



თბილისის სატრანსპორტო კომპანია
TBILISI TRANSPORT COMPANY



Annual Report

2012

www.ttc.com.ge



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About Us

Tbilisi Transport Company (former Tbilisi Metro Ltd) is a company fully owned by Tbilisi government. It has been operating since 1966 when the first metro line Didube-Rustaveli was opened. Presently, Tbilisi Metro covers nearly 60 km long underground tunnel construction with two independent lines and 22 stations being served by carriages with two train depots at an interval of every 3.5-4 minutes.

In 2009 the Company received in ownership municipal buses and property comprising three autoparks and one service center.

In 2012 Company has expanded its business area by addition of newly constructed Rike-Narikala Ropeway.

In view of safety and urgency, Tbilisi Transport Company is operating an independent digital and power supply network covering all its structural units.



Tbilisi Transport Company owns:

- Metro car repair factory where train cars are being upgraded on an annual basis.
- Advertising company through which additional funds are raised in view of subways and buses.
- Calibration and Test Laboratory Center accredited by LEPL Unified National Agency of Accreditation – Accreditation Center where measurement devices are being tested and calibrated; Center also renders services for external organizations.

Company employs over 5000 people continuously working to provide high quality transport services for Tbilisi residents and visitors and to ensure their safe and comfortable travel.



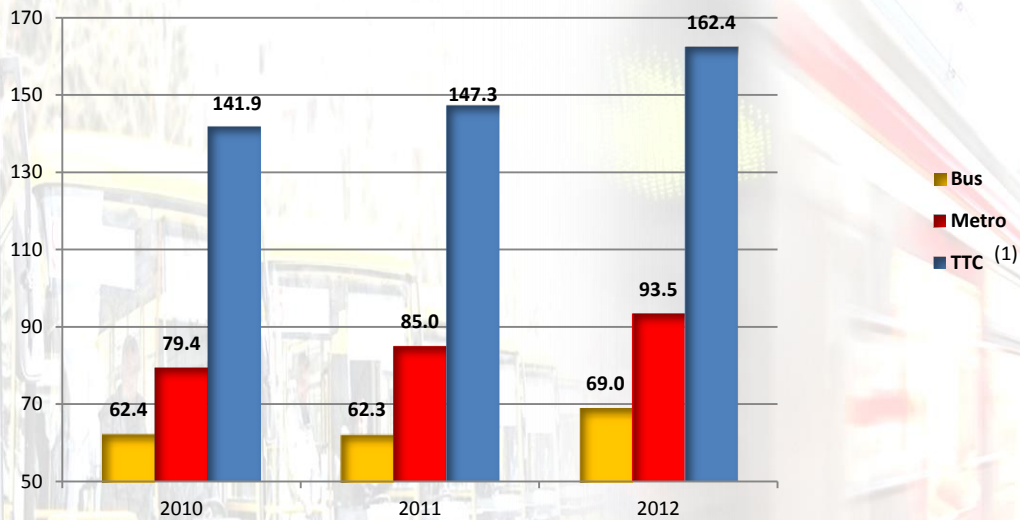


Total 163.6 million travels have been made in 2012 using vehicles owned by Tbilisi Transport Company from which 93.6 million are metro travels, 69.2 million for buses and 0.8 million for the ropeway.

In 2012 transportation of passengers has been increased by 12% on average as compared to 2011; metro trains transported 10.4 million more passengers and in case of buses, by 7.2 million more passengers.

