlky station.

Trams

The Tram Transit Track division ensured operation, maintenance and repairs of technological systems under its administration. In 2015, the process of tram tracks modernization continued with the target to enhance transit comfort, extend the service life with the use of modern constructions and decrease the noise level.

The year 2015 brought exceptional activities in the field of reconstruction of tram tracks, which was associated with the option to draw grants from EU for these constructions. In total figures, a record-breaking 22.7 km of rails underwent reconstruction.

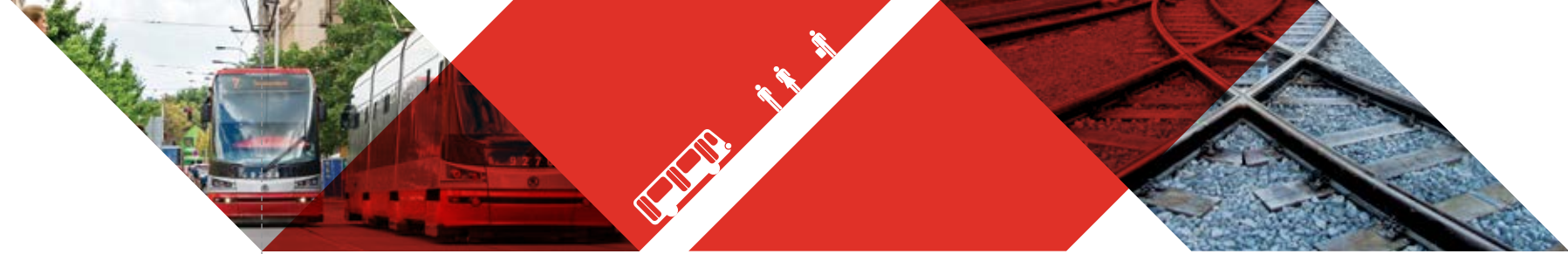
RTT Střešovická – Na Petřínách was the main investment project in terms of scope in the year 2015, including reconstruction of the Petřiny swinging area and replacement of a part of rail construction at the Octárna crossing. All stations were adapted to barrier-free access for handicapped persons, i.e. persons with

limited movement ability and blind persons and weak-eyed persons. A common departure edge for trams and buses was constructed at two stations (Vojenská nemocnice and Petřiny). Other stops within the entire section were shortened to the length of one set.

The first reconstruction project in 2015 was the last stage of reconstruction of the tram track Plynární within the section from the Železničářů street to Ortenovo sq., realized by DPP's own resources. Simultaneously the adjacent road on the Ortenovo sq. underwent reconstruction, including construction of a station of "Viennese type" in direction towards the Komunardů street (TSK project). A new departure island was constructed in opposite direction. Other projects included barrier-free accesses in the Holešovice area – the TSK project – reconstruction of roads and pavements in the Komunardů street, including two new stations of "Viennese type" (Dělnická ZC and Tusarova).

The RTT Bělehradská project, which commenced in May, became the most monitored construction of the year 2015 due to its duration and demanding coordination with reconstruction of the entire street profile, including utility networks and bridge over the Botič river. Reconstruction of the tram track in the section Tylovo sq. and Zvonařka swinging area was performed at the first stage. This reconstruction allowed for quick commissioning of the entire section with termination of the regular tram line just at the Zvonařka swinging area. Reconstruction of the crossing of tracks Bělehradská x Šafaříkova was simultaneously performed with the application of split switches on the main track. RTT Bělehradská was finished in the section between the Zvonařka swinging area and Otakarova crossing together with replacement of adjacent part of the rail construction at the Otakarova crossing in November in connection with completion of reconstruction on the bridge over the Botič river. A new tram station Pod Karlovem was constructed in the direction towards the city centre. In addition to the Pod Karlovem station,





when a departure island underwent reconstruction, all stations were provided with barrier-free access in the manner of station capes, funded by TSK.

Another construction, realized by DPP's own capacities, was RTT in the Na Zlíchově street. This reconstruction was realized by JDCT during the "break" between two stages of RTT Bělehradská. The section from the Křížová street to the Hlubočepy swinging area underwent reconstruction. It contributed to improvement of directional relations by the turning to the Hlubočepy swinging area and barrier-free access at the Zlichov station (TSK project). This project also included repairs of the panel section in the Nádražní street allowing for eliminating of limited speeds of trams, and maintenance of tracks, surfaces and constructions at the stations on the tram track to Barrandov. Condition of the panel track in the Nádražní street remains very unsatisfactory.

The Červený Vrch swinging area, which was disassembled in connection with the V.A metro line construction in 2010, was renovated at the beginning of June 2015. Its new lay-out allows for entrance and exit in the direction from Divoká Šárka.

During the period from June till August 2015, reconstruction of the tram track in the Evropská street in the section between the Gymnazijní street and Horoměřická street and thereby sections, which underwent reconstruction in 2013, were connected.

Reconstruction of the last non-reconstructed section in the Plzeňská street, between the Tomášková street and the Jinonická street, was under way from the beginning of September till the half of October. A runner rail 6GRi2 was used for the first time for reconstruction.

The first section of the tram track in the Vršovická street, between the Otakarova street and Koh-i-noor station, underwent

reconstruction in autumn 2015. The tram track covering in the section with concrete slab consists of a cement-concrete covering (for operation of buses on rails). The remaining section with 49E1 rails on sleepers at gravel bed will be covered with grass (except for areas of stations). Departure platforms at the Nádraží Vršovice and Bohemians stations will be adapted within this project. These stations are newly equipped with barrier-free accesses. Two thirds of the rail construction at the crossing with the Minská street underwent together with the tram track reconstruction.

The last extensive project realized by own resources of JDCT in 2015 were RTT Patočkova in the section between Octárna and U Brusnice x Milady Horákové crossings. Modification of lay-out of entrance and exit from the Střešovice carriage shed was performed in framework of this project. A speed switch was installed at turning to the carriage shed, which will allow for fluent drive on the main track in the area of turning. Modification of the lay-out of exit from the carriage shed initiated shift of the station in the direction towards the city centre. Furthermore bus transport was relocated in the direction from the city centre to the tram track and buses can now use tram stations in both directions.

Construction of a new by-pass rail was performed at the Vokovice carriage shed and simultaneously reconstruction of bearing constructions, tracks and maintenance workplaces in the V. hall on rails No. 25-28.

Reconstruction of the bridge at the Nebozitek station on the Petřín cable railway was commenced after end of the summer season. The original bridge, including the departure platform and access staircase, was completely disassembled and replaced with a new construction made from iron-concrete prefab panels. Completion of the reconstruction is planned for March 2016.

In addition to reconstruction of tram tracks a lot of repairs were performed in 2015. Replacements of rails and frogs at the Žižkov carriage shed and in the Starý Hlubětín swinging area were realized already in January. Replacement of connecting arches, including one frog at the Klárov x Letenská crossing, replacement of rail in the Karmelitská street and repair of a frog in the Letenská street were performed in February. Damaged large-area panels BKV, including rails, were replaced in framework of repairs of the tram track in the Klapkova street, between Kobylisy and Stírka crossings. A rail construction of a part of the Stírka crossing in direction towards the Klapkova street was simultaneously replaced and road surface at the Kobylisy ZC station was repaired. The fundamental item of repair of TT Seifertova, performed in April 2015, was renovation of the damaged arch in the U Bulhara street. Furthermore we can mention replacement of rails at other arches, replacement of a part of the rail construction at the Senovážné sq. crossing and installation of rail circuits in front of the Olšanské sq. crossing. A part of the rail construction at the Otakarova crossing was replaced at the turn of April/May. Construction of the branch rails from the Bratří Synků sq. and from the Křesomyslova street was replaced. A track fallen after reconstruction of the drainage system in the Jaromírova street was repaired and rails at the Na Fidlovačce station were replaced during the closure. In August, the entire construction at the Havlíčkova x Na Poříčí crossing was replaced at several stages. New panels were laid on the track in the Revoluční street between the Lannova street and Republiky sq. together with replacement of its last section from the Republiky sq. New panels were laid on a part of the track on the Hlávkův bridge in October. At the same time departure islands for the future Štvanice tram station were constructed here. However, this station has not been put into operation yet. In addition to the aforementioned, welding and grinding of rails, repairs of road surfaces etc. were realized within the closed sections.

Modernization of the trackage was connected in number of cases with modernization of trolley lines. The most demanding from the technical point of view was reconstruction in the Bělehradská street, be specific not only in terms of built towers (82 pieces), but in particular by reason of many arches, large height difference and two railway underpasses with the reduced trolley height. Other projects of large scope include reconstruction in the Vršovická, Na Zlíchově and Plzeňská street. Furthermore a number of smaller repairs were performed, and in particular emergency repairs of individual trolley towers.

In framework of modernization of the cable network in 2015 in particular replacement of divide boxes with plastic boxes, recovery of back cables from rails, reconstruction of cable lines in framework of reconstruction of tram stops. LED light sources were installed at the stop markers in connection with the tendency of electric consumption reduction. Trolley track in the length of approx. 200 m was replaced in coordination with the RTT Bělehradská project and the TSK Bělehradská project – noise.

Three electric polarized drainages were constructed within the RTT Evropská II, RTT Bělehradská and 1st stage of RTT Vršovická projects in order to eliminate propagation of stray currents and their effects, in particular on older metal gas pipeline.

New electrically-controlled switches (EOV) were constructed or reconstructed during reconstruction of tram tracks in 2015. In total figures, 14 EOV were realized and signalling equipment for train route position was installed at the manually-controlled switch. The light signalling equipment at crossings was completed with tram detection by means of preference inputs, in total figures 12 units were installed.

The most extensive project at the substations was replacement of the technological systems at the Klárov substation. Reconstruction was performed under operation, be specific from 16th June till 2nd March 2015. In addition to that HV 22 kV distribution board with oil switches was replaced at the Holešovice substation with a compact vacuum-closed distribution board of ABB ZX0 type.

Due to the high number of reconstructed tracks the number of barrier-free stations was increased with 32 stations compared to the last year.

REVISION

The main scope of activities is to guarantee to the entire company for correct operation of the Defined Technical Equipment (UTZ) and the Reserved Technical Equipment (VTZ) in terms of valid legislation in accordance with the Regulation No. 100/1995 Coll. These activities were focused on and concerned prescribed revisions on selected and reserved equipment (gaseous, pressure, electric, lifting and traffic equipment), which belong under the competency of the Railway Authority and TIČR, in 2015. Technical inspections and tests for issuance of the so-called Certificate on capability under conditions as determined in Act No. 266/1994 Coll. and Regulation No. 100/1995 Coll. were conducted. Further inspections of gaseous equipment in accordance with the regulation of the Czech Office of Occupational Safety (ČÚBP) No. 85/1978 Coll. were conducted.

Electric Equipment

In total 651 revisions of electric equipment, 138 technical inspections and tests of UTS including drawing of protocols were conducted.

Machinery equipment

In total 1 942 operating revisions and inspections and revisions of the machinery equipment were conducted. Out of it mostly on the

transport equipment (942), lifting equipment (341) and other equipment (659).

FACILITY MANAGEMENT

It ensures the technical facility management of individual complexes in metro depots, tram carriage sheds, bus garages, the Sokolovská administrative building, the Central Dispatching building, network of sanitary facilities at end stations, recreation centres, lands and other buildings. In 2015, approximately 4 400 cases were resolved by means of the HelpDesk application in framework of the operating and technical maintenance of allocated real estate. In the area of environmental protection, the Environmental dpt. updated in connection with construction of V.A metro line the emergency plan of the entire route in compliance with the Act on Water Management and prepared other documents concerning new stations pursuant to new acts. In connection with completion of reconstruction of the Vokovice carriage shed the emergency plan for the carriage shed was updated. The new Environmental dpt. ensures continuous monitoring of hot water supplies within the prevention, focused in particular on monitoring of Legionella disease-producing bacterium.

POWER ENGINEERING

In 2015, we continued in enforcing positive changes in contractual relations, and thereby decreasing costs of energies. Another area of priority was discovering and enforcing of possible savings on energies.

Electric energy

The Prague Public Transit Co., Inc. is also currently the biggest metropolitan electric energy consumer. In 2015, the total electric energy consumption was 360 mil. kWh. Financial costs of electric energy amounted to MCZK 783 for the year 2015. 232 mil. kWh was

consumed for traction operation of metro and trams. Costs of these energies amounted to MCZK 501.

Heat supplies

The České teplo s.r.o. company remained as the main and biggest heat supplier for DPP also in the year 2015. This company ensures heating and maintenance of heat supply lines within premises and water supply lines in the Hostivař and Kačerov premises and in the Pankrác carriage shed (1st stage), at the Zličín depot, at the Motol carriage shed, in Řepy garage, in Klíčov garage and in Vršovice garage (2nd stage). In 2015, we purchased from this supplier 196 thousands of GJ of heat, for which we paid MCZK 136. We were supplied with heat from other suppliers in the amount of 43 thousands GJ, for which we paid MCZK 20.

Natural gas

We produced heat from our own sources (gas boiler rooms) to the Žižkov, Vokovice, Strašnice and Střešovice depots, to Florence metro station and to the Radlice technical centre and to the Central Dispatching. Gas consumption for the year 2015 was 1 537 thousands m³ for the price of MCZK 16.

Water and sewage rates

Pražské vodovody a kanalizace, a.s. supplies water to DPP. In 2015, we consumed 580 thousands of m³ for the price of MCZK 21. Sewage rate includes not only water supplies, but also water leakages in metro and rainfall water. We paid sewage charge for 2 184 thousands of m³ in the amount of MCZK 62 in the year 2015.

Total costs of all types of energies (electric energy, heat, gas, water and sewage rates) amounted to MCZK 1,040 in 2015.





Kolej

2

Směr

Stanice

Háje

Směr

Stanice

Letňany

Kolej

1

ECONOMY

INTRODUCTION

The Prague Public Transit Co., Inc. (hereinafter "DPP") ensures the transport service in the Capital City of Prague and suburban areas within the Prague Integrated Transport (PID) system.

A long-term contract on public services was concluded with the Capital City of Prague, represented by the ROPID organization (hereinafter the "HMP Contract") for ensuring transport services in the territory of the Capital City of Prague.

Contract on public services are concluded with more clients for operation of suburban lines within PID, be specific:

- basic transport services in the territory of the Capital City of Prague – contract with the Capital City of Prague;
- basic transport services in the territory of the Central Bohemia region – contract with the Central Bohemia region
- other transport services – contracts with individual municipalities in the Central Bohemia region.

DPP fully respects requirements imposed by the Act No. 319/2006 Coll. to conduct separate accountancy with respect to individual commitments to public services and other activities.

THE CAPITAL CITY OF PRAGUE

The Annex No. 14 to the HMP contract, of which subject-matter was determination of preliminary estimate of compensation for the calendar year of 2015, determined a preliminary estimate of operating part of compensation in the amount of TCZK 11,531,071 in case of ordering of transport performances of 166 017 thousands of km per vehicle. The amount of adequate profit was fixed for the year 2015 in the amount of TCZK 1,256,042, out of it adequate profit of TCZK 1,108,400 was paid by the ordering party within the compensation for the year 2015 and TCZK 147,642 as the value of the part of compensation provided in non-monetary form (value of the issued Guarantee declaration for Škoda Transportation a.s.

for DPP's obligations – distribution of repayments for a longer time period). The preliminary estimate of compensation for the calendar year 2015 corresponds with the total amount of TCZK 12,787,113.

Annexes No. 15, 16 and 17 increased the operating part of compensation for the year 2015 with the amount of TCZK 51,226. The subject-matter of individual Annexes was to increase orders and fund the bus lines 123, 128, 181 and 190, increase in the capacity of tram line 5, extension of the order in connection with traffic measures on the A metro line and extension of operation of night tram and bus lines.

SUBURBAN TRANSPORT

A grant in annual amount of TCZK 57,034 was provided for bus transport – suburban lines:

- for bus lines on the territory of the Capital City of Prague within 0 zone (TCZK 42,380),
- for bus lines within external zones 1, 2 (TCZK 9,447 from municipalities and TCZK 5,207 from the Regional Authority for the Central Bohemia region).

Other Activities and Accounting Items

As other activities not included into individual commitments of public services are concerned, DPP proceeds at planning of their amount in the manner to reach their profitability and realization is effective with regard to utilization of capacities and productivity.

Accounting items, which DPP must record from the view of its establishment as a trading company, are allocated according to their purpose to individual activities. They are for example creation of reserves, contingencies or adjustments or deferred tax. The last one of the mentioned ones is recorded out of the commitments of public service and due to substantial difference between accounting depreciations and tax depreciations it significantly charges the total economic result in terms of costs.

ECONOMIC RESULT

The balance sheet of the public services commitment for the Capital City of Prague included unpaid costs of higher performance of transport outputs in the amount of TCZK 8,449 (exceeding of the transport outputs plan) and savings on costs of traction energy and petroleum consumption and higher revenues in the amount of TCZK 42,601. So, the amount to be charged is in total TCZK 34,152. Paid compensation within this commitment, including adequate profit for the year 2015, was in the total amount of TCZK 12,656,545 with ordering of transport outputs 167,450 thousands of km per vehicle. The total amount of compensation for the year 2015, including non-monetary performance, is TCZK 12,804,187.

DPP reached the total economic result in particular due to accounting items – profit in the amount of TCZK 1,255,407.

The total economic result includes:

- Financial economic result – amounted actually TCZK -287,491
- Operating economic result – was actually affected by lower costs compared to the planned value with TCZK 262,351 and operating revenues are higher with TCZK 287,424.

REVENUES FROM FARE

Revenues in framework of the entire PID system for the year 2015 (without surcharges to fare) are almost comparable with the year 2014. Their growth was 0.99% compared to the year 2014, which is higher with MCZK 42.91.

Revenues from sale of favoured time-limited transit tickets (without transferable and employee's transit tickets) recorded a drop with 1.04% (-MCZK 25.53) compared to the year 2014. Reduction in price of the 365-day citizen transit ticket from 1st July 2015 brought on one side growth in revenues from their sales with 8.27% (+ MCZK 55.36) compared to the year 2015, but on the other side other citizen cou-

pons recorded a decline in sales, be specific for 30-day coupons with 3.64% (- MCZK 30.38), for 90-day coupons with 9.60% (- MCZK 42.60) and for 5-month coupons with 1.45% (- MCZK 0.71). It is obvious that a part of passengers preferred purchase of the economy 365-day time-limited transit ticket to time-limited transit tickets with shorter validity. Total revenues from sales of time-limited transit tickets (including employee's transit tickets and transferable tickets) are lower with 0.18% compared to the year 2014.

On the contrary total revenues from sale of individual fare and short-time fare are higher with 2.70% (+ MCZK 47.47) compared to the year 2014. In addition to that revenues from sale of time-limited short-time tickets increased with 15.72% (+ MCZK 46.96). It could be caused due to higher number of tourists, who visited Prague in 2015, and they preferred this type of fare. Revenues from sale of transfer 90-minute transit tickets and transfer 30-minute transit tickets are almost comparable with the year 2014.

The PID's revenues plan was fulfilled for 100.64% in 2015.

Total revenues from fare within PID recorded a growth with 0.99% against the comparable period. Real revenues of DPP are higher with 0.39% after deduction of share of other transporters, which increased with 4.95% compared to 2014. These figures represent increase in revenues with the amount of MCZK 14.67.

DPP's revenues in connection with the long-term contract concerning ZVS amount to **TCZK 3,726,405**, which represents share of **84.93%** from the total revenues from fare within the entire PID system.

IT DIVISION CONTINUES IN ITS ESTABLISHED WAY

In 2015, the Strategy and IT Development dpt. completed most of key transformation activities, which were planned within the

strategic Concept of IT division, and it was fulfilled. One of the key tasks of the department for the coming period will be creation of a follow-up strategic Concept of IT division. High standard and effective cooperation continued in the field of project management, both internal cooperation within the IT division and cooperation with other departments across DPP. This cooperation started up and completed a lot of IT projects.

Public orders were completed in the field of applications in 2015 and contracts were concluded with the objective to support and develop most of operated corporate and operating systems (for example SAP, EMC Documentum, Transport Information System, Magisl). By taking this step we could commence further development of the systems mentioned. For example the "Introduction of bar codes" project in the area of stock economy and the "Contracts and standards" project in the area of creation and administration of documents or projects for development of applications, as they are the Investments System, Magis, Sharepoint, are concerned. Modifications to modernize modules "Daily Overview of Operation", "Stimuli from the Public", "Transit metro closures", "Handling Workplace" and others were initiated in the Transport Information System. With respect to the planned future development the SAP HANA platform was included into the actual portfolio. This platform will be used as database for SAP products and at the same time as an development environment for data consolidation and development of in-house applications in the future.

Active elements were modified for types, which were not longer supported (support from the side of producer was terminated) in the area of data networks. This modification was connected with cabling for new ticket vending machines and with movement of data control panels from offices to reserved areas, where physical security will be enhanced and control of access to the data network elements will be allowed. The data network was extended with new

wi-fi access points and switch-over of the main microwave routes to optic lines with many times higher permeability was completed. The Infrastructure department was involved in launching a number of new projects, as for example connection of new stations to V.A metro line in the existing infrastructure or establishing of new infrastructure intended for training and testing of drivers at the driving school at the Hostivař depot. The main perimetry firewall was replaced in the area of security. It will enhance significantly the level of security and allow for option to make more detailed analysis of operation in the future.

We implemented the public order for support to server infrastructure in the area of administration of servers. We thereby ensured support to the existing infrastructure and implementation of projects within the strategic development and renovation. Renovation of Power servers took place only with very short breaks. Corporate systems SAP, DMS, Elanor, DOS and others are operated on these servers. There is an increasing emphasis on the virtual environment development, which will allow for reducing costs of hardware and also operation (energies, cooling). The new version SharePoint 2013 (iportal.dpp.cz) was launched in the virtual environment. It will gradually replace the old environment (agenda.dpp.cz).

Analysis of centralization at carriage sheds, garages and at the Zličín depot was conducted in the area of user support in framework of centralization of multifunctional print services. The infrastructure necessary for operation of multifunctional print services at DPP was provided externally in the past. In order to prevent against dependence on one supplier and in compliance with the approved strategic JIT Concept (shifting of selected externally-provided activities to the company) it was decided to acquire the infrastructure of multifunctional print services (solution SafeQ from the YSoft producer) into DPP's assets at the beginning of 2015. At the half of 2015, the pilot project "Information Kiosks for the Public" was



implemented at three metro stations. Within the "Migration to the operating system Windows 7" project approximately 850 stations were re-installed. Virtualization of working stations was tested, which will bring potentially more effective administration and improvement of user comfort. Testing was performed exclusively at the Central Dispatching workplace and users appreciated it. Testing of tools for securing mobile equipment was conducted in the same mode. With respect to positive results of testing we will continue in pilot projects, both in the area of working stations virtualization and in the area of securing mobile equipment, in the next year.

ARCHIVE

Pursuant to the Act on archiving and registry service the Archive department ensured professional administration of documents produced from activities of DPP also in 2015.

In 2015, in particular gradual settlement of the area of the new Central Registry, located in the former clothing storage of DPP in Hostivař, continued. 1 629 running meters of the existing documents were moved to the new premises with the target to use all areas more effectively and improve the archive's organization. So, the year 2015 was in the spirit of moving and reorganization.

A new system of Line processing and electronic records was implemented successfully for administration of stored documents. This system will be gradually extended to other archive's funds. The breaking point was in this respect gradual acceptance of written documents and technical documentation for the new operating section of V.A metro line, which required completely new system approach to records of accepted materials.

The original archive's areas were emptied and we could continue in compliance with prospective intentions in preparation of the future digitization workplace. The former registry 06 was completely emp-

tyed and partly equipped for a new specialized workplace intended for processing of various types of media, their sorting, describing and storing. Professional cooperation with important Czech and international institutions belonging to pioneers in digitizing of historic archives was established in the course of the year 2015. We made a significant progress also in the area of documenting work, which again gained in popularity like in the past. After many years of stagnation the desirable change in the photographic and film technique occurred. This technique was designed in the manner to fully satisfy specific needs of deployment under conditions of public mass transport operation and its utility offices. Outputs of these activities are used not only to complete funds of the DPP's Archive, where we had a big debt, but also for needs of other departments at DPP.

In 2015, 383 running meters of documents were received at the DPP's registry. These documents are intended for temporary storing, as a rule for the period from 1 to 10 years. With the approval from the Archive of the Capital City of Prague 418.48 running meters of documents were rejected and shredded within the shredding procedure. 339 running meters of documents, 449 pieces of personal cards, 110 pieces of earnings records and other documents were received at the depository of the DPP's Archive intended for permanent storing.

Research room of DPP's Archive was very popular with researchers – professional historians, column-writers, private persons and mainly students of secondary schools and universities preparing their qualification works on the topic associated with the Prague public mass transport. In 2015, 26 researchers were registered for study at the research room, who performed in total 39 visits.

DPP's Archive closely cooperates within the corporate activities in particular with the Marketing and Communication department and with the Historic Vehicles Division. The most significant event

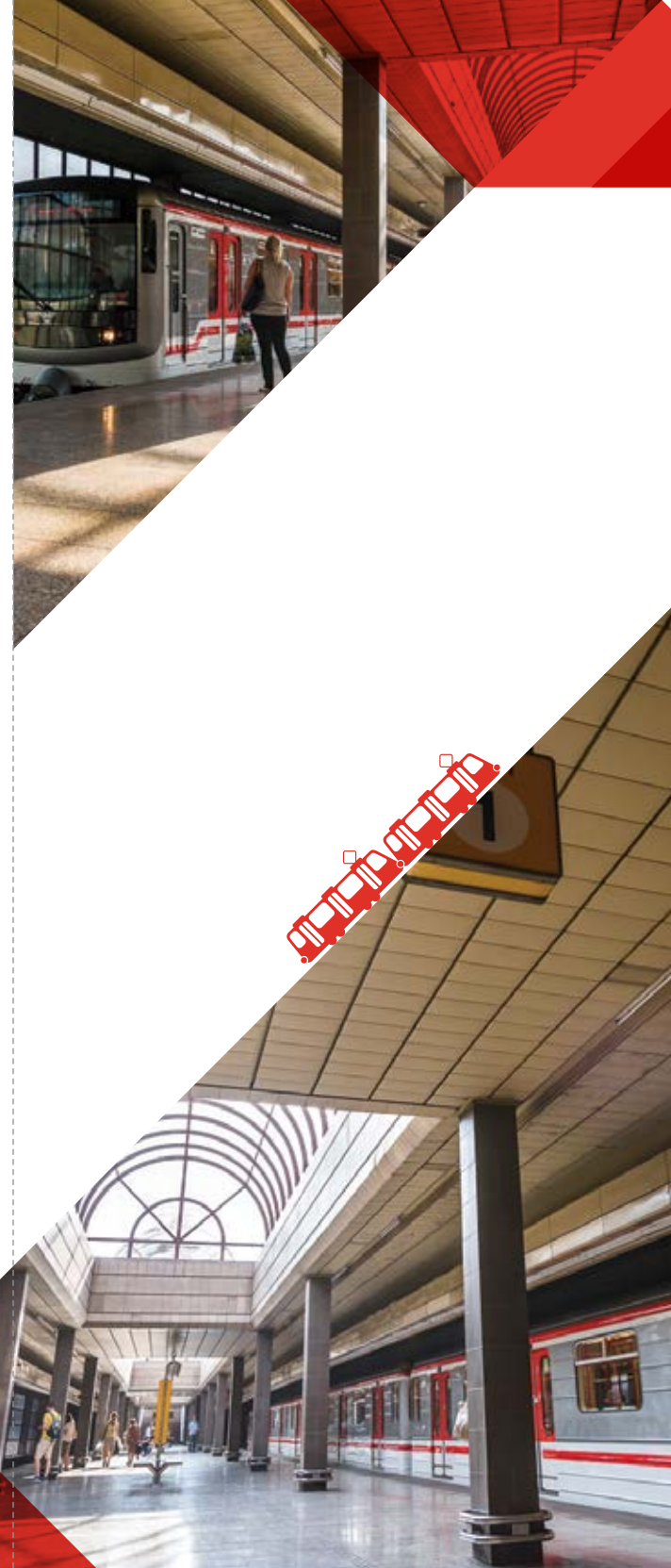
organized in 2015 was the 140th anniversary of the public mass transport in Prague, of which the main event was a procession of historic tram vehicles and assembling vehicles in September 2015. DPP's Archive was involved in a number of accompanying events (for example expositions and lectures) organized within the celebration of 140th anniversary of public mass transport, 90th anniversary of the bus transport in Prague, Open Day at the Vrřovice garage in May 2015 or reminder of the 30th anniversary of the B metro line in November 2015.

DPP's Archive established important cooperation with the Prague Steam Navigation company and the National Technical Museum during preparation of exposition on the occasion of 150th anniversary of passenger shipment. Originals of important historic documents were lent for this exposition.

DPP's Archive organized five lectures concerning history of the Prague public mass transport for interested persons belonging to education institutions and citizens association. Two lectures were presented within the University of the Third Age organized by the Faculty of Transport at the Czech Technical University in Prague.

Works on the complex series of the Encyclopaedia of the Prague's Public Mass Transport continued in the area of publications activities. Articles dealing with history of bus transport were added and a catalogue of tram transport vehicles was prepared. A brochure devoted to 140 personalities, events and news was prepared on the occasion of 140th anniversary of the public mass transport in Prague, of which parts were used also within the poster campaign on the occasion of this anniversary and in the DPP's calendar.

DPP's Archive provided within its professional activities numerous information, professional consultancies or possibly publicistic presentations for mass media, transport companies, museums and other professional institutions.



SUPPLYING

The Supplying department continued in its attempt to make the logistic and communication processes more effective within cooperating departments.

The permanent objective in the area of purchasing of materials and services remains cutting of operating costs of all departments. We succeeded to fulfil this objective in particular due to preparation of tendering conditions for tender procedures and public orders and resulting contractual relations with the most favourable suppliers. This objective was achieved due to consistent review of performance of the general commercial terms, revisions of contracts for equipment and operation of consignment stocks and consistent communication with internal customers.

Other activities pursued in 2015 were focused for example on effective setting of complaint procedures or specification of records of material movement in the SAP/R3 system.

We were engaged actively in the Compliance program in the area of personnel development of the department and trained our clerks in the field of the Act on public orders and on amendment of commercial and tax regulations regulating the area of supplying.

REAL ESTATE DEPARTMENT

The principal scope of activities of the Real Estate department at DPP is ensuring records of both real estate of DPP recorded on the public list and real estate not liable to this recording and then its possible contractual protection.

The Real Estate department in cooperation with other departments puts records of real estate into compliance, when the factual state in-situ, state in the accountancy records and state on the public list are put into accord. These record-keeping activities also include

preparation of complex information on each individual real estate. 2 283 lands with the total area of 2 933 429 m² and 539 buildings from the total number of 5 539 items recorded in relation to real estate are on the public list. Real chattels in DPP's possession are situated in 112 cadastral territories in the Czech Republic, out of it 93 cadastral territories are in the Capital City of Prague and 19 cadastral territories outside the Capital City of Prague. Increase in these figures compared to previous periods is in direct connection with the attempt to put records into accord.

Other activities include ensuring of all contractual relations in terms of handling with real estate and at the same time contractual protection of DPP's interests in case when DPP's interests are affected with real estate of another entity. In 2015, the Real Estate department entered into 266 new contracts relating to real estate and 28 amendments to previously concluded contracts. DPP invoiced under the concluded lease contracts rental amount for the year 2015 amounting to in total CZK 172,509,668 and the amount of CZK 6,243,012 for payments associated with establishment of servitude. Under purchase contracts DPP was paid with the total amount of CZK 6,536,200. Agenda of the Real Estate department includes in addition to others resolving of judicial disputes relating to real estate.

PUBLIC ORDERS, TENDER PROCEDURES

The Public Orders and Tender Procedures department focused its attempt on personnel and organizational consolidation activities of the department within the organizational structure of the DPP's economic division during the second year of its existence. The basic task of this department is to ensure due course of the process of preparation and organization of the tender procedure pursuant to the Act No. 137/2006 Coll., on public orders, as well as ensuring under-limit investments within the tender procedure mode in compliance with DPP's internal regulations.

Core activities of this department include in particular ensuring of implementation of the public orders process comprehensively, when this department simultaneously controls, organizes and ensures processing of all supporting documents for public orders and tender procedures at DPP on the basis of requests from internal clients. The process of transfer of tender procedure administration from external entities to own workers (employees) was intensified on the executive level. This type of administration represents currently a preferred procedure compared to engaging contractual partners. Higher emphasis is put also on improving and systematizing of record-keeping of working procedures and sharing of information between this department and internal client. This brought improved reporting quality and improved quality of statistics prepared for corporate bodies.

STOCK ECONOMY

The Stock Economy department is within the economic sector at the organizational chart.

In 2015, it controlled methodically and coordinated complexly the quality management system, which lays emphasis on demands and expectations from internal clients. The quality management system has been implemented in the logistics division, including Public Orders, Tender Procedures, Supplying and Stock Economy departments.

The implemented processes were monitored and analysed in the quality management system during the year. Then measures were taken to constantly improve the level of fulfilment of requests from internal clients.

A supervisory auditing was performed within the determined certification cycle by an external supranational certification body in 2015. The supervisory auditing was focused on fulfilment

of requirements imposed by the criteria standard, storing as one of the main processes of the subject-matter of certification and its associated supporting processes. Auditors of the certification organization did not discover any serious defects, evaluated the strengths of the company and confirmed the qualification to prove effectiveness of the management system with issuing of a certificate until the next controlling auditing. These facts had positive impact on all activities, which are pursued by the Stock Economy department resulting from its scope of activities. They include management of central storages, where we managed in cooperation with the Supplying department to maintain the stock level on the determined limit level or to ensure full support to operation at operating storages for demands on the side of JSVT in form of setting of shift operation of storages. Furthermore the stock level was stabilized, including the exchange system, according to clearly defined demands from the side of management of the Tram Vehicle Management division. As far as stock is concerned, we must mention effective cooperation with the Vehicles and Buses Management division, when spare parts removed from vehicles to be disposed were optimally used at the repair workshop in the course of the year 2015. Thereby costs of acquisition of new spare parts were decreased. The number of consignment stocks used for demands of this division was increased. In consequence of it the stock level was made more effective without the necessity to expend other financial means until their use at the repair workshop.

In the course of the year 2015, the expected implementation stage of the "Bar Codes" pilot project was commenced at DPP. According to results of first user tests we can certainly expect more effective system of acceptance of material to stock and release of material from stock in the DPP's storages.



HUMAN RESOURCES

PERSONNEL STRATEGY AND HUMAN RESOURCES MANAGEMENT

In 2015, DPP's macro-structure recorded a significant change, which was implemented by reason of optimization of investment activities. An investment division was established, to which the Strategic and Investment Development and Investment department were transferred.

HUMAN RESOURCES DEVELOPMENT

As of 31. 12. 2015, 10 910 employees were recorded, out of it 9 353 men and 1 557 women. The number and composition of employees come from needs and possibilities of employment in our company. The highest numbers are represented by public city transport drivers (38.6%), followed by workers (33.2%) and technical-economic workers (28.2%).

Composition by education and age did not change significantly for the year 2015. Employees of middle age with secondary education completed with school leaving examination and secondary education without school leaving examination are predominant.

The composition by education corresponds with the composition of professions in the transport-technical field.

WAGE POLICY

Company's wage policy was realized in the sense of a uniform collective agreement including common rules for remuneration of all company's employees.

The average monthly wage for 2015 amounted to CZK 34,014, wage costs were expended in the total amount of TCZK 4,571,183. The amount of wage costs was affected by payment of severance pays by organizational and health reasons.

As concerns overtime work, a growth by 117 407 hours was recorded compared to 2015.

Share of overtime work in worked hours amounted to 4.94% in 2015.

SOCIAL POLICY

Privileges and benefits for employees, through which the company endeavours to enhance their motivation, were set in accordance with the collective agreement for the period of years 2010 – 2015, including appendices thereto.

DPP provided to its employees contributions for occupational pension scheme with state contribution, supplementary pension saving, life insurance, vouchers for leisure time activities, contributions for recreation of children, contributions for catering, contributions in case of work anniversaries and in case of first termination of employment in connection with old age retirement or disability retirement, help at social distress, favoured fare for employees, their family members and retired persons – former employees.

DPP pays to selected professions, set in the collective agreement, a part of employee's liability insurance for damage caused to the employer.

Furthermore DPP offered to its employees to draw one day of unpaid leave in a month on the basis of their request and in case of sudden disease other three working days without wage compensation.

EDUCATION AND DEVELOPMENT PROGRAMS

The main task of the Education and Development of Employees department is to ensure complex education and professional development of employees with the target to ensure required qualification of employees for agreed type of work.

Periodic training and examinations are conducted within the professional qualification development. Like during the previous years, employees were offered with a lot of interesting training

and workshops from the area of legislation and new technologies through the Program of professional skills development in this year. 847 employees participated in these events during this year. The offer of education activities included courses from the IT area, where 128 employees were trained.

The adaptation process intended for new DPP's employees is an important area of education, in framework of which Initial training is conducted at the personnel department. The initial training, of which obligatory part was training of employees in the Prevention to criminal activities program in 2015. In total 744 new employees took part in this program.

The Secondary Technical School of Transport (hereinafter only "SPŠD") also participates in professional preparation and education of new employees, for which pupils a professional training and professional practice at DPP are prepared. Short-term professional stays are provided also to pupils and students of secondary schools, vocational schools and universities. Training of instructors of practical education followed the POSPOLU program, where 8 employees participated. It was organized in cooperation with SPŠD.

Graduate motivation program was used and developed for graduates from SPŠD, secondary schools and universities, of which main objective is change of generations. In total 11 graduates were accepted to the Graduate program in 2015.

12th year of the accredited annual course Management (previously School of Line Management) was organized in cooperation with SPŠD, which is very popular. The course was completed by 28 employees.

Cooperation with SPŠD brought new areas of cooperation in 2015. A course to achieve professional qualification "Lecturer of further education" was renewed for 10 foremen of professional education, focused on deepening of knowledge in the area of education of adults. This course will be completed with passing a final exam and gaining professional qualification.

Education activities supporting professional and personal growth were realized for selected target groups on the basis of identification of educational needs.

Training aimed at communication skills and managing of conflicts when dealing with a client was realized for 52 employees at the Transport Information Centre and Telephonic Information departments. Training organized for 18 employees in the Operation Management department was focused on managing difficult situations during operation management. Training organized for assistants was aimed at deepening of knowledge applicable in the everyday working process.

Training organized for employees on the position as assistants or officials performing activities of assistants was focused on deepening of skills to manage difficult situations in everyday working process.

Conversation English course was organized for transit controllers in order to improve communication with foreign passengers. A short-term German conversation course was implemented for selected bus drivers being dispatched for foreign trips. Managerial workers, personnel reserves and mentors belonged into the target group for the "Selected personnel processes at DPP" workshop, in which 49 employees participated.

One of significant tasks of the personnel department is to ensure succession on key positions and creation of personnel base, which would be a source of suitable internal candidates when occupying vacancies. The Personnel Reserves System is used to perform this task at DPP. As of 31.12. 2015, this system consisted of 173 employees, i.e. personnel reserves. Personal development plans were prepared for newly entered personnel reserves.

Employees, who in compliance with DPP's demands want to improve their qualification with study at secondary schools, vocational schools or universities, are provided with consultancy and study qualification agreements are entered with them. In 2015, in total 41 employees were studying during their employment under the concluded qualification agreement, out of it 12 employees at secondary schools and 29 employees at universities.

In 2015, a new development program was introduced for internal employees, titled "Carrier consultancy for universities", of which objective is to interconnect DPP's personnel and qualification demands with interest on the side of employees to change their position at DPP and apply their university qualification.

Decision made on extension of assessment to other groups of DPP's employees was an important strategic step taken in 2015. Assessment of DPP's employees required on the basis of experiences and further development its revision since its introduction. After thorough analysis and in compliance with the approved concept this assessment will be extended to all technical-economic (TH) employees. The assessment process will be amended, work positions will be divided into groups and assessed competences will be newly defined.





SAFETY

CRISIS PLANNING

Tasks of the Crisis Planning department are preventive measures and effective and adequate response to emergency situations. These crisis planning measures at DPP come from the Act on Crisis and from the Crisis Plan of the Capital City of Prague.

In 2015, our department updated the basic standards in the area of crisis planning, in addition to others the Flood Plan of DPP, Crisis Management Organization or Evacuation of Premises of Land Transport of DPP.

Preparation for updating of the Crisis Readiness Plan at DPP in connection with the new Crisis Plan of the Capital City of Prague, approved by the Security Board, is under way in association with the Fire Rescue Brigade of the Capital City of Prague and the Town Council of the Capital City of Prague.

Like during the previous year, we put the DPP's standards into harmony with the standards of the Town Council of the Capital City of Prague, as well as with organizational or technological amendments in particular in relation to the Flood Plan.

As part of the PROVAS system, thematic trainings of dispatching units are conducted on a regular basis, where the Crisis Planning dept. also participates. These DPP's trainings verify abilities of dispatchers to make right decisions in relation to situations at metro and to deliver quick and exact information not only inside DPP, but also towards IZS units. All thematic trainings realized until now verified the correctness of procedures on the side of DPP's employees in case of an exceptional event. However we came to the conclusion that such trainings must be conducted on regular base and all shift workers must undergo these trainings.

Trial operation of the "PROVAS II" system at the I.P. Pavlova station is under way.

SAFETY AND PROPERTY PROTECTION

The Safety and Protection Property department performs the function of an administrator in the area of secret information and personal data protection and it forms the main concept of property security at DPP.

Recertification of the information system for processing of secret information was performed in the area of secret information. Furthermore the so-called Project of Physical Security was updated. In terms of legislation and with respect to secret information presentations from producers of detectors of the anti-chemical warning system were ensured for the 245000 division. In 2015, in total 90 persons had access to secret information at DPP. Departments across DPP were provided with methodical support in the area of personal data protection.

In February 2015, a new digital camera system was commissioned at the Kačerov depot. This system is in compliance with the demands for use of these technical means of property security. Furthermore a decision was made on reconstruction of camera systems on buildings of garages in Vršovice and at the Strašnice carriage shed. The original analogous system was replaced with the digital system. 17 camera records were retained and handed over to relevant institutions for further use.

We also continued in reconstruction of industrial TV at metro within the "Complex Security System" project and commissioning of electronic security systems of selected ventilation shafts. We ensured assembly of other anti-terrorist baskets on C line and newly commissioned section of A - line.

We performed in cooperation with the transport and economic divisions examination of the Transit Ticket Booking Centres and Traffic Information Centres with follow-on proposal for their electronic and physical security. Other activities ensured by this



department are issuing of entry cards and entrance cards into DPP's buildings to external entities. In 2015, in total figures 1 236 pieces of entry permits and 602 pieces of new identification cards were issued and validity of 2 354 pieces of entrance cards was extended.

Ensuring of security of DPP's premises belongs to competence of the Safety and Property Protection department, which cooperates in this field with security agencies, but also to the competence of the Building Security department, which uses its own personnel for these activities. Individual turns are covered with regular shifts of property security workers and if necessary, persons interested in overtime work, workers under agreement on work activities or agency workers are used.

The past period brought a significant change in the personnel base of full-time workers, be specific in 20% of cases. 13% of employees were newly employed under a full-time employment contract and other 10% of employees through the Commission of social program of DPP. We succeeded to find new jobs for 8.5% of the existing property security workers and for persons with working ability limitations, completed education and professional experiences. We will endeavour to deepen cooperation with other departments across DPP and search for new jobs for employees within the social program with regard to their qualifications and actual professional needs.

In the course of the year 2015, we made the use of the ISP program potential for purposes of planning of shifts and reporting of attendance of turn employees (for example automatic sending of information via SMS and e-mails to disposal of individual workers in the department).

The Prague Public Transit Co., Inc. cooperates closely with the Patrol Guard of the City Police and the Police of the Czech Republic.

OCCUPATIONAL SAFETY

The target of BOZP (Occupational Health and Safety) department is to ensure that work remains a safe activity. Regular audits of occupational health and safety are some of preventive measures. Representatives of unions engaged at DPP participate frequently in these audits. Outputs from these preventive audits are discovering of condition of workplaces and evaluation of the level of observance with the occupational safety rules. A report is drawn on these audits on regular base.

The Occupational Health and Safety Department is concerned within its activities with the issues of expert's opinions on new internal regulations, being prepared and discussed. A number of changes in legislation occurred during the second half of 2015. These changes were reflected into internal standards. The most principal change was amendment of the Labour Code and cancellation of the Act No. 266/2006 Coll. on accident insurance of employees and enactment of a new Government Decree No. 276/2015 Coll., on compensation for suffered pain and for worsening of social engagement.

Investigation and compensation of work injuries suffered by DPP's workers are the regular activities pursued by the Occupational Health and Safety Department. For example the lowest number of work injuries since 2007 was recorded for the year 2015 (see the table).

Indisputably important task of the Occupational Health and Safety department is to attend to the issues of raising of awareness

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Number of accidents	495	511	391	440	346	349	363	367	338

and education concerning occupational safety, including its link to the system of legal regulations. Training of DPP's employees on all management levels and profession positions is in particular used to fulfil this purpose. Such trainings allow employees to ask instructors direct questions, discuss individual topics and particular cases and to involve in assessment of effectiveness of adopted preventive measures in the area of Occupational Health and Safety.

At the conclusion we can claim the known fact that the area of occupational health and safety, work culture, assessment of impact of working conditions and working environment have direct impact on health of workers and their reliability and productivity.

FIRE PROTECTION

The target of activities in the area of fire protection is prevention to fires, create conditions for their successful elimination and minimize impacts on lives, health and property.

The DPP's Fire Rescue Brigade (hereinafter as the "HZS") is a guarantor for ensuring fire protection within DPP and a partner to the state administration bodies. HZS's competencies include fire prevention, care for aids for liquidation of fires and fire-security equipment and securing permanent action readiness of the HZS's units to liquidation of fires and solution of other extraordinary events in buildings and at DPP's operations.

In 2015, we recorded in total numbers 532 interventions by the HZS's units for extraordinary events. Out of these figures, 64 fires, 52 interventions in case of accidents of road and rail vehicles, 195 of technical character - technical assistances and other helps, 47 liquidations of escape of dangerous substances, 12 natural disasters, 9 examining exercises and 153 interventions as response to signalling by the electric fire signalling system.

In accordance with the Plan of professional training of the fire protection units for the year 2015 a consistent and systematic professional and physical training of HZS's employees was realized. Practising of emergency procedures for individual types of rail metro vehicles, trams and buses continued. We organized professional occupation of members of climbing groups and power saws' attendants. We ensured the regular professional training of members of voluntary fire brigade at the enterprise ensuring the fire protection of bus garages.

Area-wide replacement of oxygen breathing apparatuses designed for interventions underground was completed, including training of all users. Two new fire vehicles were commissioned for interventions - cistern-type automobile fire engine and transport car. New anti-chemical protective clothings were introduced.

In framework of the Integrated Rescue System (IZS) we participated in preparation and realization of the 4th year of methodical training





of medical rescue services "Prague's 155". We cooperated closely with the Fire Rescue Brigade of the Capital City of Prague during acquainting its members with DPP's specifics. We ensured professional occupations for special divisions of the Police of the Czech Republic on the basis of their requests.

We conducted inspections of all ground, underground and wall-type hydrants and dry-ducts in DPP (in total 2 260 units of equipment) and coordinated inspections and revisions of portable and mobile fire extinguishers in DPP (in total 14 137 pieces). We have been continuously updating documentation for fire elimination, in particular in connection with extension of metro lines, constructing of barrier-free accesses for immobile persons at the metro stations and reconstruction of the Electric Fire Signalling (EPS).

Fire prevention activities consist mainly in prevention to fire and emergency situations. Performance of the fire prevention tasks results from the valid legal regulations, in particular the Act No. 133/1985 Coll., on fire protection, as amended by later regulations and guidelines of DPP, which are aimed at fire security of employees and public passengers. The Fire prevention department determines in framework of inspections and processing of fire protection documentation measures to secure minimum risk of fire occurrence. In connection with this assignment cooperation with all DPP's bodies and to a considerable extent with organizations of others has a priority. In framework of fire protection design of constructions 198 negotiations with designers were conducted.

Statements to contracts sent from the Contractual Relations division concerning the existing and new commercial units in the number of 80.

We conducted inspections for observance with the obligations imposed by the fire protection regulations in all premises and facilities of DPP, i.e. in the number of 411 preventive fire inspections. 131 defects were removed.

In 2015, 2 103 employees on managerial positions, including professional training of preventive fire patrols and fire supervisors, and then 103 managerial workers of supplier's companies underwent training.

In the area of fire protection of constructions, we participated in approving and assessment of building projects for new constructions and constructions under reconstruction and attended to 514 technical inspections, acceptances and final approval of constructions.

In 2015, our department issued 3 new versions of regulations:

- SM 11 – 2011 – 02 Identification of risk, risk assessment and measures in the environment with risk of explosion
- SM 12 – 2011 – 02 Activities of employees and other persons at signalling of fire and in case of failure of the Electric Fire Signalling (EPS)
- SM 77 – 2011 – 01 Performance of welding works and similar works within DPP's areas and buildings.

Furthermore marking of DPP's buildings and facilities with safety marks was performed in the course of the year.

In compliance with the plan of alert exercises 6 training fire alarms were realized at DPP.

Another agenda consists of approving works at metro stations. The Fire prevention department participated in such 290 negotiations.

A significant volume of work of this department was associated with completion and commissioning of the new V.A metro line. Technical inspections, acceptances and inspections of equipping with the fire protection equipment and further preparation of the fire elimination documentation.

INSPECTION

The Inspection department ensures the area of internal inspection activities on the basis of requests from the top management, managers on all management levels, union organizations and stimuli from employees or passengers.

In 2015, the Inspection department performed inspections proposed in the inspection activities plan, operational inspections and also exceptional inspections. This department cooperated in many cases with DPP's professional divisions during inspections and also during inspections performed by external entities. These activities were performed in assistance with the Police of the Czech Republic, the City Police of the Capital City of Prague and external co-workers with specialization in the inspected areas.

These inspections were focused on compliance with legislation, functioning of working processes, economy with corporate funds, but also on the level and quality of services provided.

On the basis of requests from managerial workers more than three hundred inspections of temporary work from incompetent employees were performed.

At the same time breath tests to detect alcohol and other habit-forming drugs were performed in the course of the year. A significant drop in positive findings was recorded in this area.

Results of inspections were submitted to relevant managerial workers, who in case of positive findings approached remedial measures.

TECHNICAL INSPECTION STATIONS

Supervisory auditing of the quality management system (QMS) EN ISO 9001:2008 was performed at the Technical Inspection Station (STK) on 19th November 2015. On the basis of findings from the auditing it was stated that the client's system satisfied the auditing criteria and scope of certification. The introduced quality management system is functional and suitably maintained and continues to satisfy all relevant requirements imposed by the standard. Certification was performed by the LRQA company (Lloyd's Register Quality Assurance).

In 2015, the Technical Inspection Station was newly equipped with a system, which is able to create and transfer to the "Information system of the technical inspection stations" data documenting presence of vehicles at STK.





MARKETING AND COMMUNICATION

The area of marketing and communication found its bearing topics in particular in connection with a number of jubilees. We targeted their presentation at passengers and thereby made a good step to strengthen the reputation of the Prague Public Transit Co., Inc. We care about continuous improving of travel comfort in the Prague mass transport and also about satisfaction of our employees and development of communication inside the company.

This year brought a principal event, targeted at public, the 140th anniversary of the Prague public mass transport, which went hand in hand with the 90th anniversary of commencement of bus operation at the Capital City of Prague. Celebrations were running almost all year long and were livened up with the so-called Night experience tourism. One of two night rides was organized during night hours on 7th March and passengers had the occasion to firstly experience the backstage area of the Prague metro operation during the night transit closure. Excursion to places, which are not usually accessible to public, (for example station of an independent operator, office of the supervisor) was accompanied with a gripping presentation from DPP's employees. The fourth release of the successful project "Be in good mood in metro" opened the celebrations. In total 47 concerts sounded in selected metro vestibules, in framework of which both students of the Jaroslav Ježek Conservatory and Higher Specialized School and professional musicians performed during this event. Their performances included jazz, folk or hardrock. The Choir of the Prague Public Transit Co., Inc. played folk songs, popular songs and gospel songs at the Vltavská metro station vestibule. The new metro A station – Nádraží Veleslavín "experienced" its premiere of organizing music concerts during the last year. Other performances took place at vestibules of the Hlavní nádraží, Muzeum, Můstek (A and B), Florenc, Hradčanská a Vltavská stations.

The number of 140 was symbolized by the project, in framework of which 140 personalities, events and news, which contributed to the way we actually see the Prague public mass transport, were presented. They were presented on 140 posters in September. The first autumn month also brought opening of the exposition "Trams

in Europe", which offered to metro passengers a detailed map with 265 European city tram systems, including detailed information on position, history or operating details, at the Florenc metro station vestibule.

An event organized for whole families titled "Experience the public mass transport in a different way" took place within the European Week of Mobility at the Smíchovské nádraží station on 16th September. Its objective was to present mass transport to the public untraditionally and also to reclaim the area of this transfer transit point, which attends to ten thousands of passengers per one day. The purpose of this event was to support the idea of multi-modal transport or as the case may be combination of various means of transportation from the public mass transport, rail transport to cycling. In addition to others the public mass transport stations were decorated in untraditional way and again live music was not missed. The European Week of Mobility mentioned was ended successfully in the Dejvická street, where a program referring to advantages of combination of various means of transportation for transit through Prague was prepared. This event was livened up with Kinobus, drive on electric bike or on other innovative means of transport on the testing track or with presentations of new technologies and the concept of shared transport.

In 2015, the Prague Public Transit Co., Inc. organized for passengers two Opening Days. The first one of them took place within the premises of the Vršovice garage on the first Saturday in June. The Vršovice garage was formerly used as a trolleybus carriage shed and it celebrated its 60th anniversary the last year. It foreshadowed other celebrations, the 90th anniversary of bus operation in Prague. The 90th anniversary of bus operation in Prague culminated with the ceremonial Sunday's parade of 17 vehicles, historic and contemporary vehicles, through Prague's streets and squares. Fans of bus transport had the first occasion to watch the wide range of the bus base of the public mass transport within this extent and on one spot. Some of them had also chance to go by these buses. Vehicles were arranged by age in the bus parade. The Prague Pub-

lic Transit Co., Inc. did not miss again the occasion to participate in the traditional "Museum Night", organized on 13th June.

On Saturday 19th September, the Opening Day was organized at DPP, be specific at three complexes – at the Hostivař metro depot, the Hostivař bus garage and the Strašnice tram carriage shed. Both Opening Days mentioned were again very popular with the public and contributed to fulfilment of the idea to capture and educate passengers about the public mass transport, which forms an integral part of everyday life of Prague's citizens. The tram parade through Prague seized control over the Prague's tracks on the following Sunday. It demonstrated the historic development of the tram vehicles within the Prague's public mass transport. Thousands of viewers were waiting for more than five tens of vehicles driven on the track from the Národní divadlo station to the Stromovka station.

The last year's celebrations were again ended with the "Be in Good Mood in Metro also during Christmas" music program. Carols and Christmas songs sounded again at vestibules of the C – line metro stations, Hlavní nádraží station, Muzeum (A and C), Můstek A station and Vltavská station on Thursday 17th December. In addition to children choirs and the Choir of the Prague Public Transit Co., Inc. other stars of music projects performed at the Prague's metro, as they are for example Brigita Cmuntová and Štěpán Klouček, Roman Tomeš or Jiří Šámal. The Christmas atmosphere was highlighted with a historic tram dispatched on Saturday 19th December, which was distributing, as a tradition, the Bethlehem's light to Prague's citizens.

Looking back at the last year 2015 we must definitely mention the key commencing of operation on the youngest Prague metro section, going from the Dejvická station to the Nemocnice Motol station. The four new stations – Bořislavka, Nádraží Veleslavín, Petřiny and Nemocnice Motol were constructed with the target to strengthen and accelerate transport in Prague 6 significantly and also transit to Václav Havel Airport Prague. Stations of Prague's metro newly opened after seven years were concerned.

The year 2015 also brought the 41st anniversary of operation of the Prague's metro, on which occasion DPP dispatched a historic met-

ro set of Ečs type. The May's anniversary was followed by 37 years of the A – metro line in August, during which DPP dispatched into operation the historic Soviet set 81 – 71. The longest and at the same time the youngest Prague's metro section – B – line – celebrated its 30 years in November. The original B – line consisted only of seven stations and 4.9 km in length. Today's B-metro line track covers 24 stations and 25.7 km in length – the longest in the Prague's metro system.

Ice Hockey Championship was organized in Prague during the days 1st – 17th May and DPP was ensuring operation of the public mass transport during this event. Metro operation on B – line was intensified, tram lines capacity was increased near the O₂ complex and DPP's informers providing information in Czech and also in English were ready. DPP transported more passengers with 6 – 8% compared to the working day's average. The long-term average was exceeded with 10–12% during Saturdays and Sundays. As it results from figures on on-line counters the B – metro line station Českomoravská attended to the highest number of passengers (114 735) on Tuesday 12th May, i.e. during one working day, where three matches were played within the Ice Hockey Championship in Prague. The average turnover of passengers at this station achieved the number of approx. 75 000 passengers during the playing days, i.e. in rough figures three times more compared to usual transit capacity. Sales exceeding 1 million CZK were recorded at the transit ticket vending machines, so 2.5 times higher on year-on-year base.

Operating and also aesthetic side belong to overall pleasant experience or impression from travelling through the public mass transport. The Prague Public Transit Co., Inc. is aware of this aspect and launched together with street artists a joint project, decorating of Anděl and Můstek stations. Premises of DPP, which were unattractive and damaged due to vandalism, were newly dressed. However, our cooperation continues. The Prague Public Transit Co., Inc. in cooperation with the Capital City of Prague and other municipal companies started selecting other premises for this purpose.

A unique project titled "lubricating tram" was widely observed by media. We could see this type of tram already from January. Due to cameras installed on the back and front side of tram and due to

a special application for live transmission we could watch on-line its movement. Even though its primary purpose was to lubricate rails to decrease the noise level, the so-called "lubricant tram" became very shortly popular on the Internet. The unique tram resembling a cabriolet gained almost 10 000 fans on Facebook, who were making pictures of this non-standard tram. Live broadcast of the tram's ride on slowtv.playtvak.cz gained 750 thousands of views the last year.

Social networks are nowadays the key communication tools and the Prague Public Transit Co., Inc. is not behind in this respect. DPP's profile on Facebook, launched in September 2013, could show off 7 500 fans at the end of the year 2015.

In 2015, in total figures 9 054 media outputs concerning the Prague Public Transit Co., Inc. were recorded, i.e. in press media, on TV and radio. Compared to the year 2014 a growth was recorded (8 849) and at the same time it was a record-breaking year for the last monitored six years. The month of February recorded definitely the highest number of articles (953), which is higher with one half compared to the long-term average. On the contrary, the lowest number of articles was recorded for May (473). Many topics were perceived positively in media the last year, for example accompanying events on the occasion of the 140th anniversary of the Prague's public mass transport and the 90th anniversary of commencement of regular bus operation. Opening of the new V.A metro line was widely observed by media. Positive releases concerned the opening of metro section and partly the assessment of new stations' architecture and savings on constructing. However, this topic was not perceived always positively. Missing escalator at the Nádraží Veleslavín station was the cause of negative and mainly ambivalent publicity. Other corporate topics published in connection with DPP include cases concerning previous management, economy and tenders, vehicles fleet or D – metro line.

In 2015, web sites of the Prague Public Transit Co., Inc. recorded almost comparable approaches compared to the previous year. The total number of visitors reached 22 777 099, which is by 1.1% less compared to the year 2014. General information about transit in Prague were the second most visited information, immediately after the main page with displaying actual information on the network state, followed by information about fare prices and the opencard.

Each visitor viewed on average 3.24 pages on the web sites and the average visit time was 1 minute and 44 seconds, i.e. longer with one second. The number of visits from mobile phones and tablets recorded a significant growth, be specific with 6.77% to 35.78%. The most visited day was again Tuesday, this time on 7th April, when 102 717 visits were recorded. This record-breaking number was connected with the interest on the side of passengers in details concerning commencement of new V.A metro line operation. The most sought-after terms on the web sites were "opencard" (3.11%), timetables (1.53%) and "metro" (1.41%).

Employees at the Marketing and Communication department received 8 855 various complaints from passengers at the year 2015, which represents growth with 13% compared to the previous year. With respect to significant changes in the Prague Integrated Transport (PID) tariff rates with the validity since 1st July 2015 associated with a cheaper price of annual fare, fare for free for person accompanying children under 3 years of age and transit for free for dogs, increase in the received inquiries with 32% to the total number of 8 766 recorded. The total annual increase in received inquiries was higher with 22% and reached the total number of 17 621 of enquiries.

In 2015, Intranet played an irreplaceable role in the internal communication. In exact figures 200 pieces of news were published on the main Intranet page, which were distributed in form of News also to Communication points (notice boards) within DPP's premises. So, they were available to employees, who do not have access to electronic communication on their workplace. Intranet, through 109 contests, gave a chance to employees to win tickets for cultural, social and sports events of organizers – partners to DPP. In total, contestants were awarded with 6 710 prizes. DPP's bulletin (issued in total eight times) and the traditional monthly journal for employees – DP kontakt (20 years of its existence in the last year) were effective tools of internal communication in 2015.



PROFESSIONAL RELATIONS



Involvement in the **ZeEUS** (Zero Emission Urban Blue system) project of the International Association of Public Transport (UITP) brought DPP a chance to monitor tendencies in the area of emission-free city bus systems. DPP is the member of the user group and simultaneously it participates in comparing of operating, technical and economic data from the European electric buses operation within the so-called ZeEUS Observatory group. The ZeEUS project directly follows EBSF (the European Bus System of the Future) and 3iBS (the Intelligent, Innovative and Integrated Bus Systems) projects, where DPP was involved also in form of membership in the user group. So, DPP continues to use the occasion to share the latest international tendencies and experiences with technologies in the area of environmental-friendly bus transport.

The **ELIPTIC** (Electrification of Public Transport in Cities) European project is focused on research and demonstrative projects in the area of the public mass transport mobility, in particular with the use of various forms of recharging systems in cooperation with the Cegelec a.s. company in framework of the so-called "Twinning cities" initiative together with the German Eberswalde. The DPP's objective in this project is to prepare a feasibility study of electric bus line for sections with higher transit demand (electric buses with higher occupation rate, the dynamic recharging system etc.).

Furthermore DPP participated actively in the working group Association of Transport Companies of the Czech Republic **E-STANDARD** in the area of electric mobility development in bus transport. This working group is resolving legislative and technical parameters of individual types of recharging systems designed for electric buses with the objective of their gradual standardization on the Czech and European level.

In 2015, DPP participated also in the UITP project focused on the issue of **CBTC** (Communications Based Train Control) new generation of security systems in trains; train control based on communication. This group was involved in creation of a concept, which would allow

for unification of the CBTC train security systems for city tracks (metro) and ETC L3 train security systems designed for national tracks. Result of the project should be definition of requests on the train security system of new generation, not only within the meaning of unification, but in particular within the meaning of security and reliability. Discussion concerning disputable issues brought by the idea of the train security system is currently under way.

In April, DPP hosted one of three modules of the UITP training programme (the so-called **UITP Training Programme**), which was focused on customer-oriented public transport management. 30 managers of public transport from so distant continents as they are Japan, Brazil, Australia or the Republic of South Africa visited Prague during this event. In addition to training participants could experience beautiful Prague from a historic tram, understand the Prague public transport management system during excursion at the Central Dispatching Office and admire advanced technological systems at the Tram Repairshop in Hostivař.

During the days from 8th June till 10th June 2015, the Italian Milan welcomed the 61st congress of UITP. The three-day program full of lectures, parallel workshops and technical presentations was completed as a tradition with an extensive exposition of transport technique and technologies and a lot of news and unique solutions. Negotiations of selected commissions, general assembly of the countries of Central and Eastern Europe and the general assembly of the entire association were conducted on the eve of the event. Other research and development projects, coordinated by UITP and funded from the Horizon 2020 programme, were presented officially and commenced during the congress.

The Prague Public Transit Co., Inc. became the member of the **International Metro Association** in autumn 2015. Members of this association transport almost 5 billions of passengers every year. Activities of this association help to coordinate compatibility of technical regulations, scientific development in the area of rail

vehicles, their reconstructions and modernizations. This association is also very active in launching of new products and innovations in the area of underground track.