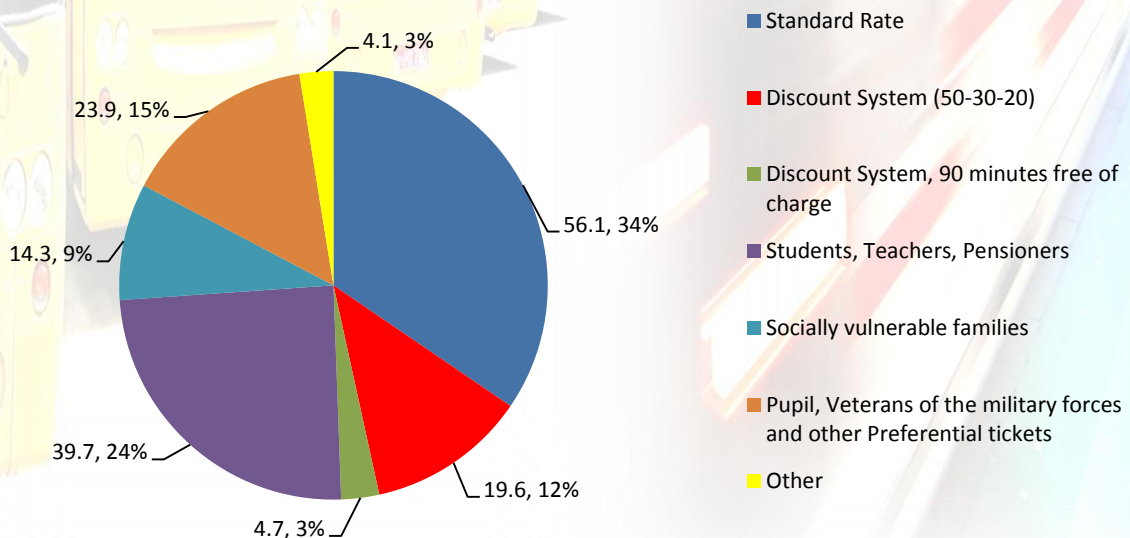
Growth in passenger transportation in 2012 was mainly caused by offering a new discount system and new services for users of municipal transport.

Dynamics of Passenger Transportation According to Years (in million)



(1) * without Ropeway

Number of passengers by categories for the year 2012 (in millions)





New Ropeway



In 2012 City Public Transport being administered by Tbilisi Transport Company Ltd. launched operation of a ropeway shortly connecting Rike Park with Narikala Fortress. The ropeway has been designed and constructed by the Italian Company LEITNER in compliance with international standards and it fully meets the European Safety Regulations.

Length of Rike-Narikala ropeway is 500 meters where 7 gondolas move.

Travel by ropeway costs only 1 GEL and fare may be paid by Metroman cards. All basic preferences envisaged for public transport apply to ropeway travel.

The ropeway enjoys large popularity among Tbilisi inhabitants as well as visitors and it has over 4000 passengers a day.



Upgrading of Rolling Stock

Under the program designed for upgrade of train car park, in 2012 Electronic Rolling Stock Repair Factory owned by the Company updated additional 14 train cars which include major overhaul as well as installation of the state-of-the-arts systems. Maintenance works cover replacement of old parts, improvement of car interior, modernization of exterior, equipping operators' cab with the latest control panel, replacement of old type mechanical contact details with junctions supplied with up-to-date microprocessor circuit.

Currently, 69% of entire train cars comprising 117 cars overall has already been upgraded.





New Web-Site

In 2012 a new web-site was made aimed at enhancement of service quality for passengers. Web-site offers all previously existing and new services which will enable users to save time and receive full information on operation of Tbilisi municipal transport, itinerary schemes and schedules.



- **Itinerary planning in advance** - by entering start and final travel points in respective menu, the program will plan optimal route offering appropriate bus number or metro station, site of transfer to other bus (or metro train), etc;
- **Itinerary and schedules** – complete information on all routes (stops, intervals, operation schedule, directions, etc), also detailed timeline of bus arrival at specific stops;
- **Bus in real time** – before leaving homes, passengers may determine the location of the desired bus in real time; also it is possible to find out which bus number will arrive at a specific bus-stop in the shortest period. This will enable users to arrive at the bus-stop timely and thus avoid waiting;
- **Itinerary map** – top-quality vector map demonstrating all bus and metro routes and main streets to be passed through such routes;
- **Online help** – Tbilisi Transport Company hot line offers a new service enabling users to contact operators from web-site through a simple chat and to receive desired information;
- New web-site enables to observe Tbilisi metro stations online (**Metro Live**) and to **pay fines online**. Web-site also provides statistical information on daily transportation of passengers;
- Interested persons may find on the Web-Site **Tbilisi Transport History** (Timeline), **information about Company, fares, categories enjoying preferences, annual results and other useful information.**

Electronic Boards at Bus-stops

In 2012, installation of modern standard electronic boards on bus-stops was completed. Electronic boards enable population to determine exact time of desired bus arrival and enjoy timely travel. Total of 845 boards were set on principal bus-stops.



Boards calculate bus arrival time online according to current location of the bus that is determined using GPS system transferred per second to central server and board by means of GPRS. Besides, it is possible to specify the speed of the bus. Consequently, all details (bus location, run distance and speed) are current and dynamically and regularly renewable. Such system and algorithm is broadly used in all other countries for calculation of bus arrival and to date, there is no other method more precise than this one.



Installation of Surveillance Cameras in Metro Stations

Tbilisi Transport Company is constantly working to raise security level for passengers.

In 2012 Tbilisi metro stations have been equipped with up-to-date video-surveillance system. Under this project 550 units of high-quality digital surveillance video cameras have been installed, also conductivity of main optical networks has been expanded which ensures transfer of large video flows to updated data center.

Uninterrupted power supply is provided for this system at all levels.

Video flows are recorded in data center as well as in reserve network video recorders placed at metro stations. Video flows at the data center are recorded in a world renowned Milestone system.

Video surveillance terminals are installed in patrol police rooms at all stations.

The system ensures observation on safe movement of passengers as well as due performance of duties by the service personnel.



New Information Boards in Metro Stations and Bilingual Announcements

Bilingual information boards (light-boxes) have been installed in Tbilisi metro stations enabling passengers to orient rapidly.

Banners provide the following data:

- Complete route of Tbilisi Metro (both lines);
- Directions to destination stations;
- Detailed information on landing station area – street, sightseeing, business and trade centers, bus-stops and routes.

Metro announcement system has become bilingual (Georgian and English). Such measures will significantly simply travel by metro for visitors and especially foreign tourists.





New Discount System

In 2012 a new discount system was launched which enables all passengers (including those enjoying preferential fares) using electronic cards (Metroman) for payment of fare in case of travel by public transport to enjoy free travel by metro and/or car over next one and a half hour (90 minutes) following payment of first- travel fare.

The noted discount system is widely used in many European countries and is important for passengers regularly traveling by municipal transport.



Project for Modernization of Metro Dispatching Center

Metro train dispatching system plays an important role in metro operation ensuring safety of train movement, regulation of intervals between trains, management of arrows, lights and other security sub-systems (automatic speed regulation, auto-blocking, etc.), dynamics of train movement on the line and detailed expression of all related information in central dispatching station. This enables control from dispatching station.

In 2012 possible ways for modernization and enhancement of metro dispatching system were studied. Detailed design was made for upgrading of out-to-date system with equipment and other operational systems, adding new functions and possibilities.



New SMS Service for Bus Passengers

In 2012 SMS service was introduced enabling passengers to learn actual time of bus arrival at any bus-stop (including those stops without electronic boards). Service is comfortable as in case of knowing bus-stop number, one can learn the arrival time before appearance to bus station, without leaving home.

ID:3556

SMS: 93344





Additional Cash Registers in Buses



Single cash registers in buses created certain discomfort for passengers especially during rush hours when increased passenger flows made it difficult to approach the cash register and to take a ticket.

To solve this problem, in 2012 additional cash registers were installed in every bus that significantly improved taking tickets by the passengers.



Upgrade of Water Pump System

Daily, around 24 thousand cubic meters of ground water is pumped out of metropolitan tunnels to city network through 10 main water pumps which are critical positions for metros and are under regular monitoring. In 2012 one of the deepest dislocation water pumps between metro station Freedom Square and station Avlabari was fully rehabilitated. Head receiving sump was regulated, old horizontal pumps were replaced with vertical submersing pumps envisaged for aggressive environment, were equipped with up-to-date electric control equipment and fully automated modern software control was introduced.





Improvement of Passenger Ticketing

2012 was an important year in view of ensuring payment of bus travel fare by passengers and changing attitude of passengers towards taking tickets.

To reduce number of ticketless travels, certain number of conductors was assigned full time to buses on problematic routes. This had significantly increased indicator of taking tickets by passengers and correspondingly, the incomes.

During 2012 number of such conductors had been periodically increasing and by the end of the year, number of such buses accounted for 113. With consideration of shifted schedule, 226 conductors were added to the staff.



Creation of Environment Promoting Accessibility for Persons with Disabilities

In 2012 several projects were implemented aimed at adaptation of municipal transport for persons with disabilities:

- Adaptation of 40 buses for persons with movement disabilities – under the project special construction was renovated which will enable persons with disabilities to easily access the bus.
- Special yellow signs were made near escalators at metro stations which will enable visually impaired persons to timely notice the beginning and the end of the step.