A number of **foreign delegations**, which visited DPP and were interested mainly in technological, repair and dispatchers' centres, prove the important position of DPP among European transporters. DPP is a sought-after partner not only to exchange experiences gained from operation, organization and funding, but also often due to a number of other detailed aspects of the city public transport. The most important spring's visits include certainly the ten-member **Russian** delegation from the International Metro Association, which arrived on the invitation from the managing director. A group consisting of representatives of underground tracks from five Russian cities, producers of rail vehicles in Mytišči and the Moscow State University of the railway engineering wanted to know the process of metro vehicles fleet renovation, mainly our experiences from the completed project of modernization of Russian sets 81-71. This project inspires many cities in the Russian Federation. This delegation visited the dispatching centre of 1st level of the public transport management, the Kačerov depot, the Hostivař depot and the Metro repair workshop in the Hostivař complex. A group of **Spanish** teachers arrived to Prague on the invitation of the Secondary Technical School of Transport in spring. They were welcomed at the Pankrác carriage shed. Delegation from **Switzerland** visited the same complex in April. At the beginning of June, a group of town council's representatives from the **South Korean** Daejeon and professors from local universities arrived to Prague. They were interested in details in the tram transport (planning and constructing of the tram infrastructure, operation and management of tram transport). This delegation had the opportunity to discuss this topic with the technical director, visited the tram dispatching centre and the Tram repair workshop in Hostivař. It got a complex overview of activities associated with the tram transport, which is expected in the Daejeon with a million of citizens in the coming years. The second June's South Korean delegation from Soul

visited DPP under sponsorship from the South Korean Association of Management (KMAC). South Korean managers wanted to know functioning of the municipal company, which provides transport services. Members of the delegation appreciated the high standard of provided services, clear arrangement and efficiency of the Prague public mass transport system together with preferences of the city rail transport. In June, we welcomed delegation from the **Chinese** city Hangzhou. Representatives of the Hangzhou Communications Investment Group Co., Ltd. were acquainted with the system of the Prague public transport and were interested in details in the public mass transport dispatchers' station. Apart from the discussion concerning technological systems used for the transport management of individual tractions the visit also included excursions to the bus dispatchers' station. Program for members of the **German** organization Förderkreis Schienenfahrzeugtechnik was prepared at the end of the month. This group focused mainly on information on rail vehicles. Guests studied the Prague tram tracks and the metro network and were interested in maintenance of vehicles Tatra (ČKD Prague) and of the Škoda Transportation company at the Tram repairshops. A group from **Austrian** city Mattersburg planned its visit of DPP for the last June's day. Numerous delegation of future experts in the transport wanted to better know the maintenance system and repairs of tram vehicles. In August, DPP welcomed delegation from the **Belarusian** Minsk with the interest to become familiar with the modernized Russian sets 81-71. We had the opportunity to welcome the Dutch delegation with its interest in trams and their back offices at the end of holidays. The Public Transport Museum was attended by a delegation from Poland. As September's professional visits are concerned, we can mention the **Swedish** visit, which was interested in the constructional underground metro section and elevators from the street level to metro stations. The managing director invited a six-member government delegation from the Russian metropolis for the beginning of autumn. They had the opportunity to get acquainted in details not only with the Prague's trams fleet, but also with modernization options and reconstructions

of tram vehicles with the latest technologies. Representatives of the **Danish** supranational railway company Danish National Rail Company arrived to Prague in the course of October. A group of technicians from Copenhagen, who cooperate with the Danish government in projects concerning railways, had the opportunity to visit the Tram repair workshop. The second Danish delegation (the Mastrinmestreskole technical school) visited also the Central Workshop, where they mainly discussed about operability of trams. DPP welcomed representatives of the South Korean metropolis Seoul at the end of October. The local experts in transport and

metro technological systems were interested in particular in the air exchange systems in the Prague's metro. They had also the opportunity to visit back offices of the Florenc station and adjacent area on the station land. **British** delegation with its interest in tram vehicles and infrastructure (Tram repair workshop and the Hloubětín carriage shed) arrived to Prague in November. A group of students of the Secondary Technical School of Transport from the **Federal Republic of Germany** from Dresden visited like every year various DPP's workplaces within their two-week stay in November.

PRIORITIES FOR THE COMING PERIOD

Activities of the Prague Public Transit Co., Inc., the most significant carrier within the system of Prague's integrated transport, pays special and continuous attention to enhancement of the scope and quality of its services provided. Thereby it contributes significantly to maintain the great share of the public city transport in the overall transport work, which belongs to the fundamental conditions to secure acceptable traffic situation in the territory of the Capital City of Prague. Fulfilment of this target is affected negatively with unfavourable economic situation in long term and with associated restrictions of funds. This aspect must be taken into account also for the coming period. Under this situation our activities must be associated in particular with consistent selection of priorities in the area of recovery and development of all parts of the technical background, which together with the optimization measures in operating activities belong to the key tasks for the coming period. Exceptional attention must be paid to creation of preconditions for ensuring of co-funding of key investments from European funds, as the definitely fundamental factor determining reality of their implementation in the coming years. The fundamental task in this area is in particular achievement of corresponding level of readiness

for the most-demanding-investment traffic constructions to allow for applying for relevant grants.

The critical priorities, fully corresponding with intentions of the metropolitan management, coming from the principal metropolitan development documents, definitely include further extension of the metropolitan rail transport network ensuring corresponding growth in a share of segregated public city transport lines. Preconditions to enhance their regularity, speed and safety of the public city transport are thereby created. Associated reduction in ecologic load on the city territory, given by higher use of electric traction, cannot be neglected. Approving of the metro network development and tram tracks in the territorial-planning documentation is very important aspect of future development. It will be necessary to make an attempt to ensure inclusion of intentions in the extent and within the scope fulfilling the interests and needs of the Prague Public Transit Co., Inc. during discussing the proposal of actually acquired Metropolitan Plan – a new metropolitan master plan. This active approach requires also discussing of outputs from acquiring of changes in the existing Master Plan of the settlement of the

Capital City of Prague, with which some preferred tram tracks will be included into the territorial-planning documentation within more favourable dates. The following are primarily concerned – TT Nádraží Podbaba – Suchbát, TT Chodovská – Spořilov – Opatov – Háje, TT Na Veselí – Pankrác – Budějovická and strengthening of the tram network in the city centre.

The year 2016 will be associated with advanced stages of preparation for implementation of a number of fundamental constructions of the city rail transport. An application for issuance of building permit has to be submitted for the introductory implementation section of the D – metro line Depo Písnice – Pankrác in the given year. Procedure of the running proprietary preparation is directed to fulfil this objective. Preparation of the documentation for selection of a contractor of this construction will be also ensured. Documentation for issuance of the building permit will be discussed with respect to the connected operating section of metro I.D3 Pankrác (out off) – Náměstí Míru. The Prague Public Transit Co., Inc. is involved actively in reviewing of opportunities of further extension of the D – metro track from the Náměstí Míru station, ensured by the Institute of Planning and Development of the Capital City of Prague.

Attention will be further paid to the area of preparation of new constructions of tram tracks to projects included into the Master Plan and associated with the precondition of achievement of preparedness. This activity will allow for applying for grants from the European funds. Fair copy of documentation for the building procedure is available for TT Sídliště Barrandov – Holyně – Slivenec, of which previous long-term preparation was associated with a lot of problems, including a fundamental judicial dispute. The fundamental task for the coming period is completion of proprietary preparation. In case of TT Divoká Šárka – Dědinská the process of inclusion of results from the environmental impact assessment of the construction (EIA) with update of EIA documentation for needs of the application for the verification expert's standpoint and with corresponding re-working of the documentation for the territorial planning procedure including its discussing

will be completed. Pursuant to the valid contractual conditions the application for issuance of the territorial-planning decision has to be submitted until the end of August 2016. TT Sídliště Modřany – Libuš was included into priority preferred projects, for which according to results of the tender procedure preparation of complete project documentation, obtaining of an effective territorial-planning decision and building permit, including author's supervision, were secured in contracts. The gradual fulfilment of the subject-matter contract will take place with taking division of the subject-matter construction into two implementation stages into account. This division of the construction into individual implementation stages will allow for constructing and commissioning of the tram track to Libuš in advance of the introductory section of the D – metro line. The first stage includes the subject-matter tram track with temporary termination in the Novodvorská street and the second stage consists of constructing and connecting of the final tram loop for implementation of the Libuš metro station.

Condition of preparation of any of the new tram tracks actually does not allow for commencement of implementation. So, their reconstructions will enhance significantly the technical level of the tram track network in 2016. The most significant ones include RTT Nuselská – U Plynárny and RTT Vršovická (3rd stage). With commissioning of passenger elevators at the Můstek A/B metro stations we will achieve further progress in the monitored area of barrier-free metro stations. In 2016, commencement of installation of passenger elevators at the Palmovka station is expected. Preparation for implementation of barrier-free access at the Karlovo náměstí station will continue.

The form of recovery of the vehicle fleet will guarantee further growth in the share of low-floor vehicles. Delivery of 32 trams 15T and reconstruction of 2 trams KT8DB with inserted low-floor element are planned for the year 2016. Tenders for the supplier of 150 articulated vehicles and 300 standard low-floor vehicles together with 50 partially low-floor vehicles are planned in the area of recovery of buses. Contracts for the period until 2020 will be concerned.



COMPANIES WITH INVESTMENT SHARE OF THE PRAGUE PUBLIC TRANSIT CO., INC.

Pražská strojírna, a. s.

The main scope of activities is development, production and assembly of components and equipment for construction and maintenance of tram tracks. The Prague Public Transit Co., Inc. is the sole shareholder.

RENCAR PRAHA, a. s.

The company has been pursuing all types of advertising activities from operation of advertising all-decorated trams, buses and metro sets to rent of showcases in bus stations. The Prague Public Transit Co. Inc. owns 28% of shares.

The Secondary Technical School of Transport, Inc. (in Czech: Střední průmyslová škola dopravní, a.s.)

The main activities of the company are teaching, training and education in three organizational units of the school, i.e. the Secondary Technical School of Transport, the Vocational Secondary School and the Vocational School. The Prague Public Transit Co. Inc. is the sole shareholder.





REPORT FROM THE SUPERVISORY BOARD OF THE PRAGUE PUBLIC TRANSIT CO. INC. IN 2015

The company's Supervisory Board at its first session in the year 2015 in the composition:

Petr Dolínek, the Chairman of the Supervisory Board, Ing. Jarmila Bendová, the Vice-Chairman of the Supervisory Board, Bc. Oldřich Schneider, the Vice-Chairman of the Supervisory Board, Mgr. Petra Kolínská, Bc. Jan Kolář, Josef Buriánek, Václav Pospíšil, František Kadlec, Ing. Vojtěch Kocourek, Ph.D., Ing. Petr Hlubuček, JUDr. Petr Novotný, Martin Slabý, Jaroslav Štěpánek, Ing. Marek Doležal, Petr Šimůnek, the members of the Supervisory Board.

The following personnel changes took place at the Supervisory Board during the course of the year 2015:

On 21. 1. 2015, the Supervisory Board elected with its resolution No. 1/2015/2 Mgr. Petra Kolínská to the office of the Vice-Chairman of the Supervisory Board.

On 12. 9. 2015, membership at the Supervisory Board expired to František Kadlec and Bc. Jan Kolář with expiration of the 4-year office.

On 15. 9. 2015, the Council of the Capital City of Prague within the competence of the General Assembly with the resolution No. 2206 elected Jiří Obitek and Bc. Jan Kolář to the office of the member of the Supervisory Board.

REGULARLY DISCUSSED MATTERS:

In 2015, 10 regular sessions and one extraordinary session of the Supervisory Board were performed. Among other matters, the company's Supervisory Board on regular base:

- monitored the operating economy of the Prague Public Transit Co., Inc. (hereinafter only "DPP") and development of sales (discussing the quarterly and semi-annual economic results, annual financial statement, calculation of PID's costs and development of financial means drawing),
- discussed fulfilment of the plan of tenders and their members participated in rating commissions evaluating suppliers' tenders,
- discussed supporting documents and adopted conclusions from session of the company's Board of Directors and the General Meeting,
- discussed the proprietary relations: granted approvals to conclusion of individual contracts resulting in limitation or proprietary rights or creation of a lien to movables or immovables in property of the Prague Public Transit Co. and granted approvals to conclusion of individual contracts concerning sale of DPP's real estate and lease of DPP's real estate for a definite period (above 1 year of lease period),
- monitored the course of construction, opening of extension of V.A metro line, the issues of the project sustainability
- monitored preparations for construction of I.D metro line,

- granted approval to election and withdrawal of members of the Board of Directors of companies with proprietary share of the Prague Public Transit Co.,
- became acquainted with results from individual internal auditing and monitored fulfilment of recommended remedial measures,
- discussed the DPP's investment plan for the year 2015 and monitored its performance and changes.

The Supervisory Board was dealing with a number of issues across all areas of the company's business. The Supervisory Board for example received information about the state of the project for purchase of trams of type 15T ForCity or information about the procedure concerning the granting of guarantor's declaration of the Capital City of Prague for the Škoda Transportation a.s. company.

The Supervisory Board determined the managerial targets for the year 2015 to the managing director and directors in charge of individual professional departments. The issue concerning change in the organizational structure was also discussed. The Supervisory Board in framework of its supervisory activities supervised over the implementation process of the program of prevention to criminal activities at DPP. The Supervisory Board in compliance with the articles of association of the Prague Public Transit Co., Inc. approved the electoral rules of electors.

The Supervisory Board paid special attention to contractual relations with the companies Erika, a.s. and Xanthus, a.s., when the Supervisory Board recommended to the company's Board of Directors to open negotiations with the Erika, a.s. company concerning adjustment of profit margins and removal of exclusivity within sale of electronic transit tickets and not to extend services provided by the Erika, a.s. company based on the Sejf application or as the case may be if contractual relation is formed with the Xanthus, a.s. company to announce a tender with respect to provider of the land transport control system. High attention was paid to the issue of enforcement of claims from transit. The Supervisory Board asked the Board of Directors to ensure conditions for internal processing of claims from transit and to terminate cooperation with the Fidentia s.r.o. company in order to prevent to resale of claims from transit occurred in 2016.

The Supervisory Board at its extraordinary session discussed the issue concerning the statement from the mayor of the Capital City of Prague to media – personnel management of the Prague Public Transit Co., Inc.

ACTIVITIES OF THE SUPERVISORY BOARD'S COMMISSIONS

The Supervisory Board continued in its set trend of sessions of work commissions held before session of the Supervisory Board. This trend contributed to improvement of awareness and thereby more consistent control activities by the Supervisory Board. The work

commissions were dealing in details and discussing the supporting documents submitted at the session of the Supervisory Board as well as professional and specific information, which they required about activities of the Prague Public Transit Co.

Commission for Safety and ICT

The Commission for Safety and ICT was summoned once in the year 2015, be specific for the purpose to discuss the application for investigation of a claim concerning breach of the collective agreement and concerning managerial workers of the IT unit.

Commission for Strategy

The Commission for Strategy was summoned twice during the year 2015. The agenda of February's session included information about the state and performances resulting from the contractual documentation concerning adaptations of vestibules at the metro stations, changes for the tram vehicles 15T ForCity of the model series 2015 and the issue of electronic map for trams (EMA) 15T ForCity.

Commission for Personnel and Wage Policy

The Commission for Personnel and Wage Policy was summoned nine times in the year 2015. It was dealing at its sessions with the issues of structure of managerial employees by age, development of contractual wages, the state of personnel reserves and the personal development plan, the system of evaluation of employees and the development of negotiations with trade unions.

CONCLUSION

The Supervisory Board of the Prague Public Transit Co. very carefully monitored the continuous economic results, discussed quarterly reports on achieved economic results on regular base, including calculations of costs for PID. Its activities contributed in large extent to functioning of the Prague Public Transit Co.

The Supervisory Board paid high attention to selected contractual obligations of DPP or to results from internal auditing. The controlling activities of the Supervisory Board were also targeted at completion and opening of the V.A metro line construction and preparation for I.D metro line construction.

In the course of 2015, delegated representatives of the Supervisory Board participated in large extent in work of evaluating commissions during announced tender procedures and public orders.

We must state that the Supervisory Board of the Prague Public Transit Co. worked with due care of economist and duly performed its powers as the control body of the company in compliance with valid laws, the articles of association of the company, other regulations and interests of the sole shareholder – the Capital City of Prague and it supervised over performance of office of the Board of Directors and company's economy in the course of the year 2015.

REPORT FROM THE AUDITING COMMITTEE OF THE PRAGUE PUBLIC TRANSIT CO. INC. IN 2015

In compliance with the Act No. 93/2009 Coll. on Auditors, the General Assembly decided to establish an Auditing Committee (hereinafter only as "VpA"), as the body of the Prague Public Transit Co. Inc. (hereinafter as "DPP") on 19. 1. 2010. In 2015, VpA worked as an independent company's body and issued resolutions and minutes of meeting from its sessions. These resolutions and minutes of meeting were archived.

VpA has three members, which were elected by the DPP's General Assembly:

- Ing. Miroslav Zámečník (Chairman),
- Ing. Zdena Javornická (Vice-Chairman),
- Ing. Pavel Černý.

Composition of VpA did not change in the course of 2015.

In 2015, VpA met at 8 sessions. Individual sessions were always governed by the approved agenda and supporting documents, which were sent to VpA's members always in advance.

VpA was dealing at its sessions in particular with the following topics:

- process in formation of the Financial Statement,
- recommendations from the external auditor,

- evaluation by an independent statutory auditor,
- the process of mandatory auditing of the Financial Statement,
- continuous quarterly economic results of DPP,
- information on activities of the Internal auditing department,
- final reports from internal auditing,
- information on performance of remedial measures,
- information from meetings of DPP's Board of Directors and the Supervisory Board.

Considering the issues discussed the managing director, the director in charge of the economic department, the director in charge of the internal auditing department and possibly other professional employees were invited to meetings on regular base.

In 2015, VpA fulfilled its obligations given by the valid legal regulations and the articles of association of the Prague Public Transit Co., Inc.

As activities of VpA are concerned, we can mention the following:

At its session held on 13. 2. 2015, VpA acknowledged the report on activities of the Internal auditing department for the year 2014 and approved the plan of activities of DPP's internal auditing for the year 2015.

VpA acknowledged with its resolution No. 3/2015/3 of 30. 4. 2015 the auditor's statement of 23. 3. 2015 to the Annual Financial Statement of DPP for the year 2014 and the report on relations between interconnected persons for the year 2014. It states that it discussed the DPP's regular Financial Statement as of 31. 12. 2014 and the auditor expressed his statement without any objections and found that "The Financial Statement provides a faithful and true picture about the financial situation of the Prague Public Transit Co. Inc. as of 31. 12. 2014 and that their financial performances and cash flows for the year ending on this date were in compliance with the Czech accounting regulations".

VpA at its session held on 30. 4. 2015 adopted the resolution No. 3/2015/5, in which it recommended appointment of the Deloitte Audit s.r.o. company as a company's auditor for the year 2015.

VpA approved with its resolution No. 6/2015/5 of 1st October 2015 the Strategy of DPP's internal auditing and acknowledged the Guide of DPP's internal auditing.

VpA has the ambition in addition to others to supervise over implementation of the risk management system at DPP in the coming year.



PROVISION OF INFORMATION PURSUANT TO THE ACT NO. 106/1999 COLL. ON FREE ACCESS TO INFORMATION

ANNUAL REPORT FOR THE YEAR 2015 ABOUT ACTIVITIES OF THE PRAGUE PUBLIC TRANSIT CO., INC.
IN THE AREA OF PROVISION OF INFORMATION PURSUANT TO THE ACT NO. 106/1999 COLL., ON FREE ACCESS
TO INFORMATION, AS AMENDED.

In compliance with provisions in Section 18, para 1, of Act No. 106/1999 Coll., on free access to information, as amended, (hereinafter as the "Act on Information") this Annual Report for the year 2015 concerning activities of the Prague Public Transit Co. Inc. (hereinafter only as "DPP") in the area of provision of information pursuant to the Act on information, is submitted.

1. The number of submitted requests for information and the number of issued decisions about refusal of requests:

- a) The number of submitted requests for information: **219**
- b) The number of issued decisions about refusal of requests: **31**

2. The number of submitted appeals against decisions: **9**

3. Data on judicial review of decisions about appeal: **0**

- a) Transcription of substantial parts of each judgement on merits of review of legality of the decision on refusal of request for provision of information
- b) List of all expenses, which were expended in connection with the judicial proceedings concerning rights and obligations pursuant to law, be specific including expenses for own employees and expenses for legal representation:
 - total expenses: no expenses were expended

4. Enumeration of granted exclusive licences including grounds for the necessity to provide: no exclusive licences were granted

5. Data on complaints submitted against the procedure of attending to the requests for information (hereinafter only as the "complaint"):

- a) The number of submitted complaints: **1**
- b) Reason for submission of a complaint against the procedure conducted by the Prague Public Transit Co. Inc.:
 - § Section 16a, para 1, letter c) **1**
- c) Manner of settlement by the Prague Public Transit Co. Inc.:
 - § Section 16a, para 6 **1**

6. Other information relating to settlement of requests for provision of information:

- a) Requests for the provision of information related to most often:
 - provision of the public city transport timetables data



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OPERATING-TECHNICAL INDICATORS

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

	Number of operated lines		Length Lines in km	Average speed (in km/h)	
	Day-time	Night-time		transit	Circulating (operating)
Metro	3	-	65,4	35,65	33,21
Trams	21	9	500,4	18,78	13,10
Buses	125	14	1 640,7	25,46	16,80

Note: without the historic (nostalgic) tram line and the Petřín funicular railway.

AVERAGE NUMBER OF DISPATCHED VEHICLES PER 1 DAY
(DURING REGULAR OPERATION EXCLUDING OPERATION DURING HOLIDAYS)

	Morning Peak	Settled down	Afternoon Peak	Saturday	Sunday
Metro	486	257	395	165	176
Trams	601	455	585	459	437
Buses	896	505	831	404	398

OPERATING KILOMETRES PER VEHICLE AND PLACE (IN THOUSAND KM)

	Kilometres per vehicle (thousand vozkm)	Kilometres per place (thousand mkm)
Metro	55 673	10 272 709
Trams	41 276	5 659 980
Buses	62 380	5 280 382
Funicular railway	17	1 682
In total	159 346	21 214 753

Note: excluding kilometres of contractual transport (i.e. AE line), substitute bus transport and historic (nostalgic) tram line, kilometres per vehicle of trams are not re-counted. Buses are counted including suburban lines.

PERCENTAGE OF MENDS AND ENERGY CONSUMPTION

	Percentage of mends of vehicles	Consumption of traction energy		Consumption of diesel fuel	
		In thousand kWh	For 1 km per vehicle	In thousand litres	For 1 km per vehicle
Metro	14,35	110 541	1,97	-	-
Trams	14,20	121 058	2,90	-	-
Buses	8,18	-	-	29 404	0,45

LIST OF LINES

METRO LINES OPERATED AS OF 31. 12. 2015

Line	Route	Length of track in m *	Running time in minutes
A line	Nemocnice Motol – Depo Hostivař	16 957	31,17
B line	Černý Most – Zličín	25 706	41,17
C line	Háje – Letňany	22 425	35,83

* Length of track means the distance between mid points of terminal stations on 1st rail, data come from survey of actual situation and it was provided by the Metro transport route unit (JDCM). Time according to book timetables (SJŘ) was used for the running time – always the longest one for each track.

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

TRAM LINES OPERATED AS OF 31. 12. 2015 / BASIC LINE CONNECTIONS – STATE WITHOUT CLOSURES

DAY-TIME LINES

Line	Route	Average length without loops in m	Average running time in minutes
1	Sídliště Petřiny – Spojovací	14 110	42,5
3	Levského / Sídliště Modřany – Kobylisy / Březiněveská	20 270	57,0
4	Kotlářka – Kubánské náměstí	8 980	34,5
5	Divoká Šárka – Ústřední dílny DP	18 490	54,5
6	Sídliště Barrandov – Spořilov	1 622	50,5
7	Radlická – Černokostecká	11 590	40,5
8	Nádraží Podbaba – Starý Hloubětín	13 790	43,0
9	Sídliště Řepy – Spojovací	17 380	54,5
10	Sídliště Řepy – Sídliště Ďáblice	22 290	72,0
11	Spořilov – Spojovací	12 700	43,5
12	Sídliště Barrandov – Palmovka	16 430	53,0
13	Náměstí Bratří Synků – Černokostecká	7 690	29,0
14	Sídliště Barrandov – Ortenovo náměstí	13 300	44,0
16	Sídliště Řepy – Lehovec	22 740	72,5
17	Levského / Sídliště Modřany – Vozovna Kobylisy	20 030	52,5
18	Sídliště Petřiny – Vozovna Pankrác	13 800	46,5
20	Nádraží Podbaba – Sídliště Barrandov	13 030	41,0
22	Bílá Hora – Nádraží Hostivař	20 950	67,0
24	Ortenovo náměstí – Kubánské náměstí	11 040	40,5
25	Vypich – Lehovec	15 750	47,5
26	Divoká Šárka – Nádraží Hostivař	20 600	62,5

NIGHT-TIME LINES

Line	Route	Average length without loops in m	Average running time in minutes
51	Divoká Šárka – Nádraží Strašnice / Radošovická	18 840	59,0
52	Lehovec – Nádraží Modřany / Levského	22 230	54,5
53	Sídliště Ďáblice – Vozovna Pankrác	16 020	46,5
54	Lehovec – Sídliště Barrandov	22 240	62,0
55	Vozovna Kobylisy – Ústřední dílny DP	21 500	59,0
56	Sídliště Petřiny – Spořilov	17 220	50,0
57	Bílá Hora – Nádraží Hostivař	21 310	60,5
58	Sídliště Řepy – Spojovací	18 610	52,5
59	Sídliště Řepy – Nádraží Hostivař	20 600	57,0

FUNICULAR RAILWAY AND HISTORIC TRAM

Line	Route	Length without loops in m	Running time in minutes
Funicular railway	Újezd – Petřín	510	3,0
91	Vozovna Střešovice – Výstaviště Holešovice	9 310	34,5



BUS LINES OPERATED BY DPP AS OF 31. 12. 2015

A) LINES WITHIN THE BASIC NETWORK

Line	Route	Average length of line in m	Average running time in minutes
100	Zličín – Airport	11 050	19
101	Tolstého – Depo Hostivař	14 975	43
102	Kobylisy – Staré Bohnice	5 025	11
103	Ládví – Březiněves	6 500	15
105	Smíchovské nádraží – Smíchovské nádraží	9 500	19
106	Kačerov – Nádraží Braník	7 575	21
107	Dejvická – Suchdol	5 925	13
108	Sídliště Na Dědině – Bořislavka	13 125	37
109	Palmovka – VÚ Běchovice	12 900	29
111	Skalka – Koloděje	12 800	29
112	Nádraží Holešovice – Podhoří	4 975	13
113	Kačerov – Písnice	6 350	18
114	Kačerov – Ústavy Akademie věd	3 225	9
116	Dejvická – Nebušice	9 600	23
118	Sídliště Spořilov – Smíchovské nádraží	10 925	28
119	Nádraží Veleslavín – Letiště	8 750	19
120	Na Knížecí – Nádraží Radotín	16 100	40
121	Nádraží Braník – Podolská vodárna	13 125	40
123	Kavalírka – Šmukýřka	2 925	9
124	Habrová – Dvorce	13 350	45
125	Smíchovské nádraží – Skalka	24 050	47
128	Hlubočepy – Hlubočepy	2 250	8
129	Smíchovské nádraží – Baně	13 050	21
131	Bořislavka – Hradčanská	5 650	17
133	Florenc – Sídliště Malešice	6 425	20
135	Florenc – Chodov	13 050	41

136	Vozovna Kobylisy – Jižní Město	23 225	64
137	Na Knížecí – Bavorská	10 125	26
138	Sídliště Skalka – Sídliště Spořilov	5 350	16
139	Želivského – Komořany	15 250	45
140	Palmovka – Čakovice	10 350	26
142	Nové Butovice – Nové Vokovice	17 925	49
143	Dejvická – Stadion Strahov	4 000	12
144	Kobylisy – Poliklinika Mazurská	3 475	7
147	Dejvická – Výhledy	6 575	15
149	Dejvická – Nové Butovice	13 300	37
150	Želivského – Na Beránku	14 275	39
151	Českomoravská – Novoborská	8 575	24
152	Kobylisy – Sídliště Čimice	4 200	10
156	Nádraží Holešovice – Nádraží Holešovice	9 100	30
157	Kačerov – Čechova čtvrť	6 425	16
158	Českomoravská – Miškovice	12 000	30
159	Nádraží Kbely – Náměstí Jiřího Berana	4 975	11
160	Dejvická – Výhledy	11 425	31
161	Bořislavka – Přední Kopanina	6 575	14
162	Kobylisy – Dolní Chabry	4 450	11
163	Želivského – Sídliště Rohožník	18 450	45
167	Na Knížecí – Nemocnice Na Homolce	7 675	21
168	Nové Butovice – Bílá Hora	17 175	45
169	Kobylisy – Sídliště Čimice	4 325	10
170	Jižní Město – Pražská čtvrť	19 850	55
172	Závodniště Chuchle – Na Hvězdárně	2 900	10
174	Nové Butovice – Velká Ohrada	5 575	17
175	Florenc – Sídliště Petrovice	15 350	47



176	Karlovo náměstí – Stadion Strahov	4 575	15
177	Poliklinika Mazurská – Chodov	27 850	75
179	Vypich – Třebonice	12 100	29
180	Obchodní centrum Zličín – Dejvická	14 650	41
181	Černý Most – Opatov	14 300	36
183	Sídlíště Čimice – Háje	27 100	65
184	Velká Ohrada – Hradčanská	12 675	31
185	Palmovka – Vinořský hřbitov	12 775	29
186	Hloubětínská – Satalická obora	4 975	14
188	Želivského – Kavčí hory	13 650	40
189	Kačerov – Sídlíště Lhotka	4 375	12
191	Na Knížecí – Airport	20 575	52
192	Nemocnice pod Petřínem – Nemocnice pod Petřínem	1 950	10
193	Nádraží Vršovice – Chodov	17 375	47
195	Sídlíště Čakovice – Jesenická	18 275	50
196	Strašnická – Smíchovské nádraží	17 675	47
197	Háje – Smíchovské nádraží	22 725	54
200	Kobylisy – Sídlíště Bohnice	4 100	10
201	Nádraží Holešovice – Bakovská	14 100	33
202	Poliklinika Mazurská – Černý Most	21 475	51
207	Staroměstská – Ohrada	5 375	21
213	Želivského – Jižní Město	10 625	29
215	Kačerov – Sídlíště Libuš	4 700	13
230	Sídlíště Stodůlky – Filmové ateliéry	16 375	38
231	Na Knížecí – Na Knížecí	5 050	16
236	Zámky – Podhoří	6 900	16
241	Smíchovské nádraží – Lipence	13 950	24
244	Smíchovské nádraží – Sídlíště Radotín	12 250	24
245	Nádraží Radotín – Nádraží Radotín	6 150	18
250	Černý Most – Sídlíště Rohožník	12 075	22

253	Smíchovské nádraží – Na Beránku	9 450	21
255	Sídlíště Stodůlky – Zbraslavské náměstí	18 875	38
257	Zličín – Sobín	3 700	9
261	Černý Most – Klánovice	16 000	33
265	Nádraží Uhřetěves – Kolovraty	9 000	19
266	Depo Hostivař – Královice	14 375	28
267	Háje – Nedvězí	14 025	31
273	Hloubětínská – Ve Žlíbku	10 950	27
291	I. P. Pavlova – I. P. Pavlova	4 200	16

B) NIGHT-TIME LINES

Line	Route	Average length of line in m	Average running time in minutes
501	Sídlíště Lhotka – Jinonice	14 400	30
502	Řeporyjské náměstí – Suchdol	19 600	36
503	Palmovka – Sídlíště Rohožník	17 125	31
504	Sídlíště Stodůlky – Sídlíště Písnice	28 300	61
505	Sídlíště Čimice – Jižní Město	29 325	62
506	Strašnická – Nádraží Uhřetěves	19 575	42
507	Smíchovské nádraží – Sídlíště Zbraslav	11 450	15
509	Florenc – Dubeč	18 125	40
510	Airport – Na Beránku	34 725	74
511	Čakovice – Nádraží Hostivař	37 575	71
512	Lehovec – Ve Žlíbku	8 075	16
513	Palmovka – Vinoř	15 275	27
514	Sídlíště Ďáblice – Březiněves	5 300	10
515	Hradčanská – Nebušice	11 425	25



C) SCHOOL LINES

Line	Route	Average length of line in m	Average running time in minutes
551	Sídlíště Čimice – Šimůnkova	4 250	10
553	Štěrboholy – Škola Dubeč	4 575	8
555	Nebušice – Dejvická	10 850	27
556	Knovízská – Mokrá	2 350	7
558	Žvahov – Hlubočepy	8 950	23
559	Jahodnice II – Hloubětínská	6 575	16
560	Bílá Hora – Na Okraji	4 250	13
561	Sídlíště Zbraslav – Velká Chuchle	12 600	27
564	Polesná – Sídlíště Rohožník	2 500	7
565	Stadion Strahov – Weberova	4 700	11
566	Nové Butovice – Řeporyjské náměstí	3 850	10
567	Habrová – Olšanské náměstí	2 800	9
569	Otěšínská – Škola Radotín	2 950	12
570	Pitkovice – Na Vartě	5 650	14
571	Správa sociálního zabezpečení – Škola Radlice	3 700	10
575	Náměstí Jiřího Berana – Sídlíště Čakovice	2 250	4
576	Řeporyjské náměstí – Zadní Kopanina	3 600	7

D) SUBURBAN LINES

Line	Route	Average length of line in m	Average running time in minutes
301	Vypich – Chýnice	14 825	35
305	Náměstí Jiřího Berana – Hovorčovice	4 875	11

312	Bořislavka – Lichoceves	16 050	33
329	Sídlíště Skalka – Škvorec, náměstí	28 625	58
340	Dejvická – Roztoky, Levý Hradec	10 250	21
347	Zličín – Motol	22 250	45
351	Letňany – Neratovice, žel. st.	19 275	42
352	Vypich – Jinočany, náměstí	13 650	35
355	Dejvická – Únětice	10 600	23
359	Suchdol – Roztoky, Bělina	11 925	26
363	Opatov – Velké Popovice, Todice	24 000	52
364	Depo Hostivař – Doubek	23 125	43
366	Depo Hostivař – Březí, Podskalí	20 125	38
NIGHT-TIME SUBURBAN LINES			
605	Modrá škola – Čestlice	8 750	20

E) ZLD LINES

(these lines are intended for persons with disability of movement and orientation and their accompaniment)

Line	Route	Average length of line in m	Average running time in minutes
H1	Chodov – Obchodní centrum Černý Most	38 275	95

F) LINKA AIRPORT EXPRESS

Line	Route	Average length of line in m	Average running time in minutes
AE	Hlavní nádraží – Airport	18 175	41

IMPORTANT CHANGES IN LINE CONNECTIONS WITHIN PID IN THE COURSE OF 2015

- 6. 4. 2015**
- A – metro line extended from the Dejvická station to the Nemocnice Motol station, in the section Petřiny – Nemocnice Motol - line connections during working days from approx. 06:00 – 08:30 a.m., one half of line connections in the section Dejvická – Nemocnice Motol during working days from approx. 08:30 a.m. – 07:00 p.m.

- 7. 4. 2015**
- 2 line cancelled (Divoká Šárka – Petřiny)
 - 108 line converted to Bílá Hora – Poliklinika Petřiny
 - 119 line shortened to the Nádraží Veveslavín – Airport / Terminal 1 route
 - 137 line converted to Na Knížecí – U Waltrovky – Bavorská route
 - new 142 line was established on the Nové Butovice – Nádraží Veveslavín – Nové Vokovice route
 - 161 line shortened to the Bořislavka – Nebušice – Přední Kopanina route
 - 168 line converted to the Bořislavka – Nové Butovice route
 - 174 line converted to the Kukulova / Vypich – Velká Ohrada route
 - 179 line converted to the Kukulova / Vypich – Řeporyjské náměstí – Třebonice route
 - new 184 line was established on the Nové Butovice – Hradčanská route
 - 191 line converted to the Na Knížecí – Airport / Terminal 1 route
 - new 192 line was established on the Nemocnice pod Petřínem – Malostranské náměstí route
 - 230 line converted to the Sídliště Stodůlky – Holyně – Filmové ateliéry route
 - 255 line taken over from another carrier and converted to the Zbraslavské náměstí – Nádraží Radotín – Sídliště Stodůlky route
 - 301 line converted to the Kukulova / Vypich – Chýnice route
 - 312 line shortened to the Bořislavka – Lichoceves route
 - 352 line converted to the Kukulova / Vypich – Jinočany, náměstí route
 - lines 164, 214, 216, 225, 235, 249, 256, 259, 294, 365, 554 and H2 were cancelled
 - 378 line was handed over to another carrier
 - 555 line converted to the Nebušice – Dejvická route

- 1. 6. 2015**
- strengthening of the A – metro line in the section Dejvická – Petřiny during settled down hours and afternoon peak of working days with shortening of the zone operation only in the section Petřiny – Nemocnice Motol

- 1. 7. 2015**
- 552 line cancelled (Náměstí Míru – Vratislavova)

- 30. 8. 2015**
- 5 line newly operated during working days – 2 x T or KT or 15T
 - 174 line is converted to the Nové Butovice – Velká Ohrada route, operated only during working days and in case of weakening of operation
 - short inserted line connections are introduced on the 267 line during working days
 - the interval of 30 minutes is shortened to 20 minutes for all night-time tram lines and night-time bus lines 504, 505, 510, 511 and 512 Friday / Saturday and Saturday / Sunday, 504 line in the direction from Sídliště Písnice is converted from the I.P. Pavlova station to the route of the cancelled 508 line through the Anděl station to the Sídliště Stodůlky station
 - 329 line extended to the Sídliště Skalka – Škvorec route

- 31. 10. 2015**
- 5 line converted to the Divoká Šárka – Ústřední dílny DP route and 20 line to the Nádraží Podbaba – Sídliště Barrandov route
 - 108 line converted to the Bořislavka – Sídliště Na Dědině route
 - 143 line shortened to the Dejvická – Stadion Strahov route
 - new 149 line was established on the Dejvická – Nové Butovice route
 - 168 line converted to the Nové Butovice – Bílá Hora route
 - one half of line connections were shortened for the 184 line – to the Kukulova / Vypich – Nové Butovice route

- 13. 12. 2015**
- new 159 line established on the Nádraží Kbely – Náměstí Jiřího Berana route
 - 558 line extended to the Žvahov – Hlubočepy route

Note: the list of changes mentions only important changes of permanent nature. It does not include temporary changes associated with investment activities, even if they are for longer time (In relation to financial compensation from the Municipal District of Prague 5 the 123 line has been operated on the Na Knížecí – Kavalírka – Šmukýřka route during working days since 17. 10. 2015.)

Owing to the increasing number of request stops both in the bus transport and tram transport, these changes of types of stops are not even mentioned for the tram transport.

The data mentioned concern only lines operated by DPP.

DIVISION OF THE TRANSPORT SERVICE AREA INTO ZONES

The Prague Integrated Transport (PID) is the system ensuring transport service in the Capital City of Prague and suburban areas by individual carriers in various types of transport. Carriers fulfil the transit contract in accordance with individual Contractual transport conditions and tariff conditions.

Public City Transport – is the transport operated in the territory of the Capital City of Prague.

The territory of the Capital City of Prague in terms of tariffs is divided into P and 0 zones, which are totally included as four tariff zones.

“P” zone – has the double tariff value and includes metro, trams, public city transport buses (lines No. 100-297 and 501-576), the Petřín funicular railway, ferries and selected sections of railway.

“0” zone – includes suburban bus lines within PID (lines No. 301-398 and 601-610) and selected track sections of railway. “0” zone is divided into “0” and “B” zones - the zone of boundary stops. In framework of “0” zone, stops are defined and marked as “B” zone - the so-called boundary stops. For purposes of PID’s tariff the “0” zone and “B” zone are included separately for individual drives (i.e. as two zones) and for pre-paid time-limited fare as one zone.

PID’s suburban transport – is the transport outside the territory of the Capital City of Prague, which is divided into seven external zones (tariff zones 1, 2, 3, 4, 5, 6, 7) for purposes of PID’s tariff.

Tariff for individual fares and time-limited pre-paid tickets:

a) **Transfer** – for individual tickets, pre-paid time-limited short-time tickets, time-limited coupons valid on the territory of the Capital City of Prague (“P” and “0” zones including “B” cross-border zone), combined time-limited coupons BUS+TRAIN valid for suburban buses and trains “0-7” zone.

Train track sections fully integrated within the PID system:

011 within the section Prague Masarykovo nádr. (Prague hl. n., Prague – Holešovice – Pečky);
 060 within the section Poříčany - Sadská;
 070 within the section Prague – Vršovice – Prague hl. n. (Prague Masarykovo nádr.) - Všetaty;
 072 within the section Všetaty - Mělník;
 074 within the section Čelákovice - Neratovice;
 090 within the section Prague Masarykovo nádr. (Prague hl. n.) – Kladno nad Vltavou;
 091 within the section Prague - Hostivař – Prague – Libeň – Roztoky u Prahy;

092 within the section Neratovice – Kladno nad Vltavou;
 093 within the section Kladno – Kladno-Ostrovec – Kladno-Švermov – Kladno-Dubí;
 110 within the section Kladno nad Vltavou - Podlešín;
 111 within the section Kladno nad Vltavou - Velvary;
 120 within the section Prague-Masarykovo nádr. (Prague hl. n.) – Kladno – Kladno - Rozdělov;
 121 within the section Hostivice - Podlešín;
 122 within the section Prague hl. n. – Prague-Smíchov northern platform (Prague-Smíchov – Na Knížecí – Prague-Zličín – Hostivice – Rudná u Prahy);
 171 within the section Prague hl. n. - Beroun;
 173 within the section Prague-Smíchov – Prague-Řeporyje – Nučice station;
 210 within the section Prague hl. n. – Vrané n. Vlt. – Davle and Vrané n. Vlt. - Měchenice;
 221 within the section Prague hl. n. - Čerčany;
 231 with the section Prague-Masarykovo nádr. (Prague hl. n.) - Stratov;
 232 within the section Lysá nad Labem - Milovice;
 “Cyklohráček” train on its entire route.

b) **special AE tickets** (Airport Express).



DATA ON THE PID COMPANY'S FLEET AS OF 31. 12. 2015

			Actual inventory (accounting) state	Actual inventory (accounting) state	Put out of operation *	Average service life from the operating state
M		81-71M	465	465	0	9,15
		M1	265	265	0	12,45
In total Metro			730	730	0	10,35
T	Solo	T3 R.P	350	350	0	10,66
		T3 R.PLF low-floor	33	33	0	6,30
		T3 M	36	29	7	27,03
		T3 SU	98	65	33	28,46
		T6A5	144	132	12	19,36
		In total Solo	661	609	52	14,99
	Articulated	KT8N2 low-floor	46	46	0	6,02
		14 T low-floor	57	57	0	7,37
		15 T low-floor	157	157	0	2,05
		In total Articulated	260	260	0	3,92
In total Trams			921	869	52	11,68

A	Midi	Ikarus E91 low-floor	5	4	1	10,96
		Solaris U8,9LE low-floor	40	40	0	1,73
		SOR BN 8,5 low-floor	20	20	0	4,83
	Standard	B 931	25	25	0	15,75
		B 951	131	131	0	11,35
		C 934	1	1	0	16,67
		Citybus + Citelis low-floor	288	263	25	13,96
		Crossway low-floor	6	6	0	6,34
		SOR NB 12, BN 12, EBN low-floor	209	210 **	0	4,16
	Articulated	B 741	2	0	2	
		B 941	91	75	16	16,68
		B 961	31	31	0	12,99
		SOR NB 18 low-floor	323	323 **	1	3,26
		City articulated, low-floor	50	46	4	12,14
	In total Midi		65	64	1	3,28
	In total Standard		660	636	25	10,20
	In total Articulated		497	475	23	6,87
In total Buses			1 222	1 175	49	8,48

* put out of operation due to modernization, reconstruction and liquidation – new and modernized vehicles not commissioned yet

** 1 rented coach (property of SOR) is included, but not included into the inventory state

Note: historic vehicles are not included into the overview. 1 tour coach (not within PID) is not included into the inventory state.

As opposed to the record-keeping state the **inventory accounting state** includes vehicles under reconstruction, modernization, intended for liquidation, at higher stage of repairs, for sale etc.

The **record-keeping operating state** includes vehicles approved for operation within PID with passengers, including vehicles under usual repairs.

PERSONNEL INDICATORS

NUMBER OF EMPLOYEES
(RECORD-KEEPING STATE AS OF 31. 12. 2015)

Category		
Public city transport drivers		4 206
Out of it:	M engine-drivers	604
	T drivers	1 369
	A drivers	2 233
Workmen		3 199
POP		430
Technical-economy employees (TH)		3 075
Out of it:	TH employees as per item 2.5.1 a) KS	974
	TH employees as per item 2.5.1 b) KS	2 101
In total		10 910

NUMBER OF EMPLOYEES BY PROFESSION CATEGORIES
FOR 2015 (AVERAGE CONVERTED STATE)

Category		
Public city transport drivers		4 208
Out of it:	M engine-drivers	597
	T drivers	1 361
	A drivers	2 250
Workmen		3 196
POP		432
Technical-economy employees (TH)		3 049
Out of it:	TH employees as per item 2.5.1 a) KS	965
	TH employees as per item 2.5.1 b) KS	2 084
In total		10 885

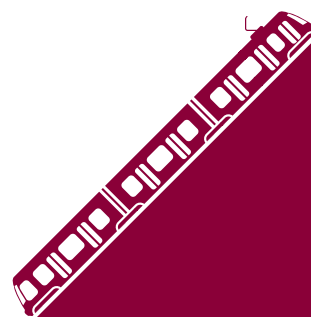
The average record-keeping number of employees converted is the conversion of average record-keeping number of employees in physical persons according to duration of their workload for working hours (full) determined by the employer.

WAGE COSTS, INCLUDING 00N IN THOUSANDS CZK,
AND AVERAGE WAGE IN CZK FOR 2015

Category	Wage costs, including 00N in thousands CZK	Average wage in CZK
Public city transport drivers	1 791 150	33 734
Workmen	1 130 175	29 033
POP	148 711	27 775
Technical-economy workers (TH)	1 501 147	40 504
In total	4 571 183	34 014

STRUCTURE BY EDUCATION ACCORDING TO RECORDED
STATE AS OF 31. 12. 2015

Education	In total	%
Academic	589	5,40
Secondary with school-leaving examination	4 491	41,16
Secondary without school-leaving examination	4 906	44,97
Primary	924	8,47
In total	10 910	100,00



ECONOMIC INDICATORS

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

		%
Direct costs (including costs of transport routes)	12 211 327	79,41
Operating overhead costs	651 445	4,24
Costs of services	586 657	3,81
Costs of coordination and management	1 250 165	8,13
Other costs (museum, central dispatching management, dispatching system...)	678 480	4,41
In total PID's costs	15 378 074	100,00

STRUCTURE OF DIRECT PID'S COSTS WITHOUT TRANSPORT ROUTES (IN THOUSANDS CZK)

		%
Repairs of PID's vehicles	2 879 354	33,20
Consumption of fuel, materials and traction energy	1 204 709	13,89
Personnel expenses for PID's drivers	2 959 463	34,13
Depreciations of PID's vehicles	1 426 458	16,45
Other direct costs for PID operation	201 975	2,33
In total PID's direct costs (for transport operation)	8 671 959	100,00

SHARE OF PID'S OPERATING COSTS AND COSTS OF TRANSPORT ROUTES IN THE TOTAL PID'S COSTS (IN THOUSANDS CZK)

		%
PID's operating costs	11 838 706	76,98
Costs of transport routes	3 539 368	23,02
In total PID's costs	15 378 074	100,00

REVENUES FROM TRANSIT

REVENUES FROM FARE IN FRAMEWORK OF THE PID'S SYSTEM FOR 2015 (IN THOUSANDS CZK)
(including revenues of other carriers included into the PID system)

		%
Territory of the Capital City of Prague (P+0 zone)		
- Revenues from time-limited tickets including fixed payments, employees' tickets and duplicates	2 362 319	57,77
- Revenues from individual fare, including USV machines	1 726 591	42,23
In total in the territory of the Capital City of Prague (P+0 zone)	4 088 910	100,00
External zones		
- Sales from time-limited combined coupons	219 478	73,43
- Sales from individual fare, including USV machines	79 430	26,57
In total external zones	298 908	100,00
In total revenues from fare in framework of PID system		4 387 818
Out of it	- revenues of DPP	3 788 507
	- Revenues of other carriers	599 311
In total revenues from fare in framework of PID system		4 387 818
Revenues from surcharges to fare *		329 393
In total revenues from fare in framework of PID system including surcharges to fare		4 717 211

* Specification of surcharges to fare for 2015

SPECIAL-PURPOSE GRANT

SPECIAL-PURPOSE INVESTMENT GRANT FROM THE BUDGET OF THE CAPITAL CITY OF PRAGUE
(IN THOUSANDS OF CZK)

	Drawn from budget of the Capital City of Prague	Drawn from the national budget	Drawn from the EU Structural funds
Usual grant from the budget of the Capital City of Prague			
Operating Section of D – Metro Line	52 254		
Barrier-free measures	3 914		
RTT Těšnov loop	1 997		
RTT Bělehradská (Tylovo sq. – Otakarova)	33 000		
RTT Evropská – II. stage	7 894		
RTT Plzeňská (Tomáškova – Jinonická)	7 898		
TT Sídliště Barrandov – Holyně – Slivenec	1		
Barrier-free access at the Roztyly metro station	4 000		
RTT Vršovická (Otkarova – Kubánské náměstí)	149 500		
RTT Střešovická – Na Petřinách	16 750		
RTT Palmovka block	4 839		
RTT Nádražní – Na Zlíchově	5 000		
TT Divoká Šárka – Dědinská	120		
Barrier-free access at the Palmovka metro station	4 817		
Barrier-free access at the Karlovo náměstí metro station	2 100		
Complex metro security system	200 000		
RTT Sokolovská (Březinova – Zenklova)	1 998		
In total usual grant from the budget of the Capital City of Prague	496 082	0	0

Operating programme Prague – Competitiveness			
Elevator at the Anděl station	2 074		23 512
Elevator at the I.P. Pavlova station	2 745		31 114
RTT Bělohorská	1 136		12 879
Elevator at the Můstek station	1 902		21 562
RTT Evropská II.	7 021		79 565
In total	14 878	0	168 632
In total special-purpose investment grant	510 960	0	168 632

SPECIAL-PURPOSE NON-INVESTMENT GRANT FROM THE BUDGET OF THE CAPITAL CITY OF PRAGUE
(IN THOUSAND CZK)

	Drawn from budget of the Capital City of Prague	Drawn from the national budget	Drawn from the EU structural funds
Operating programme Prague – Competitiveness			
Elevator at the Anděl station	10		116
Elevator at the I.P. Pavlova station	10		114
RTT Bělohorská	14		153
RTT Evropská II.	11		122
In total special-purpose non-investment grant	45	0	505

OVERVIEW OF TYPES OF TRANSIT DOCUMENTS AS OF 31. 12. 2015

TIME-LIMITED COUPONS TO THE PRE-PAID TICKETS VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of transit ticket in CZK
Civil time-limited coupons economy:	
- 30-day	550,-
- 90-day	1 480,-
- 150-day	2 450,-
- Annual	* 3 650,-
Time-limited coupons economy:	
For juniors from 15 to 19 years	- 30-day 260,-
	- 90-day 720,-
	- 150-day 1 200,-
	- 300-day 2 400,-
For pupils and students from 19 to 26 years	- 30-day 260,-
	- 90-day 720,-
	- 150-day 1 200,-
	- 300-day 2 400,-
For seniors from 60 to 70 years, for citizens in financial distress	- 30-day 250,-
	- 90-day 660,-
	- 150-day 1 100,-

* validity since 1st July 2015

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

Type of transit document	Price of transit ticket in CZK
Civil time-limited coupons economy:	
- Monthly	550,-
- Quarterly	1 480,-
- 5-month	2 450,-
- Annual	* 3 650,-
Time-limited coupons economy:	
For juniors from 15 to 19 years	- Monthly 260,-
	- Quarterly 720,-
	- 5-month 1 200,-
	- 10-month 2 400,-
For pupils and students from 19 to 26 years	- Monthly 260,-
	- Quarterly 720,-
	- 5-month 1 200,-
	- 10-month 2 400,-
For seniors from 60 to 70 years and citizens in financial distress	- Monthly 250,-
	- Quarterly 660,-
	- 5-month 1 100,-

* Validity since 1st July 2015

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

Type of transit document	Price of transit ticket in CZK
Time-limited transferable coupons with a selectable start of validity	
- Monthly	670,-
- Quarterly	1 880,-
- Annual	6 100,-

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

Type of transit document	Price of transit ticket in CZK
Time-limited transferable coupons with a selectable start of validity	
- 30-day	670,-
- 90-day	1 880,-
- 365-day	6 100,-

EMPLOYEES' FARE

Type of transit document	Price of transit ticket in CZK
- Annual for employees	50,-
- Annual for employees' family members	200,-
- Annual for pensioners	50,-
- Annual for pensioners' family members	200,-

TRANSIT TICKETS FOR SINGLE TRIP IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE (P+0+B)

Type of transit document	Price of transit ticket in CZK
Transfer full-price tickets::	
- 30-minute	24,-
- 90-minute	32,-
- In case of purchase from bus driver – 90-minute	40,-
Transfer economy tickets:	
- 30-minute	12,-
- 90-minute	16,-
- In case of purchase from bus driver – 90-minute	20,-
Pre-paid time-limited short-time transit tickets for the public city transport (P+0+B):	
- 24-hour full-price	110,-
- 24-hour for children from 6 to 15 years and holders of PID card for seniors	55,-
- 3-day full-price	310,-
* Pre-paid time-limited short-time tickets for all zones:	
- 24-hour full-price	160,-
- 24-hour for children from 6 to 15 years	80,-

* for the public city transport 70% share

SPECIAL AE TRANSIT TICKETS (AIRPORT EXPRESS)

Type of transit document	Price of transit ticket in CZK
Full-price non-transfer	
- Prague hl. n. /Prague – Masarykovo nádraží – Václav Havel Airport Prague	60,-
Economy non-transfer for children from 6 to 15 years	
- Prague hl. n. /Prague – Masarykovo nádraží – Václav Havel Airport Prague	30,-

COMBINED TIME-LIMITED COUPONS BUS+TRAIN TO THE PRE-PAID TRANSIT TICKET VALID WITHIN PID EXTERNAL ZONES FOR A FIXED CALENDAR PERIOD OR TO A PERSONAL CARD WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of transit ticket in CZK
Coupons for one external zone:	
- Monthly civil economy	300,-
- Quarterly civil economy	760,-
- Monthly economy for children from 6 to 15 years	150,-
- Quarterly economy for children from 6 to 15 years	380,-
Coupons for two zones:	
- Monthly civil economy	460,-
- Quarterly civil economy	1 200,-
- Monthly economy for children from 6 to 15 years	230,-
- Quarterly economy for children from 6 to 15 years	600,-
Coupons for three zones:	
- Monthly civil economy	700,-
- Quarterly civil economy	1 800,-
- Monthly economy for children from 6 to 15 years	350,-
- Quarterly economy for children from 6 to 15 years	900,-
Coupons for four zones:	
- Monthly civil economy	920,-
- Quarterly civil economy	2 400,-
- Monthly economy for children from 6 to 15 years	455,-
- Quarterly economy for children from 6 to 15 years	1 190,-



Coupons for five zones:	
- Monthly civil economy	1 130,-
- Quarterly civil economy	3 000,-
- Monthly economy for children from 6 to 15 years	565,-
- Quarterly economy for children from 6 to 15 years	1 500,-
Coupons for six zones:	
- Monthly civil economy	1 350,-
- Quarterly civil economy	3 600,-
- Monthly economy for children from 6 to 15 years	675,-
- Quarterly economy for children from 6 to 15 years	1 795,-
Coupons for seven zones:	
- Monthly civil economy	1 560,-
- Quarterly civil economy	4 200,-
- Monthly economy for children from 6 to 15 years	780,-
- Quarterly economy for children from 6 to 15 years	2 100,-
Coupons for eight zones:	
- Monthly civil economy	1 780,-
- Quarterly civil economy	4 800,-
- Monthly economy for children from 6 to 15 years	890,-
- Quarterly economy for children from 6 to 15 years	2 400,-

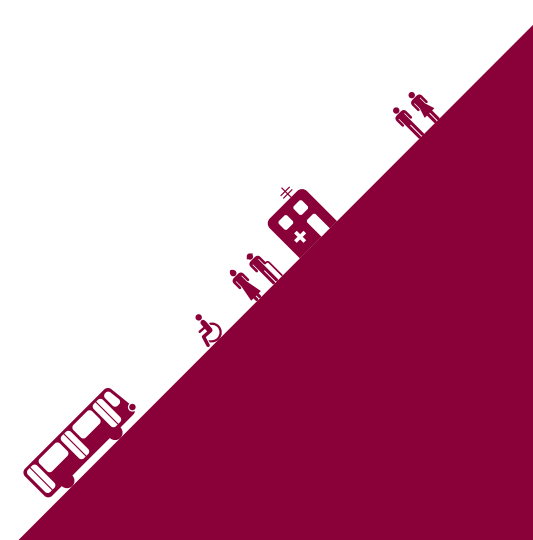
COMBINED TIME-LIMITED COUPONS BUS+TRAIN TO THE PRE-PAID TIME-LIMITED TRANSIT TICKET
WITHIN PID EXTERNAL ZONES WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of transit ticket in CZK
Coupons for one external zone:	
- 30-day civil economy	300,-
- 90-day civil economy	760,-
- 30-day economy for children from 6 to 15 years	150,-
- 90-day economy for children from 6 to 15 years	380,-
Coupons for two zones:	
- 30-day civil economy	460,-
- 90-day civil economy	1 200,-
- 30-day economy for children from 6 to 15 years	230,-
- 90-day economy for children from 6 to 15 years	600,-
Coupons for three zones:	
- 30-day civil economy	700,-
- 90-day civil economy	1 800,-
- 30-day economy for children from 6 to 15 years	350,-
- 90-day economy for children from 6 to 15 years	900,-
Coupons for four zones:	
- 30-day civil economy	920,-
- 90-day civil economy	2 400,-
- 30-day economy for children from 6 to 15 years	455,-
- 90-day economy for children from 6 to 15 years	1 190,-

Coupons for five zones:	
- 30-day civil economy	1 130,-
- 90-day civil economy	3 000,-
- 30-day economy for children from 6 to 15 years	565,-
- 90-day economy for children from 6 to 15 years	1 500,-
Coupons for six zones:	
- 30-day civil economy	1 350,-
- 90-day civil economy	3 600,-
- 30-day economy for children from 6 to 15 years	675,-
- 90-day economy for children from 6 to 15 years	1 795,-
Coupons for seven zones:	
- 30-day civil economy	1 560,-
- 90-day civil economy	4 200,-
- 30-day economy for children from 6 to 15 years	780,-
- 90-day economy for children from 6 to 15 years	2 100,-
Coupons for eight zones:	
- 30-day civil economy	1 780,-
- 90-day civil economy	4 800,-
- 30-day economy for children from 6 to 15 years	890,-
- 90-day economy for children from 6 to 15 years	2 400,-

COMBINED TIME-LIMITED COUPONS BUS + TRAIN TO THE PERSONAL CARD OR TO PRE-PAID
TIME-LIMITED TRANSIT TICKET WITHIN PID EXTERNAL ZONES - SPECIAL ECONOMY

Type of transit document	Price of transit ticket in CZK
Monthly coupons for pupils from 6 to 15 years	
- For one external independent zone	110,-
- For two zones	170,-
- For three zones	260,-
- For four zones	345,-
- For five zones	420,-
- For six zones	500,-
- For seven zones	585,-
- For eight zones	665,-
5-month coupons for pupils from 6 to 15 years	
- For one external independent zone	510,-
- For two zones	795,-
- For three zones	1 195,-
- For four zones	1 590,-
- For five zones	1 970,-
- For six zones	2 360,-
- For seven zones	2 745,-
- For eight zones	3 135,-



Monthly coupons for pupils and students from 15 to 26 years	
- For one external independent zone	225,-
- For two zones	345,-
- For three zones	525,-
- For four zones	690,-
- For five zones	845,-
- For six zones	1 010,-
- For seven zones	1 170,-
- For eight zones	1 335,-
5-month coupons for pupils and students from 15 to 26 years	
- For one external independent zone	1 020,-
- For two zones	1 590,-
- For three zones	2 395,-
- For four zones	3 180,-
- For five zones	3 945,-
- For six zones	4 725,-
- For seven zones	5 490,-
- For eight zones	6 270,-



TRANSIT TICKETS FOR SINGLE TRIP WITHIN EXTERNAL ZONES

Type of transit document	Price of transit ticket in CZK
Basic transfer full-price transit tickets:	
- For two connected zones 15 min	12,-
- For two connected zones 30 min	18,-
- For three connected zones 60 min	24,-
- For four connected zones 90 min	32,-
- For five connected zones 120 min	40,-
- For six connected zones 150 min	46,-
- For seven connected zones 180 min	54,-
- For eight connected zones 210 min	62,-
- For nine connected zones 240 min	68,-
- For ten connected zones 270 min	76,-
- For eleven connected zones 300 min	84,-
Basic transfer economy transit tickets:	
- For two connected zones 15 min	6,-
- For two connected zones 30 min	9,-
- For three connected zones 60 min	12,-
- For four connected zones 90 min	16,-
- For five connected zones 120 min	20,-
- For six connected zones 150 min	23,-
- For seven connected zones 180 min	27,-
- For eight connected zones 210 min	31,-
- For nine connected zones 240 min	34,-
- For ten connected zones 270 min	38,-
- For eleven connected zones 300 min	42,-
Pre-paid time-limited short-time transit tickets for all zones: *	
- 24-hour	160,-
- 24-hour for children from 6 to 15 years	80,-

* for PID external zones 30% share

TICKETS FOR SINGLE TRIP WITHIN EXTERNAL ZONES – SPECIAL ECONOMY

Type of transit document	Price of transit ticket in CZK
Transfer tickets for pupils from 6 to 15 years:	
- For two connected zones 15 min	4,-
- For two connected zones 30 min	6,-
- For three connected zones 60 min	9,-
- For four connected zones 90 min	12,-
- For five connected zones 120 min	15,-
- For six connected zones 150 min	17,-
- For seven connected zones 180 min	20,-
- For eight connected zones 210 min	23,-
- For nine connected zones 240 min	25,-
Transfer tickets for pupils from 15 to 26 years:	
- For two connected zones 15 min	9,-
- For two connected zones 30 min	13,-
- For three connected zones 60 min	18,-
- For four connected zones 90 min	24,-
- For five connected zones 120 min.	30,-
- For six connected zones 150 min	34,-
- For seven connected zones 180 min	40,-
- For eight connected zones 210 min	46,-
- For nine connected zones 240 min	51,-



PRAGUE CARD

Type of transit document	Price of transit ticket in CZK
- 2-day full price	1 280,-
- 2-day for children and students *	940,-
- 3-day full price	1 540,-
- 3-day for children and students *	1 120,-
- 4-day full price	1 780,-
- 4-day for children and students *	1 300,-

* children/student card is valid for children from 6 to 16 years and for full-time students up to 26 years.

The Prague card includes fare in the territory of the Capital City of Prague (P+O+B), on the Airport Express line, ferries, entrance to 50 historic buildings etc.

DEVELOPMENT OF TARIFF RATES OF THE PRAGUE INTEGRATED TRANSPORT IN THE 5-YEAR PERIOD

PRE-PAID CIVIL TIME-LIMITED TRANSIT TICKETS ECONOMY

in CZK

Type of transit document	2011	2012	2013	2014	2015
Civil time-limited economy coupons:					
- 30-day/monthly	550,-	550,-	550,-	550,-	550,-
- 90-day/quarterly	1 480,-	1 480,-	1 480,-	1 480,-	1 480,-
- 150-day/5-month	2 450,-	2 450,-	2 450,-	2 450,-	2 450,-
- 365-day/annual	4 750,-	4 750,-	4 750,-	4 750,-	* 3 650,-

* validity since 1st July 2015

PRE-PAID TIME-LIMITED TRANSFERABLE TRANSIT TICKETS WITH A SELECTABLE START OF VALIDITY

in CZK

Type of transit document	2011	2012	2013	2014	2015
Transferable time-limited coupons					
- 30-day/monthly	670,-	670,-	670,-	670,-	670,-
- 90-day/quarterly	1 880,-	1 880,-	1 880,-	1 880,-	1 880,-
- 365-day/annual	6 100,-	6 100,-	6 100,-	6 100,-	6 100,-

Accompaniment of children under 3 years of age, if a child holds a special card. Children under 3 years of age, proven by an identity card or passport, have been transported for a special price of 0 CZK since 1st July 2015. This does not relate to railways and AE.

Transport of dogs for free – passengers with a valid ticket for PID in the territory of Prague (P, 0 and B zones) or passengers having a right to transport for free in the territory of Prague do not pay a charge for dog. It is valid only with a time-limited coupon in external zones.