Infrastructural Maintenance

Company is constantly conducting main and overhaul works of movable and immovable infrastructure owned by the Company. Apart from above projects, in 2012 in case of buses 6333 technical service 1, 2098 technical service 2 and 21256 maintenance works were conducted; in view of metro train cars – 43199 technical service 1, 1823 technical service 2, 1786 technical service 3, 217 maintenance 1, 36 maintenance 2 and 28 maintenance 3 works; overhaul and maintenance works were conducted on 8 escalators; 2 trains were modernized; 69.5 tones of rails and 829 sleepers were replaced, etc.



New Station “University”

Presently, Tbilisi Subway operates 22 stations and owns one unfinished and preserved metro station “University”. The latter had been planned to be the last stop on Saburtalo line which also includes train deadlock infrastructure. Construction of this station started tens of years ago and was shortly suspended and preserved. Company had been trying to solve this problem over years though due to lack of financial resources the matter still remains unresolved. Now as the source of funding is found in form of Asian Development Bank, condition of preserved tunnels has been studied and examined and currently, review of a detailed design of the construction-installation part made with consideration of existing condition is underway. Following approval of this design, works for construction and installation of the preserved station University will be commenced.

Completion of this project is rather important for city transport system in view of passenger transportation.



Modernization of Metro Dispatching Center

In 2013 modernization of metro train cars dispatching system is planned which will increase safe movement of trains. Upper level of the system will be completely replaced with state-of-the-art technologies. The system will be added new opportunities in view of operation (engineers’ alarm system workplace ensuring rapid and exact diagnostics in case of malfunction, flexible configurations, etc.) as well as in view of enhancing comfortable transportation of passengers. Countdown timers will be installed in stations providing passengers with information on time remained until arrival of the next train.



Enhancement of Bus Infrastructure

Currently, the Company has 3 bus parks where maintenance works are conducted. Because the bus park is outdated, number of buses in need of overhaul is annually increasing. Such repair works are performed by the Company’s own service centers which due to high demand fail to meet appropriate requirements and therefore, need to be modernized. In this view, the Company plans to arrange service centers meeting modern standards where full overhaul works will be conducted and services for up-to-date buses will be provided



Continuation of Modernization of Train Cars

In 2012 it is planned to renovate 14 more metro cars and this process will continue until all train cars are fully renewed. Besides, under the successful project for modernization of train cars, the Repair Factory will conduct modernization of cars owned by Yerevan and Baku Subways that has no analogue in Transcaucasia.



Transport Application for Mobile Phones

In 2013 it is planned to create transport application for mobile phones with popular platforms (Android, iPhone, Windows mobile, etc.) which will enable customers to enjoy all services available on Company's web-site using their mobile phones, like: travel planning, bus in real time, information related to bus-stops, arrival time in real time, schedules, etc.

Google

In 2013 integration of Tbilisi bus routes, stops and schedules into Google system (Google Transit) will be completed which will make it possible to plan traveling and receive information on routes and bus-stops on Google Map.

from: თავისუფლების მოედანი, თბილისი, საქართველო to: დაჯი

Get directions My places

A დავით აღმაშენებლის გამზირი

- Walk to აღმაშენებლის გამზირი - [3415]
About 2 mins (120 m)
- აღმაშენებლის გამზირი - [3415]**
23 Bus towards ფხოვის ქუჩა - [2882]
3:52pm - 3:55pm (3 mins, 4 stops)
Internal only
Service run by Tbilisi Transport Company
Transit feed ge-tbilisi-transport-201303180343
- Penultimate stop: შერალი ხიდი - [920]
- 9 აპრილის ბაღი - [3418]**
Walk to Shota Rustaveli Ave
About 8 mins (500 m)
- B** Shota Rustaveli Ave

Bus - 23 - Direction: ფხოვის ქუჩა - [2882]
Service run by Tbilisi Transport Company
3:52pm Depart აღმაშენებლის გამზირი - [3415]
3:55pm Arrive 9 აპრილის ბაღი - [3418]
« Previous Zoom in Next »

Map data ©2013 Google - Edit in Google Map Maker



Electronic Fine Receipts and Re-branding of Monitoring Service



As a result of legislative changes, conductors of the passenger monitoring service have been granted a right to issue electronic fine receipts to passengers traveling without tickets.

Transfer to electronic receipt system is a multi-stage process out of which the first stage has been completed: up-to-date portable computers and printers with appropriate software have been purchased.

Next stage implies some changes in view of conductors that includes visual transformation and changes in work organization, in particular: conductors will be re-selected and trained, new uniforms and transport means will be acquired, their manner of working and specificity will be modified that should serve growth of passenger trust towards conductors.