PRE-PAID TIME-LIMITED TICKETS ECONOMY

in CZK

Type of transit document	2011	2012	2013	2014	2015
For children from 6 to 15 years:					
- 30-day/monthly	* 130,-	* 130,-	* 130,-	* 130,-	Cancelled
- 90-day/quarterly	* 360,-	* 360,-	* 360,-	* 360,-	
- 150-day/5-month	* 600,-	* 600,-	* 600,-	* 600,-	
- 300-day/10-month	* 1 200,-	* 1 200,-	* 1 200,-	* 1 200,-	
For juniors from 15 to 19 years					
- 30-day/monthly	260,-	260,-	260,-	260,-	260,-
- 90-day/quarterly	720,-	720,-	720,-	720,-	720,-
- 150-day/5-month	1 200,-	1 200,-	1 200,-	1 200,-	1 200,-
- 300-day/10-month	2 400,-	2 400,-	2 400,-	2 400,-	2 400,-
For pupils and students from 19 to 26 years					
- 30-day/monthly	260,-	260,-	260,-	260,-	260,-
- 90-day/quarterly	720,-	720,-	720,-	720,-	720,-
- 150-day/5-month	1 200,-	1 200,-	1 200,-	1 200,-	1 200,-
- 300-day/10-month	2 400,-	2 400,-	2 400,-	2 400,-	2 400,-
For seniors from 60 to 70 years and citizens in financial distress:					
- 30-day/monthly	** 250,-	** 250,-	** 250,-	** 250,-	** 250,-
- 90-day/quarterly	** 660,-	** 660,-	** 660,-	** 660,-	** 660,-
- 150-day/5-month	** 1 100,-	** 1 100,-	** 1 100,-	** 1 100,-	** 1 100,-

* Price of fare for children from 6 to 15 years of age, who hold the Document on right to special fare prices (price of the electronic document is CZK 120, price of the paper document is CZK 20), is 0 CZK for trips in the territory of Prague (tariff zones P, 0 and B). A personal card verified by the issuing party (legal entity), consisting of name, date of birth and photo, is sufficient for children from 6 to 10 years of age.

** Price of fare for seniors from 65 to 70 years of age, who hold the Document on right to special fare prices (price of the electronic document is CZK 120, price of the paper document is CZK 20), is CZK 0 for trips in the territory of Prague (tariff zones P, 0 and B).

VOLUME OF TOTAL INVESTMENT COSTS AND RESOURCES

VOLUME OF TOTAL INVESTMENT COSTS IN 2015 (IN THOUSANDS CZK)

	in thousands CZK
Investment metro construction	
Projects under progress	
A metro line	1 977 087
Národní station	37
Reconstruction of departure platform at the Chodov metro station	1 911
Reconstruction of departure platform at the Muzeum A metro station	887
Reconstruction of the Jinonice metro station	10 360
Reconstruction of the Opatov metro station	7 864
Reconstruction of the Skalka metro station	8 470
Anti-chemical warning system in metro	115
Projects under preparation	
I. Operating Section of D - metro line	52 254
In total metro investment construction	2 058 985
Other investment projects	
Replacement of escalators	72 448
Tram tracks construction	318
Tram tracks reconstruction	964 836
Cable routes reconstruction	0
Construction and reconstruction of substations	34 745

Carriage sheds and central workshops	52 018
Garages and stand-by areas	4 179
Metro security system	606 717
In total other investment projects	1 735 261
Renovation of the company's fleet	
METRO	
Reconstruction of vehicles	0
Purchase of new vehicles – repayment of loan	285 064
TRAMS	
Technical improvement of trams (KT8D5)	21 000
Purchase of new trams	1 199 857
Purchase of new trams – repayment within the Bill Program	800 000
BUSES	
Purchase of new buses	416 445
Purchase of midibuses	40 457
Other company's fleet	0
In total renovation of the company's fleet	2 762 823
Other investments into technical background	460 593
Total volume of investment costs	7 017 662

VOLUME OF TOTAL INVESTMENT RESOURCES IN 2015 (IN THOUSANDS CZK)

	In total investment resources	Out of it	
		Investment resources received in 2014 for payment of invoices paid before the year 2015	Investment resources expended for payment of invoices paid in 2015
In total own investment resources	3 806 426	0	3 806 426
Depreciations	2 698 026		2 698 026
Compensation (adequate profit)	1 108 400	0	1 108 400
Other resources			
Bill program	538 011	0	538 011
Operating Programme Prague – Competitiveness:			
Grants from the EU structural funds - investment	168 631	38 383	130 248
Grants from the EU structural funds – non-investment	506	159	347
Grants from the budget of the Capital City of Prague – investment	14 878	3 386	11 492
Grants from the budget of the Capital City of Prague – non-investment	45	14	31
Operating Programme – Transport – A – metro line			
Grants from EU funds – investment	7 448 899	5 471 812	1 977 087
Grants from the budget of the Capital City of Prague	496 082	0	496 082
Compensation from 2012	57 938	0	57 938
Total volume of investment resources	12 531 416	5 513 754	7 017 662

REPORT ON RELATIONS BETWEEN INTERCONNECTED ENTITIES

On 10th February 2016
The Prague Public Transit Co., Inc.

CONTENT:

Introductory provisions

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Introductory provisions

The Report on relations between the Controlling entity and the Controlled entity and between the Controlled entity and entities controlled by the same Controlling entity ("Report on relations") was prepared pursuant to provisions in Section 82 of the Act No. 90/2012 Coll., on trading companies and cooperatives (the Act on trading corporations). This report for the previous accounting period (year 2015) will be attached to the Annual report in compliance with legal regulations regulating accountancy. The sole shareholder of the Controlled entity will have the option to become acquainted with this report within the same time limit and under the same conditions as for the Financial Statement.

1. Structure of relations between the Controlling entity and the Controlled entity and between the Controlled entity and entities controlled by the same Controlling entity. The task of the Controlled entity within the structure of these relations, manner and means of control

- 1.1. The trading company – the Prague Public Transit Co. Inc. with the registered office in Sokolovská 217/42, Prague 9, Postal Code: 190 22, ID No.: 00005886, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 847 (hereinafter only as the "**Controlled entity**") is the entity controlled by the Capital City of Prague. The Capital City of Prague is the sole shareholder of the Controlled entity. **The Controlling entity** is the Capital City of Prague.
- 1.2. According to data available to the Controlled entity the Controlling entity controls these other **directly controlled entities**:
 - a) Kolektory Praha, a.s. with the registered office in Prague 9, Pešlova 341/3, Postal Code: 190 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7813, ID No.: 26714124 (100% share)
 - b) Kongresové centrum Praha, a.s., with the registered office in Prague 4, 5.května 65, Postal Code: 140 21, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 3275, ID No.: 63080249 (45.65% share)
 - c) Obecní dům, a.s., with the registered office in Prague 1, nám. Republiky 1090/5, Postal Code: 111 21, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 9990, ID No.: 27251918 (100% share)
 - d) Pražská energetika Holding a.s. with the registered office in Prague 10, Na Hroudě 1492, Postal Code 100 05, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7020, ID No.: 26428059 (51% share)
 - e) Pražská plynárenská Holding a.s., with the registered office in Prague 4, U Plynárny 500/44, Postal Code: 140 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7151, ID No. 26442272 (100% share)

- f) Pražská teplárenská Holding a.s., with the registered office in Prague 7, Partyzánská 1, Postal Code: 170 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 6889, ID No. 26416808 (51% share)
- g) Pražská vodohospodářská společnost a.s., with the registered office in Prague 1, Žatecká 110/2, Postal Code: 110 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5290, ID No. 25656112 (100% share)
- h) Pražské služby, a.s. with the registered office in Prague 9, Pod Šancemi 444/1, Postal Code: 190 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2432, ID No. 60194120 (76.92% share)
- i) Rozvojové projekty Praha (formerly TCP-Vidoule) a.s., with the registered office in Prague 1, Opletalova 929/22, Postal Code: 110 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5231, ID No. 25649329 (100% share)
- j) TRADE CENTRE PRAHA a.s. /TCP/ with the registered office in Prague 2, Blanická 1008/28, Postal Code: 120 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 43, ID No. 00409316 (100% share)
- k) Úpravná vody Želivka, a.s., with the registered office in Prague 10, K Horkám 16/23, Postal Code: 102 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7437, ID No. 26496224 (90.04% share)
- l) Zdroj pitné vody Káraný, a.s., with the registered office in Prague 1, Žatecká 110/2, Postal Code: 110 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7438, ID No. 26496402 (97.25% share)
- m) Operátor OPENCARD, a.s. with the registered office in Prague 1, Opletalova 929/22, Postal Code: 110 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 19676, ID No. 02795281, (100% share)
- n) Technická správa komunikací hl. m. Prahy, a.s. with the registered office in Řásnovka 770/8, Old City, Prague 1, recorded in the Companies Register maintained at the Municipal Court in Prague,

- Section B, Insert No. 20059, ID No. 03447286 (100% share)
- o) PPF banka, a.s. with the registered office in Prague 6, Evropská 2690/17, Postal Code: 160 41, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 1834, ID No.: 47116129 (6.73% share)
- p) PVA a.s., with the registered office in Prague 18 – Letňany, Beranových 667, Postal Code: 199 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 5308, ID No. 25658484 (11% share)


1.3. The Controlling entity controls **indirectly** according to data available to the Controlled entity **these other entities and their subsidiary companies**

Companies with investment share of the trading company the Prague Public Transit Co. Inc. (in Czech: Dopravní podnik hl. m. Prahy, akciová společnost)

- a) Pražská strojírna, a.s., with the registered office in Prague 9, Vínová, Mladoboleslavská 133, Postal Code: 190 17, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2318, ID No. 60193298 (100% share)
- b) Střední průmyslová škola dopravní, a.s., with the registered office in Prague 5, Plzeňská 298/217a, Postal Code: 150 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5097, ID No. 25632141 (100% share)
- c) RENCAR PRAHA, a.s., with the registered office in Prague 8, Rohanské nábřeží 678/25, Prague 8, Postal Code: 186 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 86, ID No. 00506397 (28% share)

Companies with investment share of the trading company Pražská energetika Holding, a.s.

- a) Pražská energetika, a.s. with the registered office in Pra-



gue 10, Na Hroudě 1492/4, Postal Code: 100 05, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2405, ID No. 60193913 (58.046% share)

Companies with investment share of the trading company Pražská energetika, a.s. (subsidiary companies)

- a) PREDistribuce, a.s. with the registered office in Prague 5, Svornosti 3199/19a, Postal Code: 100 05, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 10158, ID No. 27376516 (100% share)
- b) eYello CZ, k.s. (formerly PRELeas, a.s.) with the registered office in Prague 10 – Vršovice, Kubánské nám. 1391/11, Postal Code: 100 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section A, Insert No. 76596, ID No. 250 54 040 (90% share)
- c) PReměření, a.s., with the registered office in Prague 10, Na Hroudě 2149/19, Postal Code: 100 05, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5433, ID No. 25677063 (100% share)

Companies with investment share of the trading company Pražská plynárenská Holding a.s.

- a) Pražská plynárenská, a.s. with the registered office in Prague 1 – New Town, Národní 37, Postal Code: 110 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2337, ID No. 60193492 (100% share)

Companies with investment share of the trading company Pražská plynárenská, a.s. (subsidiary companies)

- a) Pražská plynárenská Distribuce, a.s., a member of the Pražská plynárenská, a.s. group, with the registered office in Prague 4, U Plynárny 500, Postal Code: 145 08, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 10356, ID No. 27403505 (100% share)
- b) Pražská plynárenská Servis distribuce, a.s., a member of

the Pražská plynárenská a.s. group, with the registered office in Prague 4, U Plynárny 1450/2a, Postal Code: 140 00, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 1878, ID No. 47116471 (100% share)

c) Prometheus, energetické služby, a.s., a member of the Pražská plynárenská, a.s. group, with the registered office in Prague 4, U Plynárny 500, Postal Code: 140 00, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 35900, ID No. 63072599 (100% share)

d) Pražská plynárenská Správa majetku, a.s., a member of the Pražská plynárenská, a.s. group, with the registered office in Prague 4, U Plynárny 500, Postal Code: 145 08, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 17753, ID No. 27436551 (100% share)

e) Informační služby – energetika, a.s., with the registered office in Prague 4, U Plynárny 500, Postal Code: 141 00, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 7946, ID No. 26420830 (100% share)

Companies with investment share of the trading company Teplárenská Holding a.s.

a) Pražská teplárenská, a.s. with the registered office in Prague 7, Partyzánská 1/7, Postal Code: 170 00, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 1509, ID No. 45273600 (47.42% share)

b) PT měření a.s., with the registered office in Střelnická 2221/50, Prague 8, Postal Code: 182 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20555, ID No.: 04002385 (47.42% share)

Companies with investment share of the trading company Pražská teplárenská, a.s.

a) TERMONTA PRAHA, a.s., with the registered office in Prague 10, Třebohostická 46/11, Postal Code: 110 00, recorded in the

Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 1846, ID No. 47116234 (100% share)

b) Teplo Neratovice, s.r.o., with the registered office in Neratovice, Školní 162, Postal Code: 277 11, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 34074, ID No. 49827316 (100% share)

c) Areál Třeboradice, a.s., with the registered office in Prague 4, Duhová 1444/2, Postal Code: 140 00, recorded at the Companies Register, maintained at the Municipal Court in Prague, Section B, Insert No. 18724, ID No.: 29132282 (5% share)

d) Energotrans SERVIS a.s., with the registered office in Prague 7, Partyzánská 1/7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 19399, ID No.: 29352797 (95% share)

e) Pražská teplárenská Trading a.s., with the registered office in Prague 7, Partyzánská 1/7, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 19886, ID No.: 03261816 (100% share)

f) Pražská teplárenská LPZ a.s., with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20284, ID No. 03669564 (100% share)

g) RPC, a.s., with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20291, ID No. 03669475 (100% share)

h) Nová Invalidovna, a.s. with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20290, ID No. 03658767 (100% share)

i) Nový Velešlavín a.s., with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20282, ID No. 03655636 (100% share)

j) Nové Modřany, a.s., with the registered office in Partyzán-

ská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20289, ID No. 03658082 (100% share)

k) Michelský trojúhelník, a.s., with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20283, ID No. 03634051 (100% share)

l) Pod Juliskou, a.s., with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20281, ID No.: 03668231 (100% share)

m) PT Properties I, a.s. with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20287, ID No.: 03653901 (100% share)

n) PT Properties II, a.s. with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20285, ID No.: 03623475 (100% share)

o) PT Properties III, a.s. with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20288, ID No.: 03634329 (100% share)

p) PT Properties IV, a.s. with the registered office in Partyzánská 1/7, Prague 7, Postal Code: 170 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 20286, ID No.: 03640787 (100% share)

Companies with investment share of the trading company Pražské služby, a.s.

a) AKROP s.r.o., with the registered office in Tuchoměřice, Ke Špejcharu 392, Postal Code: 252 67, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 81758, ID No. 26432331 (100% share)

b) Pražský EKOservis, s.r.o. with the registered office in



Na křečku 365/5, Horní Měcholupy, Prague 10, Postal Code: 109 00, recorded in the Companies Register maintained at the Municipal Court in Prague, Section C, Insert No. 229808, ID No.: 3298973 (100% share)

Company with investment share of the trading company TRADE CENTRE PRAHA, a.s.

a) TCP – Vinohrady, a.s., with the registered office in Prague 2, Blatnická 1008/28, Postal Code: 120 00, recorded at the Companies Register, maintained at the Metropolitan Court in Prague, Section B, Insert No. 5402, ID No.: 25672541 (100% share)

Company with investment share of the trading company Úpravna vody Želivka, a.s.

a) Želivská provozní a.s., with the registered office in Prague 10 – Hostivař, K Horkám 16/23, Postal Code: 102 00, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 19766, ID No. 29131804 (100% share)

Company with the investment share of the trading company Zdroj pitné vody Káraný, a.s.

a) Vodárna Káraný, a.s., with the registered office in Žatecká 110/2, Old Town, Postal Code: 110 00, Prague 1, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 18857, ID No. 29148995 (100% share)

2. Acts performed during the last accounting period on the stimulus or for the benefit of the Controlling entity or entities controlled by the controlling entity

2.1. The Controlled entity did not make any acts during the last accounting period, which would be made on stimulus or for the benefit of the Controlling entity or entities controlled by the Controlling entity and which would related to property, which exceeds 10% of own capital of the Controlled entity according to the last Financial Statement.

2.2. In the course of the accounting year 2015, contracts as specified in the Annex No. 1 were concluded between the Controlled entity and the Controlling entity. These contracts were concluded under conditions usual in trade relationship and performances and counter-performances correspond with the conditions of usual trade relationship with taking the character of business activity of the Controlled entity into consideration, so with fulfilment of these contracts no detriment is caused to the Controlled entity.

2.3. No other legal acts for the benefit of the Controlling entity were made between the Controlled entity and the Controlling entity.

2.4. No measures were adopted for the benefit of the Controlling entity.

2.5. No measures were taken for the benefit of the Controlling entity.

2.6. No measures were adopted on the stimulus of the Controlling entity.

2.7. No measures were taken on the stimulus of the Controlling entity.

2.8. In the course of the accounting year 2015, contracts as specified in the Annex No. 2 were concluded between the Controlled entity and other entities controlled directly by the Controlling entity. These contracts were concluded under conditions usual in trade relationship and performances and counter-performances correspond with conditions of usual trade relationship with taking the character of business activity of the Controlled entity into consideration, so with fulfilment of these contracts no detriment is caused to the Controlled entity.

2.9. No other legal acts for the benefit of other entities controlled by the Controlling entity were made between the Controlled entity and other entities controlled by the Controlling entity.

2.10. No measures were adopted for the benefit of other entities directly controlled by the Controlling entity.

2.11. No measures were taken for the benefit of other entities directly controlled by the Controlling entity.

2.12. No measures were adopted on the stimulus of other entities directly controlled by the Controlling entity.

2.13. No measures were taken on the stimulus of other entities directly controlled by the Controlling entity.

Information on relation to other entities indirectly controlled by the Controlling entity

2.14. In the course of the accounting year 2015, contracts as specified in the Annex No. 3 were concluded between the Controlled entity and other entities indirectly controlled by the Controlling entity. These contracts were concluded under conditions usual in trade relationship and performances and counter-performances correspond with conditions of usual trade relationship with taking the character of business activity of the controlled entity into consideration, so with fulfilment of these contracts no detriment is caused to the Controlled entity.

2.15. No other legal acts for the benefit of other entities controlled indirectly by the Controlling entity were made between the Controlled entity and other entities controlled indirectly by the Controlling entity.

2.16. No measures were adopted for the benefit of other entities indirectly controlled by the Controlling entity.

2.17. No measures were taken for the benefit of other entities indirectly controlled by the Controlling entity.

2.18. No measures were adopted on the stimulus of other entities indirectly controlled by the Controlling entity.

2.19. No measures were taken on the stimulus of other entities indirectly controlled by the Controlling entity.

3. Review and Evaluation

The Board of Directors of the Controlled entity states that no predominant benefits or disadvantages or other risks can result from relations between the entities mentioned. All contractual relations were concluded between them in compliance with the generally binding legal regulations and under conditions usual in trade relationship between traders.

It results from the above mentioned that no detriment on property was caused to the Controlled entity due to influence of the Controlling entity during the accounting period of 2015.

For the trading company Prague Public Transit Co., Inc.:

Ing. Jaroslav Ďuriš

Chairman of the Board of Directors
Prague Public Transit Co., Inc.

Bc. Magdalena Češková

Vice-Chairman of the Board of Directors
Prague Public Transit Co., Inc.

Annex No. 1

Overview of contracts concluded between the Controlled entity and the Controlling entity in 2015

Controlling entity	Controlled entity	Contracts concluded in total
The Capital City of Prague	Prague Public Transit Co., Inc.	87

Characteristics of contracts and their number:

- Amendments to the Contract on the commitment of public service at the public line transport in the PID system for the period 2010-2019 – 30,
- Amendments to the Contract on the public services at the public railway transport and the city bus transport in the PID system for the period 2010-2019 – 4,
- Contracts and amendments on funding of the project within the Operating Programme – Prague – Competitiveness – 6,
- Contracts for the establishment of easement, Contracts for the future contract on establishment of easement, Loan Contracts, Contracts for the future contract on establishment of common right – 41,
- Agreement on realization of construction – 1,
- Amendment to the Lease Contract – transportable shelter – 1,
- Contract for the future purchase contract – 1,
- Amendment to the Contract for the provision of telecommunication services – 1,
- Contract for water supplies and drainage of waste water and Agreement on authorized person – 2.

Annex No. 2

Contracts concluded between entities controlled DIRECTLY by the Controlling entity in 2015

Trading company	Number	Characteristics of contracts
Pražská vodohospodářská společnost, a. s.	3	Contract for the future contract on establishment of common right to land – 1, Lease Contract – renovation of the water supply system – 2.
Operátor OPENCARD, a. s.	2	Contract on the personal data processing, Contract on cooperation in sale of transit documents
Pražské služby, a. s.	1	Amendment to the Contract on waste disposal

Annex No. 3

Contracts concluded between entities controlled INDIRECTLY by the Controlling entity in 2015

Trading company	Number	Characteristics of contracts
RENCAR PRAHA a. s.	1	Amendment to the Contract for the provision of media – operation of light advertising panels at the metro stations
Pražská plynárenská, a. s.	21	Contracts and amendments to contracts on – combined services of natural gas supplies and consumption
Pražská plynárenská Distribuce, a. s.	13	Contracts on connection to the distribution system – 1, Contract on operation of defined technical equipment (UTZ) – 1, Contract for the operation – 1, Affirmatory statement – 5, Contract for the establishment of personal common right – 3, Contract for the future contract on establishment of easement – 2
Pražská teplárenská, a. s.	2	Contract for the future contract on establishment of easements – 1, Affirmatory statement – 1
Střední průmyslová škola dopravní, a. s.	2	Amendment to the contract on conditions for educating and education of pupils at the Secondary Technical School and at the Vocational Technical School, Amendment to the Contract on performance of professional training to obtain driving licence
Pražská energetika, a. s.	10	Contracts on combined services of electricity supplies – 9, hiring of electric mobile – 1
Pražská strojírna, a. s.	2	Purchase Contract – delivery of a mobile cell, including accessories and reinforced area under the mobile cell. Amendment to the Contract for Work, machinery grinding of rails
TERMONTA PRAHA, a. s.	1	Lease Contract – excavation works – TN Skalka recovery
PREdistribuce, a. s.	21	Contract on connection – 6, Contract for the future contract on the establishment of easement – 10, Contract on the establishment of easement – 3, Lease contract – distribution system 1, Amendment to the Contract on use of transformer station

LIST OF ABBREVIATIONS

- AE** Airport Express
- BOZP** Occupational Safety and Health
- BŘ** Director in charge of the safety department
- ČS** Česká spořitelna
- ČSOB** Československá obchodní banka
- DHM** Tangible fixed assets
- DNM** Intangible fixed assets
- DPH** Value added tax
- DPP** the Prague Public Transit Co. (the Transit Company - DP)
- DŘ** Director in charge of the transport department
- EŘ** Director in charge of the economic department
- EU** European Union
- EZS** Electronic security system
- GVD** Train set graphical timetable
- HMP** the Capital City of Prague
- HZS DP** Fire Brigade of the Prague Public Transit Co., Inc.
- ICT** Computers and information technology
- IT** Information technique
- JDCM** Traffic route – Metro division
- JPA** Bus operation division
- JPT** Tram operation division
- KČ** Czech crowns
- KS** Collective agreement
- LZ** Human resources
- MČ** Municipal district
- MD** Ministry of Transport
- MHD** Public city transport
- MHMP** Metropolitan Authority of the Capital City of Prague
- MS** Municipal court
- MŠMT** Ministry of Education, Youth and Sport
- OON** Other private expenses
- OPD** Operating programme - Transport
- OPPK** Operating programme Prague – Competitiveness
- P+R** Park + ride
- PČR** Police of the Czech Republic
- PID** Prague Integrated Transport
- POP** Operating and attending worker
- POSPOLU** Support to cooperation between schools and companies focused on professional training in practice

- PROVAS** Anti-chemical warning system in metro
- ROPID** Regional organizer of the Prague public transport
- RTT** Reconstruction of tram track
- SDI** Centres of traffic information
- SPŠD** Secondary Technical School of Transport
- SSZ** Lighting signalling equipment
- Stř. STK** Technical inspection station centre
- SÚ** Residential unit
- TCP** Trade centre Prague
- TH** Technical-economy (employees)
- TŘ** Director in charge of the technical department
- TT** Tram track
- ÚOHS** Office for the Protection of Economic Competition
- UTZ** Defined technical equipment
- VpA** Auditing Committee
- VT** Computing technique
- VTZ** Selected technical equipment

AUDITOR'S REPORT



BALANCE SHEET IN A FULL FORMAT

AS AT 31. 12. 2015
(in thousands of Czech Crowns)

Commercial name or other name of an accounting unit:
Dopravní podnik hl. m. Prahy, akciová společnost

Registered office or address of an accounting unit:
Corporate ID: 00005886
Sokolovská 217/42
190 22 Praha 9

Code		ASSETS	Current accounting period			Previous period
			Gross 1	Adjustment 2	Net 3	Net 4
		TOTAL ASSETS	126 807 032	-46 115 916	80 691 116	78 220 150
B.		Fixed assets	116 775 947	-45 511 591	71 264 356	72 616 975
B. I.		Intangible fixed assets	1 105 739	-1 024 875	80 864	76 411
	3.	Software	941 869	-877 249	64 620	57 436
	4.	Valuable rights	10 082	-10 082	0	0
	6.	Other intangible fixed assets	153 445	-137 544	15 901	16 640
	7.	Intangible fixed assets under construction	343	0	343	2 335
B. II.		Tangible fixed assets	115 429 502	-44 486 716	70 942 786	72 304 259
B. II. 1.		Land	3 374 876	0	3 374 876	3 345 607
	2.	Constructions	57 806 581	-18 558 525	39 248 056	39 620 349
	3.	Independently movable assets and groups of assets	51 895 176	-25 925 775	25 969 401	24 761 969
	6.	Other tangible fixed assets	44 005	-2 416	41 589	40 975
	7.	Tangible fixed assets under construction	1 615 019	0	1 615 019	3 636 511

	8.	Advance payments for tangible fixed assets	693 845	0	693 845	898 848
B. III.		Non-current financial assets	240 706	0	240 706	236 305
B. III. 1.		Equity investments in subsidiaries	222 321	0	222 321	215 431
	2.	Equity investments in associates	18 385	0	18 385	20 874
C.		Current assets	9 860 976	-604 325	9 256 651	5 402 220
C. I.		Inventory	405 672	-9 718	395 954	330 614
C. I. 1.		Materials	396 719	-9 718	387 001	323 764
	2.	Work in progress and semi-products	7 757	0	7 757	5 631
	5.	Merchandise	1 196	0	1 196	1 219
C. II.		Long-term receivables	99 036	0	99 036	87 998
C. II. 1.		Trade receivables	12 936	0	12 936	13 552
	5.	Long-term deposits given	86 089	0	86 089	74 429
	7.	Other receivables	11	0	11	17
C. III.		Short-term receivables	1 840 052	-594 607	1 245 445	962 659
C. III. 1.		Trade receivables	882 913	-590 789	292 124	308 806
	6.	Due from state - tax receivable	465 414	0	465 414	281 090
	7.	Short-term deposits given	32 684	0	32 684	76 541
	8.	Estimated receivable	97 343	-2 503	94 840	65 613
	9.	Other receivables	361 698	-1 315	360 383	230 609
C. IV.		Short-term financial assets	7 516 216	0	7 516 216	4 020 949
C. IV. 1.		Cash	41 158	0	41 158	50 898
	2.	Bank accounts	5 306 937	0	5 306 937	3 970 051
	3.	Short-term securities and ownership interests	2 168 121	0	2 168 121	0
D. I.		Accruals	170 109	0	170 109	200 955
D. I. 1.		Deferred expenses	167 628	0	167 628	199 314
	3.	Accrued income	2 481	0	2 481	1 641

Code	LIABILITIES	Current period	Previous period
	TOTAL LIABILITIES	80 691 116	78 220 150
A.	Equity	61 107 143	59 760 538
A. I.	Registered capital	30 726 125	30 726 125
	1. Registered capital	30 726 125	30 726 125
A. II.	Capital funds	30 647 231	30 556 033
	2. Other capital funds	30 931 594	30 929 777
	3. Gains or losses from revaluation of assets and liabilities (+/-)	-284 363	-373 744
A. IV.	Profit / loss - previous year	-1 521 620	-1 837 576
	2. Accumulated losses from previous years	-1 521 620	-1 837 576
A. V.	Profit / loss - current year (+/-)	1 255 407	315 956
B.	Liabilities	18 902 332	17 313 609
B. I.	Reserves	586 050	325 506
	4. Other reserves	586 050	325 506
B. II.	Long-term payables	6 090 231	4 497 690
B. II. 1.	Trade payables	1 226 496	87 090
	5. Long-term advances received	16 520	12 398
	10. Deferred tax liability	4 847 215	4 398 202
B. III.	Short-term payables	11 195 151	11 181 149
B. III. 1.	Trade payables	8 510 454	9 514 911
	5. Payroll	321 361	314 081
	6. Payables to social securities and health insurance	189 490	184 630

	7.	Due from state - tax liabilities and subsidies	1 472 256	320 510
	8.	Short-term deposits received	80 519	65 898
	10.	Estimated payables	56 056	100 817
	11.	Other payables	565 015	680 302
B. IV.		Bank loans and financial accomodations	1 030 900	1 309 264
B. IV. 1.		Long-term bank loans	773 175	1 047 411
	2.	Short-term bank loans	257 725	261 853
C. I.		Accruals	681 641	1 146 003
C. I. 1.		Accrued expenses	15 343	620 095
	2.	Deferred revenues	666 298	525 908

Legal status of an accounting unit :	Incorporated Company
Object :	Public Transport Operator (and other activities)
Date of dispatch : 29.2.2016	Signature of statutory body or individual who is the accounting unit

Deloitte Audit s.r.o.
Karolinská 654/2, 186 00 Praha 8
evidenční číslo 79

David Batal
Auditor
evidenční č. 2147

PROFIT AND LOSS ACCOUNT

PROFIT AND LOSS ACCOUNT YEAR ENDED 31. 12. 2015
(in thousands of Czech Crowns)

Commercial name or other name of an accounting unit:
Dopravní podnik hl. m. Prahy, akciová společnost



Registered office or address of an accounting unit:
Corporate ID: 00005886
Sokolovská 217/42
190 22 Praha 9

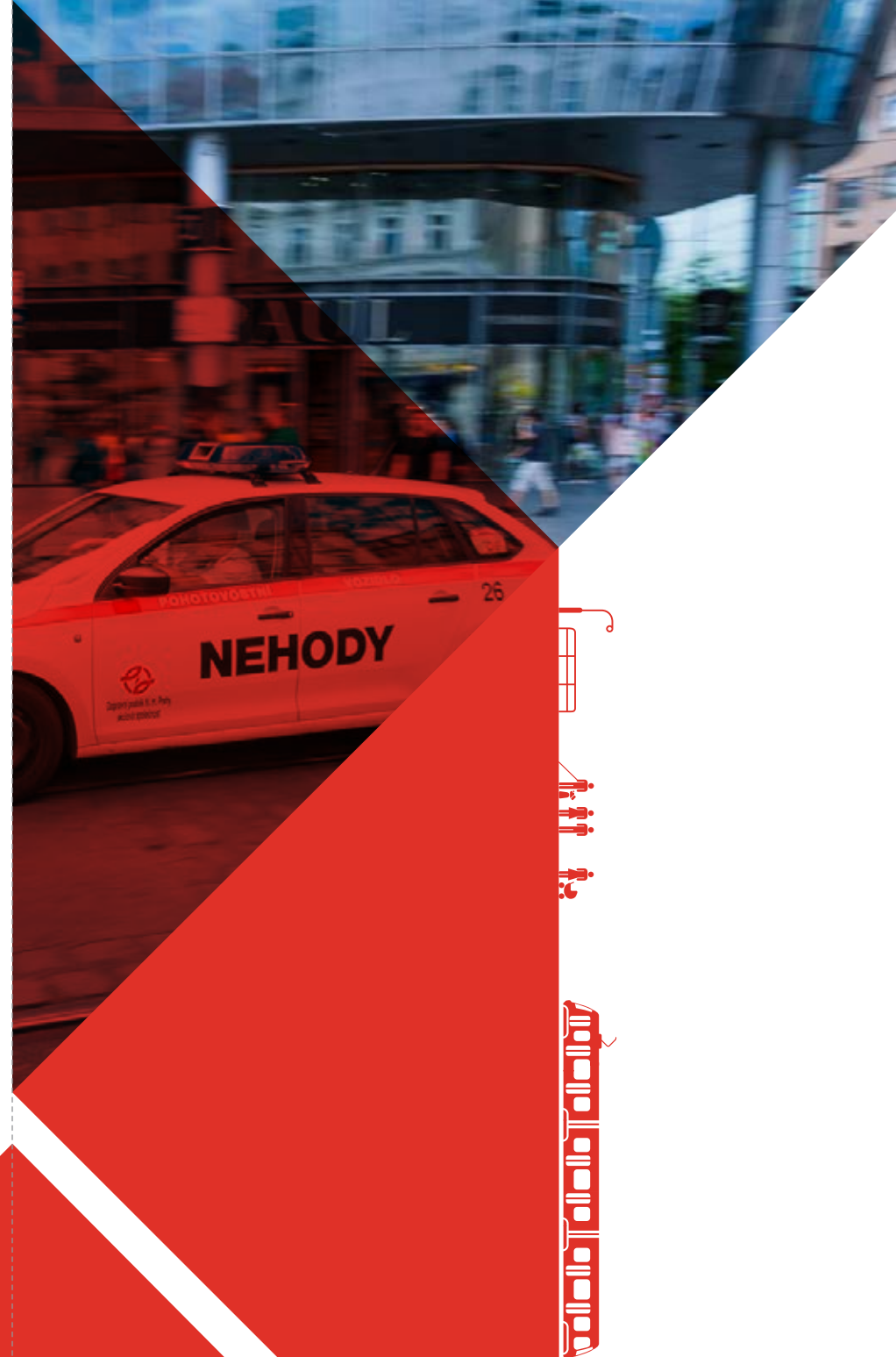
Code	Profit / Loss Account	Current period	Previous period
I.	Revenues from merchandise	1 048	1 149
A.	Cost of merchandise sold	1 000	1 324
+	Sale margin	48	-175
II.	Production	18 092 671	16 945 118
II.	1. Revenues from own products and services	17 654 721	16 551 772
	1.1 Revenues from fare	4 387 818	4 344 911
	1.2 Compensation for public service obligation	12 656 545	11 610 060
	1.3 Other revenues	610 358	596 801
	2. Change in inventory of own products	2 126	-7 771
	3. Capitalisation	435 824	401 117
B.	Production consumed	6 520 263	6 559 452
B.	1. Consumption of material and energy	2 764 540	2 809 146
	2. Services	3 755 723	3 750 306

	2.1	Repairs and maintenance	1 815 592	1 722 616
	2.2	Other services	1 940 131	2 027 690
	+	Added value	11 572 456	10 385 491
C.		Personnel expenses	6 364 256	6 071 387
C.	1.	Wages and salaries	4 570 611	4 358 210
	2.	Remuneration of board members	2 553	2 335
	3.	Social security expenses and health insurance	1 545 949	1 475 482
	4.	Other social expenses	162 040	152 547
	5.	Contributory pension scheme and life insurance costs	83 103	82 813
D.		Taxes and fees	6 875	5 563
E.		Depreciation of intangible and tangible assets	2 998 732	3 026 295
	III.	Revenues from disposals of fixed assets and materials	100 468	71 173
	III.	1. Revenues from disposals of fixed assets	42 625	19 642
		2. Revenues from disposals of materials	57 843	51 531
F.		Net book value of disposed fixed assets and materials	83 996	64 329
F.	1.	Net book value of sold fixed assets	27 060	11 039
	2.	Net book value of sold material	56 936	53 290
G.		Change in operating reserves and provisions and complex deferred costs (+/-)	403 749	296 993
	IV.	Other operating revenues	1 084 318	1 008 328
H.		Other operating expenses	927 656	928 988
	*	Operating profit / loss	1 971 978	1 071 437
	VII.	Revenues from long-term financial assets	7 560	8 240
	VII.	1. Revenues from shares in subsidiaries and associates	7 560	8 240

	VIII.		Revenues from current financial assets	940	0
	IX.		Revenues from revaluation of securities and derivatives	2 988	4 010
	X.		Interest revenues	1 149	370
N.			Interest expenses	144 962	156 821
	XI.		Other financial revenues	10 490	2 870
O.			Other financial expenses	165 656	149 468
	*		Profit / loss from financial operations (transactions)	-287 491	-290 799
Q.			Income tax on ordinary income	429 080	461 860
		2.	Tax deferred	429 080	461 860
	**		Operating profit / loss from ordinary activity	1 255 407	318 778
	XIII.		Extraordinary revenues	0	8 974
R.			Extraordinary expenses	0	11 796
	*		Operating profit / loss from extraordinary activity	0	-2 822
	***		Trasfer profit (loss) to partners (+/-)	1 255 407	315 956
	****		Profit / loss of current accounting period	1 684 487	777 816

Legal status of an accounting unit :	Incorporated Company
Object:	Public Transport Operator (and other activities)

Date of dispatch	29.2.2016	Signature of statutory body or individual who is the accounting unit
		 



NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

Name of the Company: Dopravní podnik hl. m. Prahy, akciová společnost
Registered Office: Sokolovská 217/42, 190 22 Praha 9
Legal Status: Joint Stock Company
Corporate ID: 000 05 886

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1. GENERAL INFORMATION

1.1. INCORPORATION AND DESCRIPTION OF THE BUSINESS

Dopravní podnik hl.m. Prahy, akciová společnost (hereinafter referred to as the "Company" or "DP") was established as a joint stock company by a Founder's Deed of the Prague City Council of 19 March 1991 as a successor of Dopravní podnik hl. m. Prahy – kombinát, a state-owned company, and was incorporated following its registration in the Register of Companies maintained by the Municipal Court in Prague on 11 July 1991, reg. no.: B 847 (in the then Business Register of the District Court for Prague 1, Section Sa, File 847).