After completion of above-described works, process of issuing electronic receipts, recording and reporting as well as communication with Enforcement Bureau will be fully automated.



Continuation of Actions Aimed at Improvement of Passenger Ticketing

In 2012 full time assignment of conductors to relatively problematic route buses yielded a positive result in view of collection of funds and raising passenger awareness. From the day of introduction of this novelty, correlation of increased income and expenses gave Company more economic benefit.

In 2013 Company will continue expansion of this method through increasing number of conductors by 310 through process of selection of candidates to be appointed on this position. As a result, by the end of this year, number of conductors will reach 528.

At the same time, experimental observations will continue on various routes through which routes with low ticketing though with more potential will be revealed. Obtained data analysis will help decide which routes will be selected to assign conductors and in what sequence.

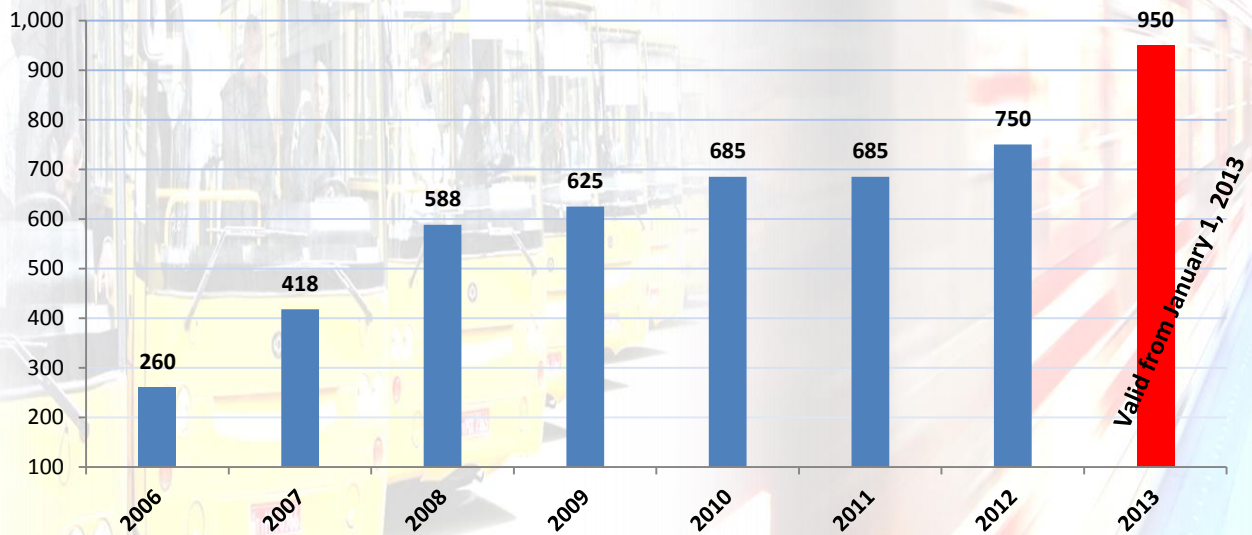
Proceeding from the above-mentioned, majority of buses (264 buses) will be periodically provided with conductors.





Tbilisi Transport Company is one of the largest employers across Georgia. Number of employees in 2012 increased by 280 employees and today makes up 5000. Social status of employees and improvement of their conditions is one of the main priorities. All Company employees are provided with insurance at the Company's cost and enjoy limitless and free travel by bus and metro. Company offers significant preferences and financial aid in case of marriage, childbirth and death of a family member. Metro employees working in hard and harmful conditions enjoy additional (paid) holidays apart from that provided by the law; they also receive monthly compensations along with salary. In 2012 through implementation of only above noted social projects, Company employees additionally received 1.3 million GEL worth monetary and non-monetary benefits. Besides, salaries were increased twice over the period of 2012 year. Annual labor remuneration grew by 6.5 million in July with 16% raise of average salary. According to decision made in December 2012, starting from January 1, 2013 salary fund has grown by 9.6 million GEL that enabled the Company to raise salaries differentially by 20% on average. Company will continue all above social projects during 2013; it is also planned to significantly enhance health insurance conditions for employees. Besides, finances allocated for social projects will grow that will be used according to employees' needs through their participation.

Average salary according to years (Gel)



Staff outflow is a permanent process at any multi-profile and numerous organizations and replacement of these employees is constantly on the agenda. Company's task is on the one hand to preserve qualified staff and focus on their training and professional advancement and on the other hand, to attract new human resources giving Company's development new energy and stimulus.