The Company's registered office is located at Sokolovská 217/42, Prague 9, 190 22.

The Company's sole shareholder is HLAVNÍ MĚSTO PRAHA with its registered office at Mariánské náměstí 2, Prague 1, 110 00, corporate ID 00064581.

The Company's issued share capital is CZK 30,726,125 thousand established by a non-cash investment by the sole shareholder.

The Company's registered share capital consists of 3,001 registered shares, of which:

3,000 shares with a nominal value of CZK 10,000 thousand each	CZK 30,000,000 thousand
1 share with a nominal value of	CZK 726,125 thousand

Total nominal value of shares as of 31 December 2015 CZK 30,726,125 thousand

The Company's shares are registered in the name of: "Obec – hlavní město Praha".

The Company's financial statements have been prepared as of and for the year ended 31 December 2015.

The reporting period is the calendar year from 1 January 2015 to 31 December 2015.

The Company's business activities include:

- Operating a tram line, a special line (metro), a funicular (Petřín and the Prague ZOO) and railway in Prague;
- Repairs of road vehicles;
- Operating a driving school;
- Psychological consulting and diagnostics;
- Accommodation services;
- Provision of healthcare services;
- Operating technical inspection stations;
- Operating emission measuring stations;
- Construction, implementing changes in and demolition of structures;
- Provision of work safety and health protection services;
- Technical and organisational activities in fire protection;
- Road motor transport - freight transport using vehicles or sets of vehicles with the highest permitted weight of 3.5 tonnes, if intended for the transport of animals and objects, passenger transport using vehicles intended for the transport of more than 9 persons, including the driver, -freight transport using vehicles or sets of vehicles with the highest permitted weight of 3.5 tonnes, if intended for the transport of animals and objects;
- Production, trade and services not listed in appendices 1 to 3 to the Trade Licensing Act;
- Repairs of other vehicles and work tools;
- Tinsmithing and bodywork repairs;
- Locksmithing and tool work;
- Production, installation and repairs of electric machinery and devices, and electronic and telecommunication equipment;
- Production, installation, inspections and testing of electrical equipment and machinery.

1.2. YEAR-ON-YEAR CHANGES AND AMENDMENTS TO THE REGISTER OF COMPANIES

On 16 January 2015, the complete version of the Articles of Association was entered in the Register of Companies. The Articles of Association were changed pursuant to the resolution of the sole shareholder on 19 December 2014. This resolution led to a change in the number of Vice-Chairmen of the Supervisory Board – the Company currently has three Vice-Chairmen of the Supervisory Board, and the complete version of the Company's Articles of Association was approved. On 18 December 2015, a change in the manner of acting was recorded in the Register of Companies and a Member of the Board of Directors Jiří Špička was authorised to legal acting in relation to employees, following Resolution of the Board of Directors No. 17/2014/11.5 of 8 December 2014 pursuant to Section 164 (3) of Act No. 89/2012 Coll., the Civil Code.

Registration of Changes in the Composition of the Board of Directors

On 24 June 2015, membership of Petr Vychodil in the Board of Directors expired. His position was removed from the Register of Companies on 2 December 2015.

On 3 September 2015, Antonín Fedorko became a Member of the Board of Directors. His position was recorded in the Register of Companies on 2 December 2015.

On 22 December 2015, the term of Magdalena Češková as Vice-Chairman of the Board of Directors and her membership in the Board of Directors expired. On 23 December 2015, Magdalena Češková became a Member of the Board of Directors. Her position has not yet been recorded in the Register of Companies.

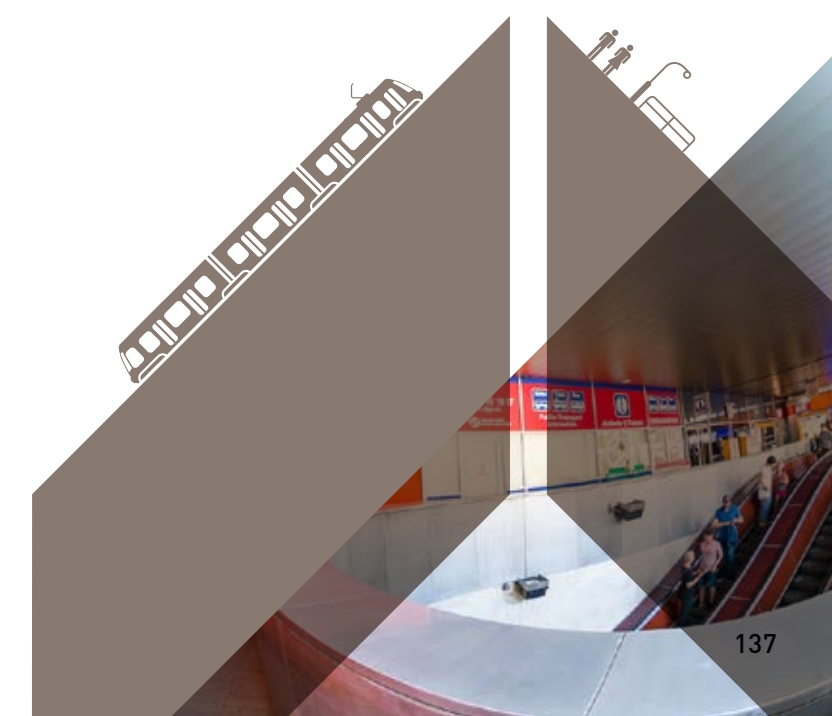
Registration of Changes in the Composition of the Supervisory Board

On 21 January 2015, Petra Kolínská became Vice-chairman of the Supervisory Board. Her position was recorded in the Register of Companies on 25 May 2015.

On 12 September 2015, membership of František Kadlec in the Supervisory Board expired. The fact was recorded in the Register of Companies on 2 December 2015.

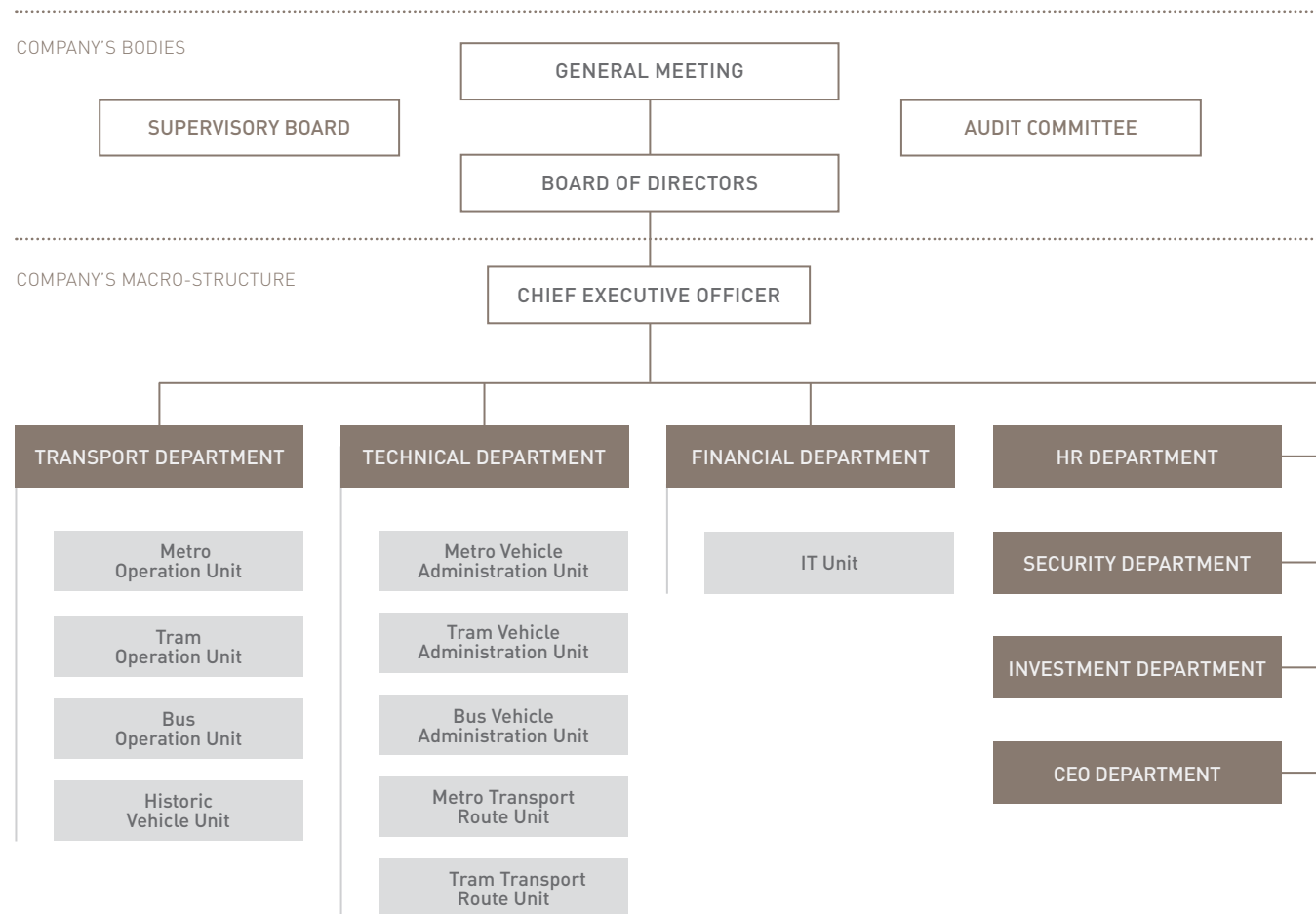
On 12 September 2015, membership of Jan Kolář in the Supervisory Board expired. On 15 September 2015, Jan Kolář became a Member of the Supervisory Board. The fact was recorded in the Register of Companies on 2 December 2015.

On 15 September 2015, Jiří Obitko became a Member of the Supervisory Board. The fact was recorded in the Register of Companies on 2 December 2015.



1.3. ORGANISATIONAL STRUCTURE

The Company's organisational structure as of 31 December 2015.



1.4. GROUP IDENTIFICATION

DP's sole shareholder

HLAVNÍ MĚSTO PRAHA (the Prague Metropolitan Authority, hereinafter referred to as the "Metropolitan Authority") with its registered office at Mariánské nám. 2, Prague 1-Staré Město, ID: 000 64 581.

DP's fellow-subidiaries

Name	% share of the Metropolitan Authority in the registered capital	Registered office	ID
Kolektory Praha, a.s.	100	Prague 9, Pešlova 3/341	26714124
Kongresové centrum Praha, a.s.	45,65	Prague 4, 5. května 65	63080249
Obecní dům, a.s.	100	Prague 1, nám. Republiky 1090/5	27251918
Operátor OPENCARD, a.s.	100	Prague 1, Opletalova 929/22	02795281
PPF banka a.s.	6,73	Prague 6, Evropská 2690/17	47116129
Pražská energetika Holding a.s.	51	Prague 10, Na Hroudě 1492	26428059
Pražská plynárenská Holding a.s.	100	Prague 4, U Plynárny 500/44	26442272
Pražská teplárenská Holding a.s.	51	Prague 7, Partyzánská 1	26416808
Pražská vodohospodářská společnost a.s.	100	Prague 1, Žatecká 110/2	25656112
Pražské služby, a.s.	76,92	Prague 9, Pod Šancemi 444/1	60194120
PVA a.s.	11	Prague 18, Beranových 667	25658484
Rozvojové projekty Praha, a.s.	100	Prague 1, Opletalova 929/22	25649329
Technická správa komunikací hl. m. Prahy, a.s.	100	Prague 1, Řásnovka 770/8	03447286
TRADE CENTRE PRAHA a.s.	100	Prague 2, Blanická 1008/28	00409316
Úpravna vody Želivka, a.s.	90,04	Prague 10, K Horkám 16/23	26496224
Zdroj pitné vody Káraný, a.s.	97,25	Prague 1, Žatecká 110/2	26496402

DP's subsidiaries and associates

Name	% share of DP in the registered capital	Registered office	ID
Pražská strojírna a.s.	100	Prague 9, Mladoboleslavská 133	60193298
RENCAR PRAHA, a.s.	28	Prague 8, Rohanské nábřeží 678/25	00506397
Střední průmyslová škola dopravní, a.s.	100	Prague 5, Plzeňská 298/217a	25632141

Equity investment in the associate RENCAR PRAHA, a.s.

Name	% share of RENCAR PRAHA, a.s. in the registered capital	Registered office	ID
RENCAR MEDIA s.r.o.	100	Prague 8, Křižíkova 148/34	25082906

A summary of subsidiaries and associates of the Company's fellow-subsiidiaries as of 31 December 2015

Fellow-subsiidiaries	Indirectly controlled companies and subsidiaries	% share in the registered capital	Registered office	ID
Pražská energetika Holding a.s.	Indirectly controlled company	% share of PREH in PRE		
	Pražská energetika, a.s.	58,046	Prague 10, Na Hroudě 1492/4	60193913
	Company in which PRE has an equity interest	% share of PRE in the subsidiary		
	PREdistribuce, a.s.	100	Prague 5, Svornosti 3199/19a	27376516
	eYello CZ, a.s.	90	Prague 10, Kubánské náměstí 1391/11	25054040
	PREměření, a.s.	100	Prague 10, Na Hroudě 2149/19	25677063
Pražská plynárenská Holding a.s.	Indirectly controlled company	% share of PPH in PP		
	Pražská plynárenská, a.s.	100	Prague 1, Národní 37	60193492

	Company in which PP has an equity interest	% share of PP in the subsidiary		
	Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	100	Prague 4, U Plynárny 500	27403505
	Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	100	Prague 4, U Plynárny 1450/2a	47116471
	Prometheus, energetické služby, s.r.o., member of the Pražská plynárenská, a.s. group	100	Prague 4, U Plynárny 500	63072599
	Pražská plynárenská Správa majetku, a.s., member of the Pražská plynárenská, a.s. group	100	Prague 4, U Plynárny 500	27436551
	Informační služby – energetika, a.s.	100	Prague 4, U Plynárny 500	26420830
Pražská teplotárenská Holding a.s.	Indirectly controlled company	% share of PTH in PT		
	Pražská teplotárenská a.s.	47,42	Prague 7, Partyzánská 1/7	45273600
	PT měření a.s.	47,42	Prague 8, Střelničná 2221/50	04002385
	Company in which PT has an equity interest	% share of PT in the subsidiary		
	Areál Třeboradice, a.s.	5	Prague 4, Dubová 1444/2	29132282
	Energotrans SERVIS, a.s.	95	Prague 7, Partyzánská 1/7	29352797
	Pražská teplotárenská Trading, a.s.	100	Prague 7, Partyzánská 1/7	03261816
	TERMONTA PRAHA a.s.	100	Prague 10, Třebohostická 46/11	47116234

	Pražská teplárenská LPZ, a.s.	100	Prague 7, Partyzánská 1/7	03669564
	RPC, a.s.	100	Prague 7, Partyzánská 1/7	03669475
	Nová Invalidovna, a.s.	100	Prague 7, Partyzánská 1/7	03658767
	Nový Veleslavín, a.s.	100	Prague 7, Partyzánská 1/7	03655636
	Nové Modřany, a.s.	100	Prague 7, Partyzánská 1/7	03658082
	Michelský trojúhelník, a.s.	100	Prague 7, Partyzánská 1/7	03634051
	Pod Juliskou, a.s.	100	Prague 7, Partyzánská 1/7	03668231
	PT Properties I, a.s.	100	Prague 7, Partyzánská 1/7	03653901
	PT Properties II, a.s.	100	Prague 7, Partyzánská 1/7	03623475
	PT Properties III, a.s.	100	Prague 7, Partyzánská 1/7	03634329
	PT Properties IV, a.s.	100	Prague 7, Partyzánská 1/7	03640787
	Teplo Neratovice, spol. s r.o.	100	Neratovice, Školní 162	49827316
Pražské služby, a.s.	Company in which PS has an equity interest	% share of PS in the subsidiary		
	AKROP s.r.o.	100	Tuchoměřice, Ke Špejcharu 392	26432331
	Pražský EKOservis, s.r.o.	100	Prague 10, Na křečku 365/5	03298973
TRADE CENTRE PRAHA a.s.	Company in which TCP has an equity interest	% share of TCP in the subsidiary		
	TCP – Vinohrady, a.s.	100	Prague 2, Blanická 1008/28	25672541
Úpravna vody Želivka, a.s.	Company in which ÚVŽ has an equity interest	% share of ÚVŽ in the subsidiary		
	Želivská provozní s.r.o.	100	Prague 10, K Horkám 16/23	29131804
Zdroj pitné vody Káraný, a.s.	Company in which ZPVK has an equity interest	% share of ZPVK in the subsidiary		
	Vodárna Káraný, a.s.	100	Prague 1, Žatecká 110/2	29148995

1.5. THE COMPANY'S BODIES

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

The General Meeting is the Company's supreme body. In accordance with Section 68 (2) h) of Act No. 131/2000 Coll., on the Capital City

of Prague, the Board of the City Council acts in its capacity as the General Meeting (except for the resolution on the winding-up of the company which is made by the City Council – Section 59 of the Act on the Capital City of Prague).

Board of Directors and Supervisory Board as of 31 December 2015

	Position	Name
Board of Directors	Chairman	Ing. Jaroslav Ďuriš
	Member	Bc. Magdalena Češková
	Member	PhDr. Jiří Špička
	Member	Ing. Ladislav Urbánek
	Member	RSDr. Antonín Fedorko
Supervisory Board	Chairman	Petr Dolínek
	Vice-Chairman	Ing. Jarmila Bendová
	Vice-Chairman	Bc. Oldřich Schneider
	Vice-Chairman	Mgr. Petra Kolínská
	Member	Ing. Marek Doležal
	Member	Bc. Jan Kolář
	Member	Ing. Petr Hlubuček
	Member	Václav Pospíšil
	Member	JUDr. Petr Novotný
	Member	Martin Slabý
	Member	Josef Buriánek
	Member	Petr Šimůnek
	Member	Ing. Vojtěch Kocourek, Ph.D.
Member	Jaroslav Štěpánek	
Member	Jiří Obitko	
Audit Committee	Chairman	Ing. Miroslav Zámečník
	Vice-Chairman	Ing. Zdena Javornická
	Member	Ing. Pavel Černý

2. BASIS OF ACCOUNTING AND GENERAL ACCOUNTING PRINCIPLES

The Company's accounting books and records are maintained and the financial statements were prepared in accordance with Accounting Act 563/1991 Coll., as amended; Regulation 500/2002 Coll. which provides implementation guidance on certain provisions of the Accounting Act for reporting entities that are businesses maintaining double-entry accounting records, as amended; and Czech Accounting

Standards for Businesses, as amended. The accounting records are maintained in compliance with general accounting principles, specifically the historical cost valuation basis, the accruals principle, the prudence concept and the going concern assumption. These financial statements are presented in thousands of Czech crowns ("CZK thousand"), unless stated otherwise.

3. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

3.1. TANGIBLE AND INTANGIBLE FIXED ASSETS

Fixed assets include assets with an estimated useful life greater than one year and an acquisition cost greater than CZK 40 thousand (tangible fixed assets except for land, structures and buildings, including utility networks, water works, the right of construction unless it represents goods, apartments and non-residential premises defined as units, works of art and easements on land and buildings) or CZK 40 thousand (intangible fixed assets). Land,

buildings, structures, including utility networks, water works, the right of construction unless it represents goods, apartments and non-residential premises defined as units, easements on land and buildings and works of art are treated as fixed assets irrespective of their acquisition cost. In addition, fixed assets include assets acquired partially using the Company's funds and partially through subsidies where the acquisition cost of fixed assets acquired using the Company's funds is up to CZK 40 thousand (tangible fixed assets) or CZK 40 thousand (intangible fixed assets).

The limit for the cost of fixed asset improvements that increases the acquisition cost of the related tangible fixed asset is CZK 40 thousand in total for the taxation period.

Tangible and intangible assets up to CZK 40 thousand are depreciated for two years and are reported off-balance sheet, except for exceptional events.

Costs related to the acquisition of fixed assets

Before tangible and intangible fixed assets and technical improvements are fit for use, their valuation primarily includes the following costs:

- Research, geological, geodetic and design work including alternative solutions;
- Customs duty, assembly, transport, environmentally-friendly liquidation charges, packing charges;
- Carrying value of discharged structures or their parts as a result of new development;
- Costs of tenders;
- Costs of limitation of ownership rights, compensation of property loss for owners or lessees, or usufructuary lessees of immovable assets;
- Tests before assets are fit for use;
- Preparatory work, predominantly costs of expertise, fees, charges for consulting and mediation services relating to the acquired fixed assets; and
- In the case of fixed assets financed from EU structural funds the acquisition cost of the fixed assets includes auditor's review, con-

sulting and other costs relating to the application for financing from EU structural funds.

When recording and valuing land in the Company, there are four options:

- 1) When a situation occurs, due to the digitisation of cadastral maps (making them more accurate), that the land register contains a different area of land from the asset card in the accounting records, a change in the area is made in the assets card. The valuation of the land will remain unchanged.
- 2) If it is necessary to correct errors in the area of land identified by the land register itself, the adjustment to the area is made in the asset card. The valuation of land will remain unchanged.
- 3) If it is identified that the Company's accounting records reflect a different (lower or higher) area of land from that indicated in the land registry, a change to the area of land is made in the asset card to match the land registry, without an adjustment to the valuation of land.
- 4) If the accounting records do not include land that the Company owns according to the extract from the land register, it is necessary to include the land in the records with the area indicated in the land register and the land will be valued by an expert appraisal that will include administrative and market prices and will be entered in the accounting records at the lower price on the grounds of prudence.

The Company has treated the acquisition of new assets or a modification of a third party's assets that do not relate to the activities of the Company but its implementation is necessary for

the acquisition and use of the Company's assets, as an induced investment. These assets are recorded on the acquisition accounts and these capital costs made using the Company's own funds become part of the cost of the Company's assets at the moment when they are put to use.

In 2015, easements acquired free of charge and a newly identified plot of land not yet recorded in the accounting books (inventory number 311-2746) were stated at replacement cost. The replacement cost was specified based on an expert appraisal, or an expert estimate as appropriate.

Tangible fixed assets developed internally are valued at internal costs, ie all direct and indirect costs closely relating to the development of the fixed assets.

Tangible and intangible fixed assets are depreciated using the straight line method based on a depreciation plan through accounting depreciation under Section 7 (1) of the Accounting Act. The amount of accumulated depreciation of fixed assets is based on the estimated useful life determined taking into consideration common wear and tear resulting from the regular use of the assets. Depreciation starts in the month when the assets are put into use.

The estimated useful life of major sets of assets is as follows:

Fixed assets	Useful life in years
Metro tunnels	100
Metro electricity supply system	30
Tram track – substructure	30
Tram track – superstructure	15
Escalators	17
Vehicles:	
- Metro carriages acquired until the end of 1991	20
- Metro carriages acquired after 2001	40
- Renovated metro carriages	15
- Trams T3R.P	15
14T, 15T	30
Other tram types	20
- Standard and articulated buses	10
- Standard and articulated low-floor buses, midibuses	12

Depreciation of the easements established and rights of construction for the Company's benefit is as follows:

Easement and right of construction acquisition cost	Holding period	Depreciation period
Up to CZK 40,000	Definite	24 months
	Indefinite	24 months
Over CZK 40,000 up to 10,000,000	Definite	Depending on the period specified in the contract for which the easement or right of construction is established
	Indefinite	48 months for easements and 99 years for the right of construction
Over CZK 10,000,000	Definite	Depending on the period specified in the contract for which the easement or right of construction is established
	Indefinite	30 years for easements and 99 years for the right of construction

Assets fully acquired through grants for the acquisition of intangible and tangible fixed assets are not amortised/depreciated.

As of the balance sheet date, provisions for fixed asset were created. Their amount is determined based on inventory taking and an individual assessment of the actual state of individual asset items where the value in use of fixed assets is significantly lower than their carrying amount stated in the accounting books net of accumulated depreciation and such impairment cannot be considered permanent.

3.2. NON-CURRENT FINANCIAL ASSETS

Non-current financial assets principally consist of equity investments, securities and equity investments in subsidiaries and associates and are carried at acquisition cost.

Equity investments in subsidiaries and associates are valued using the equity method of accounting, ie the value of the equity investment is adjusted at the balance sheet date to reflect the Company's share of a subsidiary's equity. The valuation using the

equity method is recognised as a change in the value of the security with a corresponding entry to account 414 – "Gains or losses from the revaluation of assets and liabilities".

3.3. CURRENT FINANCIAL ASSETS

Current financial assets include purchased debt securities held to maturity – promissory notes acquired as short-term appreciation of available financial resources with maturity of less than a year.

3.4. DERIVATIVE FINANCIAL TRANSACTIONS

The Company has financial derivatives used as an effective hedging instrument in compliance with the risk management strategy.

All financial derivatives are reported as assets if their fair value is positive or liabilities if their fair value is negative.

In 2015, the Company tested the effectiveness of its derivative transactions and applies hedge accounting in respect of all the derivatives.



3.5. INVENTORY

Purchased inventory is valued at acquisition costs. Acquisition cost includes indirect acquisition costs such as freight costs, commissions, custom fees, insurance charges, packing charges, postage, discounts, liquidation fees (recycling fee).

Inventory of the same type in stock is stated at the cost identified by the weighted arithmetic average.

If the acquisition cost of specific material and goods does not include indirect acquisition costs, the costs are reported on a separate off-balance sheet account of inventory and released to consumption of material and goods under an internal guideline once a month. This approach is also applied to charges for internal transport services.

Under Czech Accounting Standard for Businesses no. 15, the acquisition and disposal of inventories is accounted for using the A method.

Internally developed inventory is valued at the cost of producing the inventory.

Spare parts and other material developed internally are valued at the actual cost of producing the spare parts and material. Spare parts and other material produced internally where a unit price cannot be clearly specified are valued using a pre-defined cost. These costs are updated on an ongoing basis. The cost items included in the cost of spare parts and other material valued at the cost of producing the spare parts and material include: direct material consumption, energy, direct wages and salaries, social security and health insurance, overheads, cooperation and transport charges.

The replacement cost of inventory was determined using the actual average stock price at the moment when stock surplus was identi-

fied (diesel oil, coolant, oil, other operational liquids). Replacement cost specified by an expert appraisal is applied to inventory produced from material acquired through liquidation or repairs of fixed assets.

Provisions for inventory are charged based on data provided by the Stock Control unit. The provisions were charged based on the inventory taking, after a review of the condition and storage period of the inventory and with respect to the assumed minimum saleability and lack of use for the inventory.

3.6. RECEIVABLES

Upon origination, receivables are stated at their nominal value as subsequently reduced by appropriate provisions for doubtful amounts related to non-performing receivables.

Receivables with due dates up to one year as of the balance sheet date are reported as short-term. Other receivables are recognised as long-term.

Provisions are charged against trade receivables and other receivables according to relevant regulations and instruction of the Legal Unit. Tax provisions are charged in the amount stipulated by the relevant law. Provisions for receivables past due from six months up to one year are charged so that the total value of provisions for tax and accounting purposes represents 50% of the unpaid carrying amount of the receivables; provisions for receivables past due for more than one year are charged up to 100% of the carrying amount of the receivables.

Provisions for accounting purposes are created against fare surcharge receivables and fare receivables. Their amount is specified as a percentage with respect to the estimated level of repayment and collectability of these receivables.

Receivables and payables are offset in compliance with the Civil and Commercial Codes depending on business partner arrangements.

3.7. TRADE PAYABLES

Trade payables are stated at their nominal value.

Payables with due dates up to one year at the balance sheet are reported as short-term. Other payables are recognised as long-term.

3.8. PROMISSORY NOTES

Promissory notes are securities containing the data pre-determined by legislation which imply a debt liability that gives the holder of the promissory note an incontestable right to seek the payment of the promissory note amount in a determined period.

The promissory notes are recorded as short-term payables in the line "Short-term trade payables". These are promissory notes issued by the issuer, ie the Company, to the order of creditors with a "no protest" clause. The minimum nominal value of the promissory note is CZK 200 million. The promissory note amount is CZK 8 billion of which CZK 7.4 billion was used as of 31 December 2014 and CZK 800 million was repaid in the year ended 31 December 2015 (as of 31 December 2015, the balance of the promissory note programme amounts to CZK 6.6 billion).