Share of knowledge among newly hired and experienced employees is also rather important. Company appreciates working of those employees who have been devotedly serving the city transport over many years. Company has no age limit for employment and around 600 persons of pension age are employed in the Company who are perfectly performing their duties. Oldest among Company's staff members is 86 years old.



Accounting policy

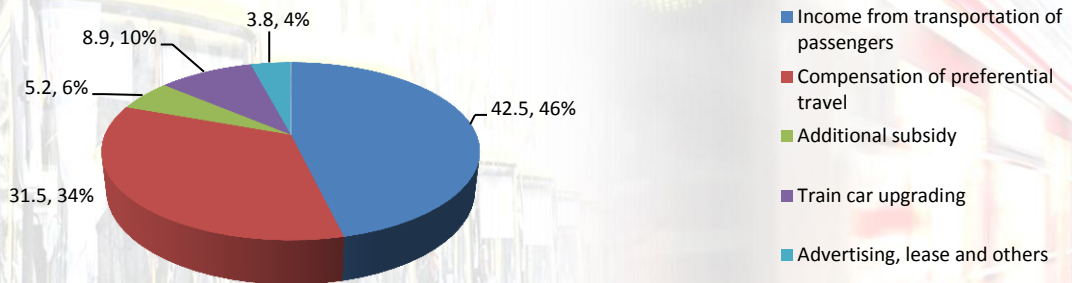
Financial Reports of Tbilisi Transport Company Ltd. have been prepared in compliance with International Financial Reporting Standards and interpretations issued by the International Financial Reporting Standards Council. Accounting records are made according to Georgian accounting and tax laws and fully conform to given International Standards for Financial Reporting.

Incomes

Company’s cash income as of December 2012 accounts for **91, 84** million GEL out of which:

- Income from transportation of passengers – **42.46** million GEL (**46,23%**)
- Compensation of preferential travel (pad by Tbilisi Municipality) – **31.49** million GEL (**34,29%**)
- Additional subsidy – **5,2** million GEL (**5.66%**)
- Train car upgrading – **8,9** million GEL (**9,69%**)
- Advertising, lease and others – **3,79** million GEL (**4.13%**)

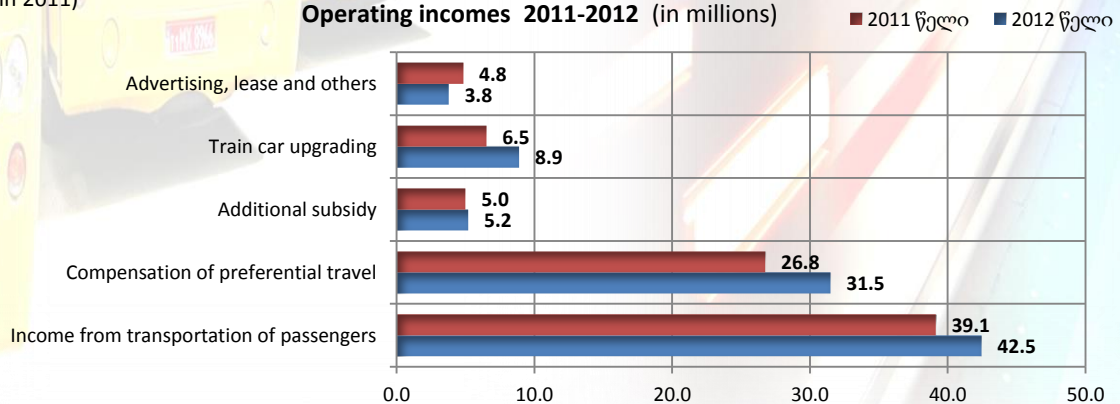
Operating incomes 2012 year, transported passengers (in millions)



As compared to similar data for 2011, total incomes have been increased by **9.59** million GEL that is by **10.45%**. Major growing figures are:

- Incomes received from passenger transportation – by **3,33** million GEL (**7,84%**)
- Compensation of preferential travel (paid by Tbilisi Municipality) – by **4,74** million GEL (**15.04 %**)
- Additional subsidy – by **0,2** million GEL (**3,85%**)
- Car upgrading – by **2,38** million GEL (**26,76 %**)
- Advertising, lease and others have been reduced by **1,05** million GEL (reduction resulted from sale of scrap and other stocks in 2011)

Operating incomes 2011-2012 (in millions)

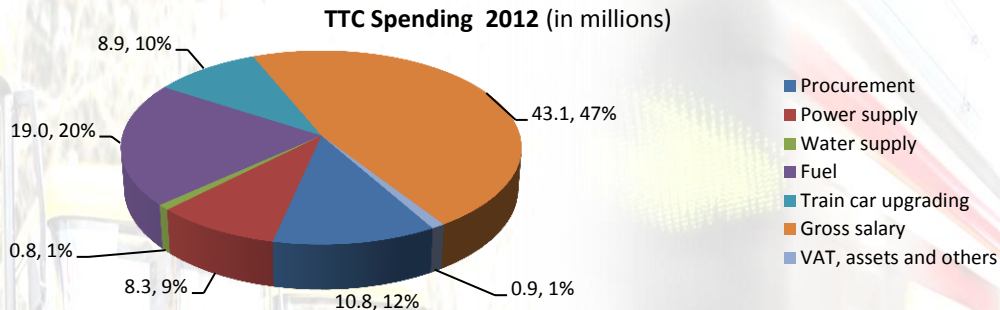




Spending

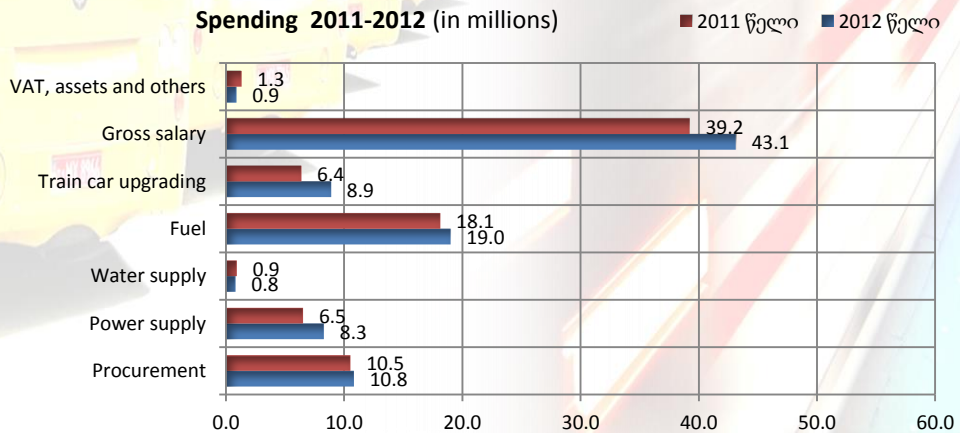
Company's cash out as of December 31, 2012 amounted to 91.87 million GEL out of which:

- Procurement – **10.83** million GEL (**11,79%**)
- Power supply – **8.29** million GEL (**9,03%**)
- Water supply – **0.82** million GEL (**0,90%**)
- Fuel – **19.00** million GEL (**20,69%**)
- Train car upgrading – **8.90** million GEL (**9,69%**)
- Gross salary – **43,13** million GEL (**46,95%**)
- VAT, assets and others – **0,90** million GEL (**0,97%**)



As compared to similar data from 2011, these figures have been increased by 8.76 million GEL that is by 9,81%. Such increase is due to following:

- Purchases – **0.29** million GEL (**2.66%**)
- Power supply – **1.76** million GEL (**21.20%**)
- Water supply – **0.10** million GEL (**-12.28%**)
- Fuel – **0.86** million GEL (**4.51%**)
- Train car upgrading – **2.51** million GEL (**28.26%**)
- Gross salary – **3.89** million GEL (**9.02%**)
- Reduced VAT, assets and others – **0,15** million GEL (**-35,33%**)



Result

Company's 2012 reporting year ended with loss of **14.7** million GEL. Company's financial loss of the year 2011 comprised **16.79** million GEL, consequently, loss has been decreased by **2.09** million GEL.