3.9. LOANS

Loans are stated at their nominal value. Interest on loans is included in the profit or loss for the period to which it relates. Under Section 47 (1) of the Regulation, the Company decided not to capitalise interest on loans as part of the cost of fixed assets or technical improvements.

The portion of long-term loans maturing within one year from the balance sheet date is included in short-term loans.

3.10. RESERVES

Reserves are intended to cover future risks and expenditure, the nature of which is clearly defined and which are likely to be incurred, but which are uncertain as to the amount or the date on which they will arise.

A reserve for compensation arising from job-related injuries and occupational diseases of some former employees is made based on a statistical evaluation of available historic data as equal to the present value of expected future payments arising from claims made before the balance sheet date.

Reserves for bonuses of managers and members of bodies of the Company, including health insurance and social security, are recognised if the legal claim for their payment is not dependant only on the work in the reporting period, but also on the compliance with other conditions, ie approval by the responsible person or a body of the Company.

Reserves for employee benefits are recognised for work jubilees and for retirement in accordance with the Collective Agreement. In view of the validity of the current version of the Collective Agreement, they are recognised for 2016 and 2017.

Reserves for repairs of tangible fixed assets are recognised for major repairs resulting from extraordinary past events which are beyond common repairs for which an outflow of funds is anticipated in the future reporting periods in relation to meeting other binding legal regulations (the Public Procurement Act, etc).

Other reserves are recognised on the grounds of prudence for liabilities arising as a result of past events and for the settlement of payables that could result in the outflow of funds, eg in relation to legal disputes.

3.11. FINANCE LEASES

A finance lease is the acquisition of a tangible fixed asset such that, over or after the contractual lease term, ownership title to the asset transfers from the lessor to the lessee; pending the transfer of title the lessee makes lease payments to the lessor for the asset that are charged to expenses.

3.12. FOREIGN CURRENCY TRANSLATION

Transactions denominated in foreign currencies during the year are translated using the Regulation and Czech Accounting Standards for Businesses.

Assets and liabilities denominated in foreign currencies are translated using the bank's daily exchange rate in terms of effective legislation. Quarterly fixed exchange rates stipulated on the first day of the relevant quarter using the Czech National Bank's rate are applied to foreign currency cash on hand.

As part of the monthly closing of FX bank accounts, the translation into Czech crowns is made using the exchange rate ruling as of the last day of the month.

At the balance sheet date, the relevant assets and liabilities denominated in foreign currencies are translated at the Czech National Bank's exchange rate prevailing as of that date and any resulting foreign currency translation gains or losses are recorded to expenses or revenues, as appropriate.

3.13. TAXATION

3.13.1. Depreciation of Fixed Assets for Tax Purposes

Depreciation of fixed assets for tax purposes is calculated using the straight line method.

3.13.2. Deferred Tax

Deferred tax is accounted for using the balance sheet liability method. The liability method is a method when the income tax rate effective in future periods is used in the calculation. The balance sheet method means that the liability method is based on temporary differences comprising the difference between the asset/liability tax base and the amount of assets/liabilities recorded in the balance sheet. The asset/liability tax base is the value of those assets/liabilities applicable for tax purposes in the future.

Deferred tax assets and liabilities are offset and reported on an aggregate net basis in the balance sheet.

3.14. COMPENSATION

The Company accounts for the compensation under Regulation (EC) No. 1370/2007 of the European Parliament and of the Council effective from 3 December 2009. The compensation is considered a cost of public services that should cover the difference between the costs incurred in meeting the Contract for the Public Service Obligation and the income generated in respect of the Contract for the Public Service Obligation and ensure a reasonable profit to generate own funds for the renovation of assets and other investments made to improve the quality of services approved by the orderer. The Contract for the Public Service between the Company and the Capital City of Prague determines the method for calculating the compensation, the methodology for calculating an adequate profit and the risk allocation method.

In line with contractual arrangements contained in the Contract for the Public Service, the Company recognises the received compensation prepayment and an estimated item for the operational portion of the compensation in the amount of the planned need; this estimated item will be released at the end of the reporting period. In the annual financial statements, the receivable arising from the Contract for the Public Service and an appropriate profit as part of compensation will be recognised. Concurrently, the received prepayment will be recognised and financial settlement of the receivable amount will be made. The compensation amount is recognised through revenues in the line "Sales of own products and services".

3.15. GRANTS

Grants received to offset costs are recognised as other operating and financial income over the period necessary to match them with the related costs.

Grants received to acquire tangible and intangible fixed assets and technical improvements are deducted in reporting their cost or

internal cost at the moment when the assets are put into operation. At the balance sheet date, the use of the grant for the not-yet-capitalised fixed assets is accounted for.

3.16. REVENUE RECOGNITION

Revenues from transportation are recognised in the period when the transportation services were provided.

Other revenues are recognised on an accruals basis.

Revenue and income relating to future periods are accrued/deferred.

3.17. USE OF ESTIMATES

The presentation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the balance sheet date and the reported amounts of revenues and expenses during the reporting period.

Set out below is accrued income arising from easements established on the Company's assets:

Cost of easement	Period of establishment	Accrued balance
Up to CZK 40,000	Definite	Not accrued due to immateriality
	Indefinite	Income for the period
More than CZK 40,000 and up to CZK 10,000,000	Definite	Depending on the period stipulated in the contract for which the easement is established.
	Indefinite	Income for the period
Over CZK 10,000,000	Definite	Depending on the period stipulated in the contract for which the easement is established.
	Indefinite	Income is allocated using a proportionate amount based on the residual useful life of assets to which the easement applies.



Management of the Company has made these estimates and assumptions on the basis of all the relevant information available to it. Nevertheless, pursuant to the nature of estimates, the actual results and outcomes in the future may differ from these estimates.

3.18. EXTRAORDINARY EXPENSES AND INCOME

Extraordinary items are income and expenses that arise from events or transactions that are clearly distinct from the ordinary activities of the Company as well as income or expenses from events of transactions that are not expected to recur frequently or regularly. In the year ended 31 December 2015, the Company recorded no extraordinary expenses and income.

3.19. YEAR-ON-YEAR CHANGES IN VALUATION, DEPRECIATION OR ACCOUNTING POLICIES

No changes were made in the year ended 31 December 2015.

3.20. CASH FLOW STATEMENT

The cash flow statement is prepared using the indirect method. Cash equivalents include current liquid assets easily convertible into cash in an amount agreed in advance. Cash and cash equivalents can be analysed as follows:

(CZK '000)

Cash equivalents	31 December 2015	31 December 2014
Cash on hand, cash in transit and cash equivalents	41 158	50 898
Cash at bank and cash in transit	5 306 937	3 970 051
Current securities and equity investments	2 168 121	0
Total cash and cash equivalents	7 516 216	4 020 949

Cash flows from operating, investment and financial activities presented in the cash flow statement are not offset.

Current securities and equity investments include current highly liquid promissory notes, refer to Note 4.7.5.



4. ADDITIONAL INFORMATION ON THE BALANCE SHEET AND PROFIT AND LOSS ACCOUNT

4.1. THE COMPANY'S SPECIFICS

4.1.1. Adjustment of Statements

The balance sheet and the profit and loss account contain items in the sequence stipulated in the Regulation. DP presents the following additional items to make the statements more understandable and clearer:

Profit and Loss Account

II.1	1.1 Revenues from fare
	1.2 Compensation for public service obligation
	1.3 Other revenues
B.2	2.1 Repairs and maintenance
	2.2 Other services
C.	5. Contributory pension and life insurance scheme costs

4.1.2. Compensation and Grants

The Company reported a pre-tax profit of CZK 1,684,487 thousand for 2015. The profit was generated as a direct result of compensation accounting (refer to Note 3.13). The costs incurred in relation to the public service obligation are compensated and the compensation was recorded through revenues.

To understand and assess the Company's financial and asset position it should be emphasised that the Company receives compensation for its public service obligation and substantial amounts of investment subsidies from various providers.

In 2015, the Company received compensation prepayments of CZK 12,659,387 thousand and transferred the remaining balance of compensation prepayments for 2014 in the amount of CZK 31,310 thousand. It recognised CZK 11,548,145 thousand in income according to the actual amount of compensation, and the adequate profit of CZK 1,108,400 thousand. The remaining balance of prepayments for the compensation is CZK 34,152 thousand as of 31 December 2015.

The final amount of compensation was approved in compliance with effective legislation and contractual arrangements by Ropid acting for the Capital City of Prague.

In 2015, the Company recognised grants received to offset costs and acquired fixed assets in the amount of CZK 6,226,075 thousand. In 2014, it recognised grants of CZK 3,181,919 thousand. Principal movements in grants in 2015 primarily included the receipt of subsidy from the Ministry of Transportation for the construction of metro line A (Dejvická – Motol) and a return of the subsidy from the Capital City of Prague for this construction in the amount of CZK 2,000,000 thousand. The grants are recognised in line with the applicable legislation.

In addition, the Company recognised a non-monetary supply of CZK 147,642 thousand arising from the guarantee declaration of the Capital City of Prague in favour of Škoda Transportation a.s.

Grants by Purpose

[CZK '000]

Grants by Purpose		
Total grants		6 226 075
Grants to offset costs		97 584
Grants from the budget of the Capital City of Prague		45
current expenditures for investment no. 21507 – Elevator at the Anděl station	10	
current expenditures for investment no. 21508 – I. P. Pavlova	10	
current expenditures for investment no. 21509 – Bělohorská tram track renovation	14	
current expenditures for investment no. 21571 – Evropská II tram track renovation	11	
Grants from the EU		505
current expenditures for investment no. 21507 – Elevator at the Anděl station	116	
current expenditures for investment no. 21508 – I. P. Pavlova	114	
current expenditures for investment no. 21509 – Bělohorská tram track renovation	153	
current expenditures for investment no. 21571 – Evropská II tram track renovation	122	
Grants from the state budget		40 000
Section 07: Civil protection (security system operation)	40 000	
Grants within the Prague Integrated Transportation System (PID)		57 034
Grants for zone 0–PID	42 380	
Grants from municipalities for zones 1, 2, PID	9 447	
Grants from Central Bohemian Region – Regional Authority - zones 1, 2	5 207	
Grants for the acquisition of fixed assets		6 128 491
Grants from the budget of the Capital City of Prague		-1 503 918
6786 - I. operational part of the metro line D	52 254	
42176 – Barrier-free facilities	3 914	
42483 – Těšnov junction tram track renovation	1 997	
42484 – Bělehradská tram track renovation	33 000	
42485 – Evropská tram track renovation - phase II	7 894	
42486 – Plzeňská tram track renovation	7 898	
42487 – Tram track Sídliště Barrandov – Holyně – Slivenec	1	
42488 – Construction of barrier-free facilities at the Roztyly metro station	4 000	
42489 – Vršovická tram track renovation (Otakarova – Kubánské náměstí)	149 500	



42490 – Střešovická – Na Petřinách tram track renovation	16 750	
42491 – Palmovka block tram track renovation	4 839	
42492 – Nádražní – Na Zlíchově tram track renovation	5 000	
42493 – Divoká Šárka - Dědinská tram track	120	
42494 – Construction of barrier-free facilities at the Palmovka metro station	4 817	
42495 - Construction of barrier-free facilities at the Karlovo náměstí metro station	2 100	
42496 – Comprehensive metro security systém	200 000	
42497 – Sokolovská tram track renovation (Březinova – Zenklova)	1 998	
4534 – Metro A line (Dejvická – Motol)	-2 000 000	
Grant from the Ministry of Transportation (EU)		
66003008 – Extension of the metro line A		7 448 899
Grants from OPPK		183 510
including: share of the EU	168 632	
share from the budget of the Capital City of Prague	14 878	
of which:		
21507 Elevator at the Anděl station		25 586
of which: share of the EU	23 512	
share from the budget of the Capital City of Prague	2 074	
21508 Elevator at the I.P.Pavlova station – 11th call - total		33 859
of which: share of the EU	31 114	
share from the budget of the Capital City of Prague	2 745	
21509 Bělohorská tram track renovation – 11th call of OPPK - total		14 015
of which: share of the EU	12 879	
share from the budget of the Capital City of Prague	1 136	
21571 Evropská II tram track renovation – 11th call of OPPK - total		86 586
of which: share of the EU	79 565	
share from the budget of the Capital City of Prague	7 021	
29002 Elevator at the Můstek station – 9th call - total		23 464
of which: share of the EU	21 562	
share from the budget of the Capital City of Prague	1 902	

4.2. INTANGIBLE FIXED ASSETS

Cost

(CZK '000)

	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014	Additions	Disposals	Balance at 31 Dec 2015
Software	880 973	51 387	47 391	884 969	56 900	0	941 869
Valuable rights	10 082	0	0	10 082	0	0	10 082
Other intangible FA	153 427	18	0	153 445	0	0	153 445
Intangible FA under construction	25 911	45 675	49 794	21 792	29 198	50 647	343
Total	1 070 393	97 080	97 185	1 070 288	86 098	50 647	1 105 739

Accumulated Amortisation

(CZK '000)

	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014	Additions	Disposals	Balance at 31 Dec 2015
Software	821 469	53 455	47 391	827 533	49 716	0	877 249
Valuable rights	10 082	0	0	10 082	0	0	10 082
Other intangible FA	133 690	3 115	0	136 805	739	0	137 544
Provision for intangible FA under construction	10 810	8 647	0	19 457	0	19 457	0
Total	976 051	65 217	47 391	993 877	50 455	19 457	1 024 875

Net Book Value

(CZK '000)

	Balance at 31 Dec 2014	Balance at 31 Dec 2015
Software	57 436	64 620
Valuable rights	0	0
Other intangible FA	16 640	15 901
Intangible FA under construction	2 335	343
Total	76 411	80 864

Principal additions to intangible fixed assets include the purchase of the MS Enterprise 2015 licence and technical improvements on the transportation information system made in 2015.

4.2.1. Internally Generated Intangible Fixed Assets

In 2015, no intangible fixed assets were generated internally.

4.2.2. Off-Balance Sheet Assets

Off-balance sheet intangible assets:

(CZK '000)

Type of assets	Cost	
	2015	2014
Low-value intangible assets	11 467	11 196
Subsidised FA	120 523	120 523
Total	131 990	131 719

4.3. TANGIBLE FIXED ASSETS

Cost of depreciated and not depreciated tangible fixed assets

(CZK '000)

	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014	Additions	Disposals	Balance at 31 Dec 2015
Land	3 367 644	160	22 197	3 345 607	53 216	23 947	3 374 876
Buildings	56 508 041	1 069 506	287 397	57 290 150	799 131	282 700	57 806 581
Individual movable assets	46 580 281	3 205 063	746 035	49 039 309	3 277 352	421 485	51 895 176
Machinery and equipment	11 005 657	432 066	74 579	11 363 144	394 506	179 276	11 578 374
Vehicles	35 563 977	2 772 942	671 236	37 665 683	2 882 846	241 957	40 306 572
Furniture and fixtures	10 647	55	220	10 482	0	252	10 230
Other tangible FA – easements	0	3 904	0	3 904	1 973	0	5 877
Other tangible FA	38 128	0	0	38 128	0	0	38 128
Intangible FA under construction	1 840 527	9 355 201	7 559 217	3 636 511	7 136 946	9 158 438	1 615 019
Total	61 754 340	13 633 834	8 614 846	113 353 609	11 268 618	9 886 570	114 735 657

Accumulated depreciation and provisions for depreciated tangible fixed assets

[CZK '000]

	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014	Additions	Disposals	Balance at 31 Dec 2015
Buildings	16 739 374	1 125 642	195 215	17 669 801	1 048 609	159 885	18 558 525
Individual movable assets	23 161 405	1 854 337	738 402	24 277 340	1 950 083	301 648	25 925 775
Machinery and equipment	8 616 540	434 053	75 326	8 975 267	404 332	59 614	9 319 985
Vehicles	14 534 319	1 416 469	662 356	15 288 432	1 498 121	238 316	16 548 237
Furniture and fixtures	10 046	349	220	10 175	97	252	10 020
Other tangible FA - easements	0	1 057	0	1 057	1 359	0	2 416
Provision for vehicles	500	3 466	500	3 466	47 533	3 466	47 533
Total	39 900 779	2 981 036	933 617	41 948 198	3 000 051	461 533	44 486 716

Net book value of depreciated and not depreciated tangible fixed assets

[CZK '000]

	Balance at 31 Dec 2014	Balance at 31 Dec 2015
Land	3 345 607	3 374 876
Buildings	39 620 349	39 248 056
Individual movable assets	24 761 969	25 969 401
Machinery and equipment	2 387 877	2 258 389
Vehicles	22 373 785	23 710 802
Furniture and fixtures	307	210
Other tangible FA - easements	2 847	3 461
Other tangible FA	38 128	38 128
Intangible FA under construction	3 636 511	1 615 019
Total	71 405 411	70 248 941

Principal additions were made to buildings and vehicles where 15T trams of CZK 2,432,878 thousand and buses of CZK 383,600 thousand were capitalised. Principal additions to buildings primarily include the capitalisation of tram tracks (investments made in Vokovice, Bělehradská, Nádražní, Bělohorská, Patočkova, Na Zátorách-Komunardů, Průběžná-Švehlova, Červený vrch, Hloubětín) of CZK 761,207 thousand.

Principal disposals of vehicles are due to the sale and physical liquidation of buses with the acquisition cost of CZK 160,578 thousand and trams with the acquisition cost of CZK 71,683 thousand (net book value of CZK 3,414 thousand).

The balance of tangible fixed assets under construction of CZK 1,615,019 thousand primarily includes investments - introduction of a comprehensive safety system in the metro of CZK 738,682 thousand and construction of the first section of metro line D of CZK 223,292 thousand.

The balance of prepayments for tangible fixed assets as of 31 December 2015 amounts to CZK 693,845 thousand. Principal items are prepayments for the introduction of a comprehensive safety system in the metro from AŽD Praha s.r.o. of CZK 423,302 thousand, purchase of trams from ŠKODA TRANSPORTATION a.s. of CZK 143,146 thousand and purchase of buses from SOR Libchava s.r.o. of CZK 111,449 thousand.

As of 31 December 2015, the Company decided to provision in full the net book value of the 14T trams, the operation of which was discontinued due to a construction defect and that will not be put into operation in 2016. The provision amounts to CZK 47,533 thousand.

The Company rents:

- **Real estate, non-residential property** in garages, tram depots, metro depots, metro stations, tram loops, public transport stops, etc, and available land outside of this property;
- **Space on movable and immovable assets** predominantly for advertising, placing optical cables in metro stations, operating telecommunication system in metro, placing antennas, telecommunication equipment, etc; and

- **Movable assets**, eg service lifts in metro stations and equipment of the leased immovable assets.

4.3.1. Fixed Assets Pledged as Security

As of 31 December 2015, easements were established on 616 pieces of property through easement contracts. In most cases, the easements cover the access to and operation of the relevant equipment in metro premises, at entrances to buildings, etc.

On 15 June 2005, a contract to pledge assets was concluded where DP is the debtor (pledger) and banks participating in the loans provided to the Company for new metro trains are the creditors (pledgees). 100 electric metro motor vehicles produced by Siemens Kolejová vozidla s.r.o. are pledged as security. Under the contract, the pledge is established for the period until the loan is repaid in full as required.

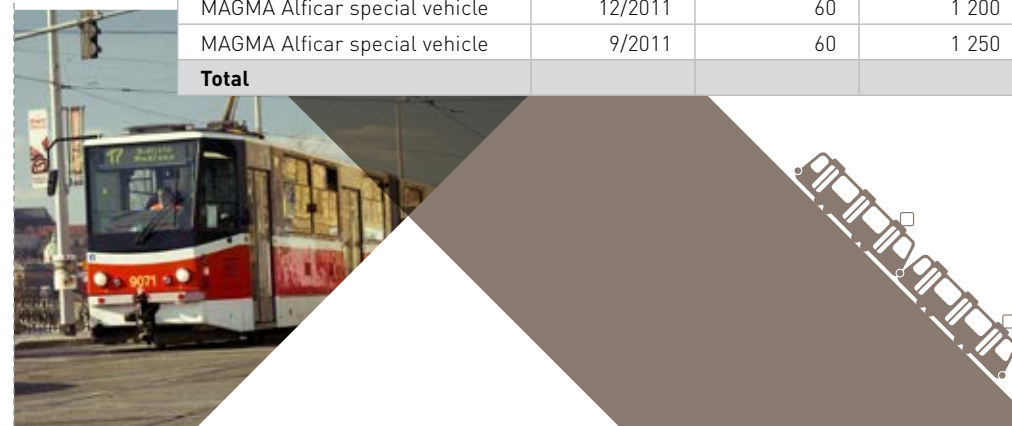
4.3.2. Internally Developed Tangible Fixed Assets

Renovation of tram tracks, contact lines and renovation of the KT8D5-VV lines were performed internally. For the valuation treatment refer to Note 3.1.

4.3.3. Assets Held under Finance Leases

[CZK '000]

Description	Date of inception	Term in months	Total lease value	Payments made at 31 Dec 2014	Payments made at 31 Dec 2015	Due in 2016
MAGMA Alficar special vehicle	10/2011	60	1 200	880	271	201
MAGMA Alficar special vehicle	12/2011	60	1 200	836	271	251
MAGMA Alficar special vehicle	12/2011	60	1 200	836	271	250
MAGMA Alficar special vehicle	12/2011	60	1 200	836	271	251
MAGMA Alficar special vehicle	9/2011	60	1 250	936	281	185
Total				4 324	1 365	1 138



4.3.4. Operating Leases

In 2015, the Company recorded operating leases from AUTOSTYL a.s. with the annual lease of CZK 3,409 thousand, from SPEED LEASE a.s. with the annual lease of CZK 2,668 thousand and other annual lease of vehicles of CZK 972 thousand.

In addition, the Company has been provided with comprehensive transportation services since August 2011 pursuant to the contract

for the provision of services of the intracompany transportation provider, KARIR CZ s.r.o. These services include the provision of leased vehicles (annual sum of CZK 34,587 thousand for the permanent lease in 2015), transportation services with chauffeur by transportation services vehicles (annual sum of CZK 21,663 thousand for 2015) and provision of other services through vehicles other than transportation services vehicles.

4.3.5. Off-Balance Sheet Assets

Off-balance sheet tangible assets:

(CZK '000)

Type of asset	Cost	
	2015	2014
Low-value tangible assets	599 878	591 081
Subsidised fixed assets	45 385 089	45 112 239
Total	45 984 967	45 703 320

4.4. NON-CURRENT FINANCIAL ASSETS

4.4.1. Equity Investments in Subsidiaries

Name of entity	2015		2014	
	Number of securities	Share in the registered capital in %	Number of securities	Share in the registered capital in %
Pražská strojírna a.s.	196	100	196	100
Střední průmyslová škola dopravní, a.s.	22	100	22	100

2015

(CZK '000)

Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
Pražská strojírna a.s.	185 614	9 161	157 594	194 775	7 510	0	194 775
Střední průmyslová škola dopravní, a.s.	11 322	16 224	21 930	27 546	6	0	27 546
Total	196 936	25 385	179 524	222 321	7 516	0	222 321

* The figures are prepared as of 25 January 2016.

2014

(CZK '000)

Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
Pražská strojírna a.s.	185 614	2 271	157 594	187 885	7 795	0	187 885
Střední průmyslová škola dopravní, a.s.	11 322	16 224	21 930	27 546	4	0	27 546
Total	196 936	18 495	179 524	215 431	7 799	0	215 431

* The figures are prepared as of 23 January 2015.

4.4.2. Equity Investments in Associates

2015

(CZK '000)

Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
RENCAR PRAHA, a.s.	840	17 545	840	65 661	18 112	7 560	18 385
Total	840	17 545	840	65 661	18 112	7 560	18 385

* The figures are prepared as of 25 January 2016.



2014

[CZK '000]

Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
RENCAR PRAHA, a.s.	840	20 034	840	74 549	29 485	7 560	20 874
Total	840	20 034	840	74 549	29 485	7 560	20 874

* The figures are prepared as of 23 January 2015.

The number of securities was 84 and the total share in the registered share capital was 28%.

4.5. INVENTORY

[CZK '000]

	Balance at 31 December 2015	Balance at 31 December 2014
Spare parts	261 262	169 283
Auxiliary material	91 451	106 683
Clothing and protective tools	25 464	24 883
Fuel	15 843	22 515
Other material	1 581	1 789
Material in transit	1 118	1 433
Provisions	-9 718	-2 822
Total material	387 001	323 764
Work in progress and semi-finished products	7 757	5 631
Goods	1 196	1 219
Total	395 954	330 614

The total increase in the financial volume of stock inventory of the Company results from:

- An increase in spare parts resulting from the repair of escalators, planned and extraordinary repairs of trams, the purchase of 12 underframes for the 15T trams; and
- An increase in production in progress and semi-finished products predominantly results from unbilled external projects for the Municipal investor department due to a not yet signed contract.

The inventory of fuel fluctuates due to the changes in the current purchase price.

Provisions were increased due to the identified state of inventory. After having assessed the state, length of storage and with respect to the anticipated unusability and minimal saleability, the Company decided to liquidate inventory through sale or physical liquidation. The amount of CZK 9,718 thousand comprises a provision of CZK 1,666 thousand against parts of clothing and CZK 8,052 thousand relates to spare components and protective tools.

4.6. LONG-TERM RECEIVABLES

Long-term receivables amounted to CZK 99,036 thousand and CZK 87,998 thousand as of 31 December 2015 and 31 December 2014, respectively.

Long-term receivables primarily include prepayments made to ŠKODA TRANSPORTATION a.s. for unplanned repairs under the Contract for the 8171M Prague Metro Vehicle Maintenance through Full Service in the amount of CZK 76,441 thousand.

4.7. SHORT-TERM RECEIVABLES

4.7.1. Aging of Trade Receivables

[CZK '000]

Year	Category	Before due date	Past due date					Total past due date	Total	Surcharges*	Total including surcharges
			0-90 days	91-180 days	181-365 days	1-2 years	2 and more years				
2015	Gross	172 112	4 321	1 670	4 104	2 119	47 934	60 148	232 260	650 653	882 913
	Provisions	0	0	1 276	2 052	1 945	47 934	53 207	53 207	537 582	590 789
	Net	172 112	4 321	394	2 052	174	0	6 941	179 053	113 071	292 124
2014	Gross	198 759	26 499	2 043	1 444	2 845	56 076	88 907	287 666	485 475	773 141
	Provisions	0	655	0	723	2 777	56 076	60 231	60 231	404 104	464 335
	Net	198 759	25 844	2 043	721	68	0	28 676	227 435	81 371	308 806

* Surcharges comprise receivables from fare surcharges and fare receivables arising from fare surcharges. These are predominantly receivables past their due dates.

The most significant receivables are receivables from GLOBDATA, a.s. of CZK 76,075 thousand arising from the assignment of receivables for SMS tickets and receivables from Pražská strojírna, a.s. for sales of rails of CZK 42,912 thousand.

As of 31 December 2015, receivables and provisions against receivables arising from fare surcharges and receivables from fines significantly increased due to the fact that in 2015, no receivables were assigned to an external company for collection and the method of collection of the respective receivables is currently subject to analysis and selection. In relation to the recognition of provisions, it is not anticipated that the selected collection method would have an impact on decreasing the collection percentage.

4.7.2. Intercompany Receivables

Short-Term Trade Receivables and Short-Term Prepayments Made

[CZK '000]

Name of the entity	Balance at 31 Dec 2015	Balance at 31 Dec 2014
HMP	17 016	19 756
Pražská energetika, a.s.	3 366	24 342
Pražská plynárenská, a.s.	2 024	3 512
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	5 620	5 620
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	35	0
Pražská strojírna a.s.	47 830	63 330
Pražská teplárenská a.s.	5	3
Pražská vodohospodářská společnost a.s.	1	307
Pražské služby, a.s.	4	0
PREdistribuce, a.s.	371	30
RENCAR PRAHA, a.s.	243	58
Rozvojové projekty Praha, a.s.	34	0
Střední průmyslová škola dopravní, a.s.	368	585
TERMONTA PRAHA a.s.	19	0
Total short-term intercompany receivables and prepayments	76 936	117 543
Other than intercompany receivables and prepayments	838 661	732 139
Other short-term receivables	924 455	595 886
Total short-term receivables	1 840 052	1 445 568

4.7.3. Other Short-Term Receivables

The line "State-tax receivables" amounting to CZK 465,414 thousand as of 31 December 2015 comprises a receivable arising from an excessive VAT deduction for November and December 2015 of CZK 394,301 thousand and a recognised input VAT for invoices received in January 2016, relating to the 2015 supplies of CZK 71,113 thousand. As of 31 December 2014, receivables amounted to CZK 281,090 thousand.

Short-term prepayments made reported a year-on-year decrease primarily due to the recognition of energy prepayments and a decrease in prepayments within PID.

The gross balances of "Estimated receivables" are CZK 97,343 thousand and CZK 83,173 thousand as of 31 December 2015 and 2014, respectively. The increase as of 31 December 2015 is attributable to the recognition of an estimated receivable in respect of the amount due from RENCAR PRAHA, a.s. arising from the lease of advertising space in the amount of CZK 45,877 thousand.

The balances of "Other receivables" were CZK 360,383 thousand and CZK 230,609 thousand as of 31 December 2015 and 2014, respectively. This item predominantly relates to recognition of receivables arising from the approved entitlement for the grant for Střešovická tram track renovation (CZK 173,469 thousand), Plzeňská tram track renovation (CZK 83,770 thousand), elevator at the Anděl station (CZK 47,218 thousand) and elevator at the Můstek station (CZK 28,583 thousand).

4.7.4. Pledge

The Company pledged as collateral all receivables from the Metropolitan Authority arising from the contract for transport services and receivables from insurance payments to be made in the case of any insured event relating to metro carriages acquired using loans.

The pledge was re-established to cover the loan for the purchase of new metro carriages.

4.7.5. Current Financial Assets

As of the balance sheet date, current securities and equity investments include securities – promissory notes structured as follows:

- Depository note at ČSOB in the nominal value of CZK 250,000 thousand;
- Deposit note at Komerční banka, a.s. in the nominal value of CZK 250,000 thousand; and
- Own promissory note purchased from Česká spořitelna, a.s. issued by the Statutory city of Liberec with the acquisition cost of CZK 1,668,121 thousand.

4.7.6. Deferred Expenses and Accrued Income

Deferred expenses amounted to CZK 167,628 thousand and CZK 199,314 thousand as of 31 December 2015 and 2014, respectively. The decrease in this balance is primarily caused by:

- The release of the billed first part of the total contractual price for services (by ŠKODA TRANSPORTATION a.s.) in the amount of CZK 125,000 thousand. Based on the Full Service Maintenance Contract this amount is charged to expenses on an accruals basis over the contract term until 15 December 2020. As of 31 December 2015, CZK 56,299 thousand remains to be derecognised.
- The release of the invoiced first portion of the total contractual fees for services (by Siemens, s.r.o.) in the amount of CZK 155,000 thousand. Based on the Full Service Maintenance Contract, this amount is charged to expenses on an accruals basis over the contract term until 31 December 2019. As of 31 December 2015, CZK 56,364 thousand remains to be derecognised.
- Deferred expenses relating to the promissory note programme (interest and remuneration for arrangers) of CZK 32,048 thousand.

4.8. EQUITY

Changes in Equity

The Company's equity includes accounts of accounting groups 41 and 42 including the profit for the current period.

(CZK '000)

Account	Registered share capital	Other equity funds	Gains and losses from the revaluation of assets and liabilities	Other profit or loss	Accumulated losses brought forward	Current profit or loss	Total equity
Opening balance at 1 January 2014	30 726 125	30 942 259	-161 141	2 000	-1 467 673	-371 903	59 669 667
Changes impacting total equity	0	0	0	0	0	0	0
Profit for the year	0	0	0	0	0	315 956	315 956
Donations/grants to increase equity	0	3 396	0	0	0	0	3 396
Valuation of land and buildings	0	-15 878	0	0	0	0	-15 878
Gains/losses from the revaluation of securities etc	0	0	9 395	0	0	0	9 395
Revaluation of derivatives	0	0	-274 071	0	0	0	-274 071
Deferred tax on derivatives	0	0	52 073	0	0	0	52 073
Changes not impacting total equity	0	0	0	0	0	0	0
Reserve fund contribution	0	0	0	0	0	0	0
Settlement of loss from the reserve fund	0	0	0	0	0	0	0
Transfer of correction(s) from 2012	0	0	0	0	0	0	0
Allocation of the profit	0	0	0	-2 000	-369 903	371 903	0
Correction in equity	0	0	0	0	0	0	0
Closing balance at 31 December 2014	30 726 125	30 929 777	-373 744	0	-1 837 576	315 956	59 760 538
Changes impacting total equity	0	0	0	0	0	0	0
Profit for the year	0	0	0	0	0	1 255 407	1 255 407
Donations/grants to increase equity	0	1 719	0	0	0	0	1 719

Valuation of land and buildings	0	98	0	0	0	0	98
Gains/losses from the revaluation of securities etc	0	0	4 401	0	0	0	4 401
Revaluation of derivatives	0	0	104 913	0	0	0	104 913
Deferred tax on derivatives	0	0	-19 933	0	0	0	-19 933
Changes not impacting total equity	0	0	0	0	0	0	0
Reserve fund contribution	0	0	0	0	0	0	0
Settlement of loss from the reserve fund	0	0	0	0	0	0	0
Transfer of correction(s) from 2012	0	0	0	0	0	0	0
Allocation of the profit	0	0	0	0	315 956	-315 956	0
Correction in equity	0	0	0	0	0	0	0
Closing balance at 31 December 2015	30 726 125	30 931 594	-284 363	0	-1 521 620	1 255 407	61 107 143

4.9. RESERVES

(CZK '000)

	Balance at 1 Jan 2014	Charge for reserve	Use and reversal of reserves	Balance at 31 Dec 2014	Charge for reserve	Use and reversal of reserves	Balance at 31 Dec 2015
Reserve for pensions	7 041	246	1 570	5 717	1 540	2 113	5 144
Reserve for jubilees, retirement	0	15 789	0	15 789	46 774	15 789	46 774
Reserve for the share in 14T trams	0	11 600	0	11 600	0	0	11 600
Reserve for repairs of fixed assets	0	0	0	0	124 100	0	124 100
Reserve for litigation	23 186	57 720	7 933	72 973	72 688	5 603	140 058
Reserve for bonuses	2 539	2 566	2 539	2 566	2 614	2 566	2 614
Reserve for repairs of 14T + 15T trams	11 566	0	8 138	3 428	0	175	3 253
Reserve for contractual interest	94 714	118 719	0	213 433	19 074	0	232 507
Other reserves	0	0	0	0	20 000	0	20 000
Total reserves	139 046	206 640	20 180	325 506	286 790	26 246	586 050

As of 31 December 2015, the Company reports the balance in the 'Other reserves' line due to the reflection of risks, losses and potential future liabilities.

4.10. LONG-TERM TRADE PAYABLES

Long-term trade payables amount to CZK 1,226,496 thousand and CZK 87,090 thousand as of 31 December 2015 and 2014, respectively.

The increase results from the payment terms arising from the Purchase agreement for the supply of the 15T trams with maturity of the outstanding sum equal to 50% of the purchase price (net of VAT) being postponed by four years. The aggregate volume of this long-term payable to Škoda Transportation a.s. amounts to CZK 1,144,943 thousand due in 2019 and 2020.

The Company reports no long-term trade intercompany payables.

Collateralised payables or otherwise secured

On 15 June 2005, a contract to pledge assets as collateral was concluded between DP as the debtor and banks as the creditors that participate in a loan provided to DP for new metro trains. 100 electric metro motor vehicles are pledged. The pledge is established for a period until the loan is repaid in full as required.

In connection with the loan contract (refer to Note 4.12.), a contract authorising the order to use promissory notes and blank bills of exchange was concluded. This contract secures the fulfilment of the Company's obligations with respect to creditors under the loan contract for the purchase of metro carriages.

4.11. DEFERRED TAXATION

The deferred tax liability can be analysed as follows:

Deferred tax arising from (CZK '000)

	Balance at 31 December 2015	Balance at 31 December 2014
Fixed assets	4 925 995	4 472 368
Unpaid contractual fines and penalties	123 443	91 042
Provisions against fixed assets	-9 031	-658
Provisions against inventory	-1 846	-536
Provisions against receivables	-1 566	-3 767
Reserves	-111 349	-61 846
Unpaid social security and health insurance	-1 658	-1 695
Derivative instruments	-76 773	-96 706
Total deferred tax liability	4 847 215	4 398 202

The increase in the deferred tax liability is, as every year, primarily caused by the difference between accounting and tax net book values of depreciated fixed assets.

In the year ended 31 December 2015, significant items also include accounting reserves recognised due to extraordinary repairs and maintenance.

On the grounds of prudence, the calculation of deferred tax in 2015 did not involve the amount of CZK 6,642,577 thousand representing utilisable tax losses due to the fact that these losses are unlikely to be utilised in the subsequent taxation periods.

4.12. SHORT-TERM PAYABLES

4.12.1. Aging of Short-Term Trade Payables

(CZK '000)

Year	Category	Before due date	Past due date					Total past due date	Total
			0-90 days	91-180 days	181-365 days	1-2 years	2 and more years		
2015	Short-term	8 508 709	1 732	9	2	0	2	1 745	8 510 454
2014	Short-term	9 514 380	470	20	35	3	3	531	9 514 911

Short-term payables past their due dates were settled immediately after 1 January 2016. For this reason, the Company recorded no 2015 payables past their due dates as of the balance sheet date.

The most significant item of short-term payables is the promissory notes programme. The contract was signed on 28 June 2013 between the Company and Česká spořitelna a. s. and Československá obchodní banka a. s. in equal parts. The programme was being implemented on a gradual basis.

A total of CZK 7,400 million was used in the promissory note programme of which CZK 800 million was settled in December 2015. As of 31 December 2015, the payable arising from the promissory note programme amounted to CZK 6,600 million. Promissory notes with the aggregate value of CZK 5,400 million and CZK 1,200 million are due on 18 March 2016 and 19 December 2016, respectively.

The promissory notes programme has a short-term nature and was used for funding invoices for the 15T For City trams. The programme is also guaranteed by the Capital City of Prague in the form of an issued guarantee declaration in favour of Škoda Transportation (refer to Note 4.10.0). This non-monetary supply was calculated at CZK 147,642 thousand.



4.12.2. Intercompany Payables

Short-Term Trade Payables and Short-Term Prepayments Made

(CZK '000)

Name of the entity	As of 31 Dec 2015	As of 31 Dec 2014
Capital City of Prague	15 981	6
Kolektory Praha, a.s.	14	0
Operátor OPENCARD, a.s.	1	0
Pražská energetika, a.s.	22 722	57 006
Pražská plynárenská, a.s.	719	23
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. Group	0	12
Pražská strojírna a.s.	24 257	11 593
Pražská teplárenská a.s.	892	1 008
Pražská teplárenská LPZ, a.s.	166	0
Pražské služby, a.s.	3 638	2 143
PREdistribuce, a.s.	18 257	22
PREměření, a.s.	7	20
RENCAR PRAHA, a.s.	36 301	16 941
Střední průmyslová škola dopravní, a.s.	2 887	2 923
Total short-term intercompany payables and short-term prepayments made	125 842	91 697
Other than intercompany payables and prepayments	8 465 131	9 489 112
Other short-term payables	2 604 178	1 600 340
Total short-term trade payables	11 195 151	11 181 149

4.13. DUE PAYABLES ARISING FROM SOCIAL SECURITY, HEALTH AND LIFE INSURANCE CONTRIBUTIONS, SUPPLEMENTARY PENSION INSURANCE, TAX ARREARS AND GRANTS

4.13.1. Payables arising from Social Security, Health and Life Insurance Contributions, Supplementary Pension Insurance, Tax Arrears and Grants and Supplementary Pension Savings

Payables arising from social security contributions and contributions to the State employment policy were CZK 127,633 thousand and CZK 124,236 thousand as of 31 December 2015 and 31 December 2014, respectively.

Payables arising from public health insurance contributions were CZK 55,005 thousand and CZK 53,598 thousand as of 31 December 2015 and 31 December 2014, respectively.

Payables arising from employee supplementary pension insurance were CZK 6,102 thousand and CZK 6,297 thousand as of 31 December 2015 and 31 December 2014, respectively.

Payables arising from employee life insurance were CZK 144 thousand and CZK 155 thousand as of 31 December 2015 and 31 December 2014, respectively.

Payables arising from employee supplementary pension savings were CZK 606 thousand and CZK 344 thousand as of 31 December 2015 and 2014, respectively.

All payables are within their due dates.

4.13.2. Tax Payables to Local Tax Offices

(CZK '000)

	As of 31 Dec 2015	As of 31 Dec 2014
Personal income tax	55 348	54 174
Road tax	128	119
Electricity tax	13	62
Tax on the acquisition of immovable property	1 819	0
Total	57 308	54 355

All payables are before their due dates.

4.13.3. Grants

The balance of grants as of 31 December 2015 is CZK 1,414,948 thousand and primarily includes:

- A grant for the purchase of fixed assets from the Capital City of Prague in the amount of CZK 1,033,356 thousand to finance expenses of metro line A;
- Financial settlement of grants for 2015 with the Capital City of Prague of CZK 379,403 thousand; and
- A payable arising from grants for the payment of operational expenses of the Prague Integrated Transportation System (PID) operation of CZK 2,189 thousand.

4.14. OTHER SHORT-TERM PAYABLES

Other short-term payables amount to CZK 565,015 thousand and CZK 680,302 thousand as of 31 December 2015 and 2014, respectively. They predominantly include:

Derivative Financial Instruments

(CZK '000)

	Fair value (liability) at 31 Dec 2015	Fair value (liability) at 31 Dec 2014
Currency swap ČS	151 055	180 885
Currency swap ČSOB	54 167	66 432
Interest rate option - collar - ČSOB	11 139	17 251
Derivative - forward ČS	2 532	2 954
Interest rate option - collar ČS	18 325	27 627
Swaps under the promissory notes programme II ČS	167 553	214 189
Swaps under the promissory notes programme II ČSOB	117 612	155 671
Hedging of crude oil	26 503	14 061
Total	548 886	679 070

The decrease as of 31 December 2015 is due to the settlement of the promissory notes programme (CZK 0.8 billion was repaid in 2015) and a loan for the purchase of metro carriages and the relating concluded transactions for interest rate and currency swaps.



4.15. BANK LOANS

On 15 May 2002, a loan contract was concluded between the debtor (the Company) and creditors (Česká spořitelna, a.s. and Československá obchodní banka, a. s.) for the purchase of 20 new metro trains in the amount of CZK 1,500,000 thousand and EUR 89,928 thousand. The loan was drawn through November 2004 and has been repaid on a quarterly basis since December 2004. To date, 45 out of 61 repayments have been made. The loan will be settled in 2019.

The annual interest rates on the loan are different given the dates when individual portions of the loan were drawn. For this reason, the following hedging derivatives were agreed with Československá obchodní banka, a. s. and Česká spořitelna, a.s. The portion of the loan drawn in EUR bears fixed interest at 5.2% and a markup of 1.35%.

The interest rates on the portion drawn in CZK are hedged by interest rate options ranging from 3.85% to 5.7% in Československá obchodní banka, a.s. and 3.85% to 5.5% in Česká spořitelna, plus a markup of 1.35%.

(CZK '000)

Bank / Creditor	Loan currency	Balance at 31 Dec 2015	Balance at 31 Dec 2014	Form of collateral in 2014
Česká spořitelna - agent – a loan for new metro trains	CZK	393 443	491 803	Trains purchased using the loan
Česká spořitelna - agent – a loan for new metro trains	EUR	637 457	817 461	Trains purchased using the loan
Česká spořitelna - overdraft	CZK	0	0	
Total		1 030 900	1 309 264	

The loan balance in euros as of 31 December 2015 was EUR 23,588 thousand (2014: EUR 29,485 thousand).

Repayment Schedule

(CZK '000)

Bank / Creditor	2016	2017	2018	2019
Česká spořitelna - agent – CZK '000	98 361	98 361	98 361	98 360
Česká spořitelna - agent – EUR '000	5 897	5 897	5 897	5 897
– CZK '000	159 364	159 364	159 364	159 365
Total payments in CZK	257 725	257 725	257 725	257 725

The portion of the loans due before 31 December 2016 is recorded in line B.IV.2 – “Short-term bank loans” in compliance with effective regulations.

4.16. ACCRUED EXPENSES AND DEFERRED INCOME

The balances of this item are CZK 681,641 thousand and CZK 1,146,003 thousand as of 31 December 2015 and 2014, respectively.

The balance predominantly includes deferred income (CZK 666,298 thousand), primarily composed of deferred sales of time coupons (CZK 624,273 thousand) and other deferred income (CZK 32,745 thousand) which predominantly includes deferred easement with GTS Mobile (CZK 30,087 thousand). Another significant item includes accrued expenses related to financial operations – hedging of oil of CZK 9,073 thousand.

4.17. DETAILS OF INCOME BY PRINCIPAL ACTIVITY

Details of Income by Principal Activity

(CZK '000)

	2015	2014
Total sales of own products and services	17 654 721	16 551 772
Of which:		
Sales of regular transport fare	4 387 818	4 344 911
Compensation for the public service obligation	12 656 545	11 610 060
Other sales	610 358	596 801
Of which:		
Lease	259 671	239 342
Income from fare surcharges	329 393	309 706

The most significant item in “Sales of own products and services” is the received compensation for the public services obligation in the amount of CZK 12,656,545 thousand.

Another material item includes sales of regular transport fares. As compared to 2014 sales of regular transportation fares (excluding fare surcharge) increased by CZK 42,097 thousand, ie by 0.99%, in 2015.

Sales of other services include revenues from other activities, predominantly lease of land, buildings and provision of related services, lease of space in movable assets, transfer of energies, vehicle repairs and maintenance, sales of irregular transportation, sales from medical care, etc.



4.17.1. Other Income Generated from Related Parties

2015

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
Capital City of Prague	Parent company	0	9 744	116	9 860
Pražská energetika, a.s.	Another entity	0	1 384	12	1 396
Pražská plynárenská, a.s.	Another entity	0	21	0	21
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Another entity	0	372	17	389
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Another entity	0	593	0	593
Pražská strojírna a.s.	Subsidiary	16 749	87	0	16 836
Pražská teplárenská a.s.	Another entity	0	17	0	17
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	0	598	0	598
Pražské služby, a.s.	Fellow subsidiary	4	4 840	0	4 844
PREdistribuce, a.s.	Another entity	0	1 414	27	1 441
PREměření, a.s.	Another entity	0	566	1	567
RENCAR PRAHA, a.s.	Associated company	5	39 106	42	39 153
Rozvojové projekty Praha, a.s.	Fellow subsidiary	0	0	28	28
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	5 046	147	5 193
Total		16 758	63 788	390	80 936

2014

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
Capital City of Prague	Parent company	0	10 455	0	10 455
Pražská energetika, a.s.	Another entity	0	754	16	770
Pražská plynárenská, a.s.	Another entity	0	149	0	149
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Another entity	0	30	0	30
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Another entity	0	48	0	48
Pražská strojírna a.s.	Subsidiary	19 804	16	0	19 820
Pražská teplárenská a.s.	Another entity	0	11	0	11
Pražská vodohospodářská společnost a.s.	Subsidiary	0	1 040	0	1 040
Pražské služby, a.s.	Subsidiary	0	4 820	0	4 820
PREdistribuce, a.s.	Another entity	0	863	16	879
PREměření, a.s.	Another entity	0	314	4	318
PS – renovace s.r.o.	Subsidiary	0	50	0	50
RENCAR PRAHA, a.s.	Associated entity	0	225	316	541
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	5 051	711	5 762
TERMONTA PRAHA a.s.	Another entity	0	1 092	0	1 092
Total		19 804	24 918	1 063	45 785

The year-on-year increase was due to invoicing the lease of advertising space for 2014 to RENCAR PRAHA, a.s. in January 2015.

4.17.2. Purchases from Related Parties

2015

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
Capital City of Prague	Parent company	0	944	137	1 081
Kolektory Praha, a.s.	Fellow subsidiary	0	466	0	466
Operátor OPENCARD, a.s.	Fellow subsidiary	0	6	0	6
Pražská energetika, a.s.	Another entity	395 373	0	533	395 906
Pražská plynárenská, a.s.	Another entity	18 674	0	0	18 674
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Another entity	0	21	0	21
Pražská strojírna a.s.	Subsidiary	118 403	37 047	39	155 489
Pražská teplotárenská a.s.	Another entity	16 607	11	0	16 618
Pražská teplotárenská LPZ, a.s.	Another entity	1 491	0	0	1 491
Pražské služby, a.s.	Fellow subsidiary	4	5 749	19	5 772
PREdistribuce, a.s.	Another entity	386 564	573	25	387 162
PREměření, a.s.	Another entity	0	12	0	12
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	29 888	0	29 888
Total		937 116	74 717	753	1 012 586

2014

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
Capital City of Prague	Parent company	0	881	152	1 033
Kolektory Praha, a.s.	Fellow subsidiary	0	466	0	466
Pražská energetika, a.s.	Another entity	988 911	0	365	989 276
Pražská plynárenská, a.s.	Another entity	13 020	0	23	13 043
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Another entity	0	13	0	13
Pražská strojírna a.s.	Subsidiary	65 299	6 621	39	71 959
Pražská teplotárenská a.s.	Another entity	16 690	9	0	16 699
Pražské služby, a.s.	Fellow subsidiary	752	5 632	0	6 384
PREdistribuce, a.s.	Another entity	0	577	0	577



PS - renovace s.r.o.	Subsidiary	0	29 478	24	29 502
RENCAR PRAHA, a.s.	Associated entity	0	168	0	168
Střední průmyslová škola dopravní, a.s.	Subsidiary	16	29 720	0	29 736
Total		1 084 688	73 565	603	1 158 856

On 1 January 2015, the Company concluded a contract for the consumption of energy with Pražská energetika, a.s. and a contract for the distribution services of the transmission system with

PREdistribuce. Concurrently, the reduction of electricity prices resulted in a year-on-year decrease of 20% in the purchase of electricity.

4.17.3. Purchases and Sales of Tangible and Intangible Fixed Assets and Non-Current Financial Assets with Related Parties

Sales

2015

(CZK '000)

Entity	Relation to the Company	Tangible FA	
		Carrying amount	Selling price
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	4
Total		0	4

Purchases

2015

(CZK '000)

Entity	Relation to the Company	Tangible FA	Intangible FA
Capital City of Prague	Parent company	15 850	0
Pražské služby, a.s.	Fellow subsidiary	67	0
PREdistribuce a.s.	Another company	461	0
Total		16 378	0

Sales

2014

(CZK '000)

Entity	Relation to the Company	Tangible FA	
		Carrying amount	Selling price
Capital City of Prague	Parent company	206	853
Total		206	853

Purchases

2014

(CZK '000)

Entity	Relation to the Company	Tangible FA	Intangible FA
Capital City of Prague	Parent company	6	0
Pražská energetika, a.s.	Another company	3 428	0
PREdistribuce, a.s.	Another company	55 084	0
Total		58 518	0

4.18. CONSUMED PURCHASES

[CZK '000]

	2015	2014
Energy, gas, heat	978 695	1 099 352
Material	997 422	840 417
Diesel, oil, lubricants, anti-freeze, petrol	684 436	774 546
Clothes and protective tools	50 286	50 336
Low-value tangible asset	33 684	28 380
Other	20 017	16 115
Total	2 764 540	2 809 146

4.19. SERVICES

[CZK '000]

	2015	2014
Repairs and maintenance	1 815 592	1 722 616
Services related to transportation	599 311	571 067
Operating services	280 856	276 151
Data system services	102 271	123 725
České teplo – energy services	182 955	182 955
Remuneration for the sale of tickets	107 763	151 076
Costs of cleaning in the public transport premises and vehicles	139 094	136 884
Costs of consulting and audit	14 862	31 112
Cooperation services for projects – public transport	148 071	162 474
Advertising services	22 090	23 363
Costs of legal activities	13 806	42 443
Costs of translation, expert opinions, studies, and analyses	23 933	19 334
Other services relating to public transport	64 654	50 299
Other leases	67 524	81 936
Printing of tickets	8 334	9 825
Costs of the education of students	28 812	28 812
Other services	135 795	136 234
Total	3 755 723	3 750 306

4.19.1. Aggregate Costs of Fees to the Statutory Auditor/Audit Firm

[CZK '000]

	2015	2014
Obligatory audit of the financial statements	2 028	2 227
Other non-assurance services	35	702
Total	2 063	2 929

No estimated payables are recognised for audit services, the services are reported in the period in which they are rendered.

4.20. DEPRECIATION OF INTANGIBLE AND TANGIBLE FIXED ASSETS

Summary of depreciation by asset class

[CZK '000]

Class		2015	2014
1310	Software	49 682	53 434
1311	Software with the cost between CZK 40 – 60 thousand	33	21
1900	Other intangible FA	739	3 115
2110	Tracks	306 767	303 552
2111	Power supply system	138 265	136 468
2112	Metro tunnels	333 286	338 554
2113	Metro technical facilities	16 644	16 651
2114	Station pillars, waiting areas, shelters	2 865	3 032
2115	Operating buildings	42 949	54 638
2116	Operating buildings and halls	131 465	151 318
2117	Operating structures	35 454	49 916
2118	Communication and security equipment	40 761	63 480
2119	Technical improvement of leased assets	96	96
2210	MYPOL handling system	74	836
2211	IT devices – computers	60 055	18 521
2212	Communication and security equipment – machinery	155 890	223 368
2213	Metro technical equipment	18 755	23 524
2214	Operating equipment and machinery	83 871	90 565

2215	Power supply system – machines	75 006	76 873
2221	Metro trains	740 111	741 421
2223	Midi-N buses	18 015	15 782
2224	Standard buses	3 735	3 434
2225	Articulated buses	9	10
2226	Standard low-floor busses	50 447	58 189
2227	Articulated low-floor busses	156 157	126 879
2228	Metro escalators, lifts	56 147	57 789
2230	Other vehicles	8 258	5 066
2231	Other means of transport	6 873	7 695
2232	T3 trams	181	887
2233	T3RP trams	43 681	43 218
2234	T6 trams	67 015	70 975
2235	KT8 trams	35 205	34 904
2236	14T trams	2 124	2 255
2237	15T trams	310 223	247 451
2240	Inventory	97	349
2900	Other tangible fixed assets - easements	1 359	1 057
	Net book value of liquidated fixed assets	6 438	972
Total		2 998 732	3 026 295

For information – the depreciation of the subsidised fixed assets purchased with the use of grants would amount to CZK 1,693,303 (2014: CZK 1,741,161 thousand).

4.21. SOLD MATERIAL AND SALES OF MATERIAL

The book value of "Sold material" amounted to CZK 56,936 thousand as of 31 December 2015 (2014: CZK 53,290 thousand), "Sales of material" amounted to CZK 57,843 thousand (2014: CZK 51,531 thousand).

4.22. SOLD FIXED ASSETS AND SALES OF FIXED ASSETS

As of 31 December 2015, "Net book value of sold fixed assets" amounts to CZK 27,060 thousand (2014: CZK 11,039 thousand), "Sales of own fixed assets" amount to CZK 42,625 thousand (2014: CZK 19,642 thousand).

"Sales of fixed assets" primarily includes sales of the purchase of unamortised fixed assets in exchange with TBG Metrostav of CZK 27,164 thousand.

4.23. CHANGE IN RESERVES AND PROVISIONS RELATING TO OPERATING ACTIVITIES

(CZK '000)

	2015	2014
Change in other reserves	260 544	186 460
Change in non-tax deductible provisions against receivables	111 158	101 585
Change in tax deductible provisions	541	-1 059
Change in the provisions for inventory	6 896	-1 606
Change in the provision for assets	24 610	11 613
Total	403 749	296 993

4.24. OTHER OPERATING INCOME

(CZK '000)

	2015	2014
Grants received to offset costs	97 034	102 278
Income from fare surcharges	329 393	309 706
Income from assignment of outstanding receivables arising from fare surcharges	7 422	7 862
Income from transfer of receivables arising from SMS tickets	512 173	502 099
Compensation for repairs and maintenance resulting from damage and accidents	56 155	50 587
Compensation for injuries	16 554	12 999
Compensation of court and arbitration fees	6 824	7 341
Contractual fines, penalties, default interest	17 538	1 612
Assessment of the claim – damage on property	20	893
Sundry operating income	41 205	12 951
Total	1 084 318	1 008 328

The significant increase in sundry operating income in 2015 is caused by the material acquired in a liquidation of tangible assets. The increase in contractual fines, penalties and default interest predominantly results from contractual fines charged to suppliers as part of investments.



4.25. OTHER OPERATING EXPENSES

[CZK '000]

	2015	2014
Insurance	317 198	310 881
Write-off of transferred receivables	29 688	31 448
Write-off of transferred receivables arising from SMS tickets	512 173	502 100
Non-completed and permanently terminated acquisition of fixed assets	22 003	2 444
Sundry operating expenses	16 845	52 412
Compensation for work-related injury	17 078	16 432
Write-off of transport inspection receivables	9 289	7 879
Write-off of receivables	3 382	5 392
Total	927 656	928 988

4.26. INCOME FROM NON-CURRENT FINANCIAL ASSETS

[CZK '000]

	2015	2014
Dividends – RENCAR PRAHA, a s.	7 560	7 560
Dividends – PS – renovace s.r.o.	0	680
Total	7 560	8 240

4.27. INCOME FROM CURRENT FINANCIAL ASSETS

The income from current financial assets amounted to CZK 940 thousand as of 31 December 2015 and primarily included income from current financial assets of CZK 626 thousand and income from outstanding trading debt securities of CZK 313 thousand.

4.28. INCOME FROM AND COSTS OF THE REVALUATION OF SECURITIES AND DERIVATIVES

Income

[CZK '000]

	2015	2014
Discontinuation of COLLAR ČS and ČSOB transactions	1 732	2 445
Discontinuation of forward transactions	1 256	1 565
Total	2 988	4 010

4.29. INTEREST INCOME

[CZK '000]

	2015	2014
Interest on current bank accounts	1 149	370
Total	1 149	370

4.30. OTHER FINANCIAL INCOME

As of 31 December 2015, other financial income amounted to CZK 10,490 thousand (CZK 2,870 thousand as of 31 December 2014). The increase in the year ended 31 December 2015 amounts to CZK 7,620 thousand and is due to the higher bonification from an insurance company (an increase of CZK 7,445 thousand).

4.31. OTHER FINANCIAL EXPENSES INCLUDING INTEREST EXPENSES

[CZK '000]

	2015	2014
Interest on the loan for the purchase of metro carriages	17 991	24 200
Interest on the loan for the purchase of metro carriages – SWAP	30 021	34 807
Costs of derivative transactions	132 549	114 940
Bank charges	24 835	22 651
Interest on the promissory note programme	96 950	97 814
Exchange rate gains/losses	55	129
Sundry financial expenses	8 217	11 748
Total	310 618	306 289

The increase in financial expenses is due to the costs of interest rate swaps related to the promissory note programme.



5. EMPLOYEES, MANAGEMENT AND STATUTORY BODIES

5.1. STAFF COSTS AND NUMBER OF EMPLOYEES

2015

(CZK '000)

	Number of staff *	Payroll costs	Social security and health insurance	Other costs	Total staff costs
Staff	10 869	4 532 769	1 534 240	244 835	6 311 844
Managers	16	37 842	10 934	308	49 084
Members of the Company's bodies **			775	2 553	3 328
Total	10 885	4 570 611	1 545 949	247 696	6 364 256

2014

(CZK '000)

	Number of staff *	Payroll costs	Social security and health insurance	Other costs	Total staff costs
Staff	10 651	4 321 612	1 463 456	235 052	6 020 120
Managers	16	36 598	11 269	308	48 175
Members of the Company's bodies **			757	2 335	3 092
Total	10 667	4 358 210	1 475 482	237 695	6 071 387

* The number of employees is based on the average recalculated headcount.

** Board of Directors, Supervisory Board, Audit Committee.

The category of "managers" includes the Chief Executive Officer, divisional directors and heads of units.

5.2. LOANS, BORROWINGS, AND OTHER BENEFITS PROVIDED

Selected managers were provided with cars (subject to the effective tax rate under Section 6 of Income Taxes Act no. 586/1992 Coll., as amended).

Trade unions were provided with non-residential premises and low-value assets for free.

No loans or borrowings were provided to shareholders or members of the statutory, supervisory or management bodies.

Contributions for supplementary pension insurance and life insurance were only provided to members of the statutory and supervisory bodies who were the Company's employees.

6. CONTINGENT LIABILITIES AND OFF BALANCE SHEET COMMITMENTS

Contractual obligations in respect of the renovation and development of the Company's vehicles and other investments arising from sales contracts concluded for the period until the end of 2015 amounted to CZK 10,847,923 thousand. The most significant items are as follows:

- Purchase of the 15T low-floor articulated buses in the amount of CZK 7,656,000 thousand; and
- Comprehensive security system in the amount of CZK 2,505,000 thousand.

The main source of financing these liabilities will be the Company's own sources.

Contractual liabilities in the construction investment renewal and development amount to CZK 2,584,517 thousand and predominantly relate to the following projects:

- Metro line A between the Dejvická and Motol stations in the amount of CZK 2,055,193 thousand;
- Renovation of the Vršovická tram track of CZK 168,175 thousand; and
- The first operating section of metro line D (between the Pankrác and Depo Písnice stations) of CZK 106,118 thousand.

When renovating and developing construction investments, the Company anticipates primarily funding from the grants for the acquisition of fixed assets.

7. APPROVAL OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2014

The financial statements for the year ended 31 December 2014 reporting a profit of CZK 315,956 thousand were fully approved by Resolution No. 1530 passed by the Board of the Prague City Council in its capacity as the General Meeting of DP on 23 June 2015. Under the Resolution, the profit was allocated to account 429 - Accumulated losses brought forward.

8. POST BALANCE SHEET EVENTS

Between the balance sheet date on 31 December 2015 and the financial statements preparation date, no material events occurred that would represent unusual changes in the balances of assets and liabilities.

9. CASH FLOW STATEMENT

(CZK'000)

		Year ended 31 Dec 2015	Year ended 31 Dec 2014
P.	Opening balance of cash and cash equivalents	4 020 949	4 692 891
Z.	Cash flows from ordinary activities before tax	1 684 487	780 638
A.1.	Adjustments for non-cash transactions (A.1.1. through A.1.5)	3 541 495	3 509 217
A.1.1.	Depreciation of fixed assets (+)	2 998 732	3 026 295
A.1.2.	Changes in provisions and reserves (+/-)	403 748	296 993
A.1.3.	Profit/ (loss) on the sale of fixed assets (profit-, loss+)	-15 565	-8 603
A.1.4.	Revenues from non-current financial assets (-)	-7 560	-8 240
A.1.5.	Interest expense (+) and interest income (-)	143 813	156 451
A.1.6.	Adjustments for other non-cash transactions	18 327	46 321
A*	Net operating cash flow before changes in working capital (Z+A.1)	5 225 982	4 289 855
A.2.	Change in working capital (A.2.1. through A.2.3)	84 386	372 321
A.2.1.	Change in operating receivables (+/-) and other assets	-408 688	978 798
A.2.2.	Change in operating payables (+/-) and other liabilities	568 968	-581 725
A.2.3.	Change in inventories (+/-)	-75 894	-24 752
A**	Net cash flow from operations before tax and extraordinary items (A.*+A.2)	5 310 368	4 662 176
A.3.	Interest paid (-)	-144 962	-156 821

A.4.	Interest received (+)	1 149	370
A.5.	Income tax paid from ordinary operations (-/+)	0	0
A.6.	Receipts and expenditures relating to extraordinary activities (+/-)	0	-2 822
A.7.	Received profit shares and dividends (+)	7 560	8 240
A***	Net operating cash flows (A.**+A.3 through A.6)	5 174 115	4 511 143
B.1.	Fixed assets expenditures (-)	-1 827 631	-6 205 631
B.2.	Proceeds from fixed assets sold A (+)	42 625	3 764
B.3.	Loans provided to related parties		
B***	Net investment cash flows (B.1 through B.3)	-1 785 006	-6 201 867
C.1.	Change in payables from financing	106 158	1 018 782
C.2.	Impact of changes in equity (C.2.1 through C.2.6)	0	0
C.2.1.	Cash increase in share capital		
C.2.2.	Capital payments to partners (-)		
C.2.3.	Other cash contributions made by partners		
C.2.4.	Settlement of loss by partners		
C.2.5.	Payments from capital funds (-)		
C.2.6.	Dividends or profit shares paid (-)		
C***	Net financial cash flows (C.1+C.2+C.3)	106 158	1 018 782
F.	Net increase or decrease in cash and cash equivalents (A.***+B.***+C.***)	3 495 267	-671 942
R.	Closing balance of cash and cash equivalents (P+/--F)	7 516 216	4 020 949

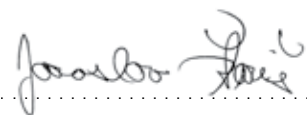
Dopravní podnik hl. m. Prahy, akciová společnost
Sokolovská 217/42, Praha 9

10. APPROVAL OF THE NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

FULL VERSION

Ing. Jaroslav Ďuriš

Chairman of the Board of Directors
Chief Executive Officer
Dopravní podnik hl. m. Prahy,
akciová společnost



Bc. Magdalena Češková

Vice-Chairwoman of the Board of Directors
Dopravní podnik hl. m. Prahy,
akciová společnost



In Prague on 29th February 2016
Prepared by: Marek Polický



Dopravní podnik hl. m. Prahy,
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