Balance Sheet (GEL)

as of December 31, 2012

Assets	12/31/2012	12/31/2011
Current assets		
Cash and cash equivalents	904,861	933,645
Short-term investment	-	-
Receivables from trade and other activities	5,416,839	3,843,080
Correction of expected receivables	-124,534	-124,534
Inventory	12,784,395	13,717,004
Tax demands	871,278	979,974
Pre-paid expenses	45,379	45,379
Advances paid to suppliers	-	-
Other current assets	-	-
Total current assets:	19,898,219	19,394,548
Long-term assets		
Fixed assets	428,891,572	413,367,638
Intangible assets	145,619	107,583
Long-term investments	3,568,985	3,051,331
Total long-term assets	432,606,177	416,526,551
Total assets:	452,504,395	435,921,099
Liabilities		
Current liabilities		
Trade and other liabilities	1,332,940	1,838,676
Short-term loans	-	-
Tax liabilities	-	27,254
Other current liabilities	-	-
Total current liabilities	1,332,940	1,865,930
Long-term liabilities		
Long-term loans	-	-
Deferred income	281,209	367,009
Other long-term liabilities	-	-
Total long-term liabilities	281,209	367,009
Total liabilities	1,614,148	2,232,939
Equity and reserves		
Authorized capital	288,695,761	256,475,689
Retained earnings of previous years (accumulated losses)	-135,443,181	-118,332,390
Retained earnings of reporting period (accumulated losses)	-14,694,776	-16,787,582
Other reserves and funding	312,332,444	312,332,444
Total equity and reserves	450,890,247	433,688,160
Total equity and liabilities	452,504,395	435,921,099

**Cash Flow (GEL)**

as of December 31, 2012

	12/31/2012	12/31/2011
Cash received from operating activities		
Cash received from transportation of passengers	42,458,891	39,128,547
Concessionary passenger compensation received	31,489,409	26,752,820
Cash received from buyers	2,771,085	3,548,801
Other cash received	432,602	509,684
Cash paid to suppliers	-47,425,398	-37,865,821
Salaries paid to employees	-34,436,325	-30,333,485
Taxes paid	-9,340,876	-9,207,442
Net cash from operating activities	-14,050,613	-7,466,895
Cash received from investment activities		
Purchase of intangible assets	-153,297	-38,850
Purchase of fixed assets	-494,636	-5,530,352
Income received from participation in other company	450,000	425,000
Funds invested to other company	-13,500	-
Net cash from investment activities	-211,433	-5,144,202
Cash flow from financial activities		
Interest received from bank	134,363	360,362
Funds received from the budget (except for capital)	14,098,900	11,384,397
Net cash from investment activities	14,233,263	11,744,759
Net cash growth	-28,783	-866,338
Cash and equivalents at the beginning of the reporting period	933,647	1,799,984
Cash and equivalents at the end of the reporting period	904,863	933,647

**Profit and Loss Statement (GEL)**

as of December 31, 2012

	12/31/2012	12/31/2011
Revenues from main activities		
Revenues from passenger transportation	42,813,054	39,187,690
Concessionary passenger compensation received	33,002,664	26,688,649
Total revenues from main activities	75,815,717	65,876,338
Cost of products sold		
Cost of delivered service	-73,641,105	-67,704,371
Depreciation	-15,509,566	-15,176,581
Total cost of main activities	-89,150,672	-82,880,952
Profit (loss) from main activities	-13,334,955	-17,004,614
Other operating income		
Income from lease	4,864,200	2,617,280
Revenues from sale of stocks and other non-operating income	604,211	1,429,563
Penalties and fines	226,061	501,096
Total other operating income	5,694,472	4,547,939
Other operating expenses		
General and administrative expenses	-3,735,855	-3,234,285
Other operating expenses	-1,342,518	-1,021,596
Total other operating expense	-5,078,373	-4,255,881
Profit (loss) from operating activities	616,099	292,058
Other non-operating and financial incomes		
Interest received from the bank (capitalization)	134,363	360,362
Translation gain	-	4,536
Dividend	954,155	862,107
Other	375,000	375,000
Other non-operating and financial income	1,463,517	1,602,005
Non-operating expenses		
Losses from write-down of fixed assets	-225,122	-65,374
Termed usufruct (rent)	-2,495,673	-664,119
Non-monetary benefits	-630,814	-586,920
Other expenses	-87,830	-360,618
Total non-operating expenses	-3,439,438	-1,677,031
Profit (loss) from non-operating and financial activities	-1,975,921	-75,026
Profit (loss) before tax	-14,694,776	-16,787,582
Profit tax	-	-
Profit (loss) after tax	-	-
Net profit (loss) from reporting period	-14,694,776	-16,787,582



Distribution of the network by method of transport (in millions)

	2012	2011
Total	164,1	151,9
Metro	93,9	85,6
Bus	69,3	66,3
Ropeway	0,8	-

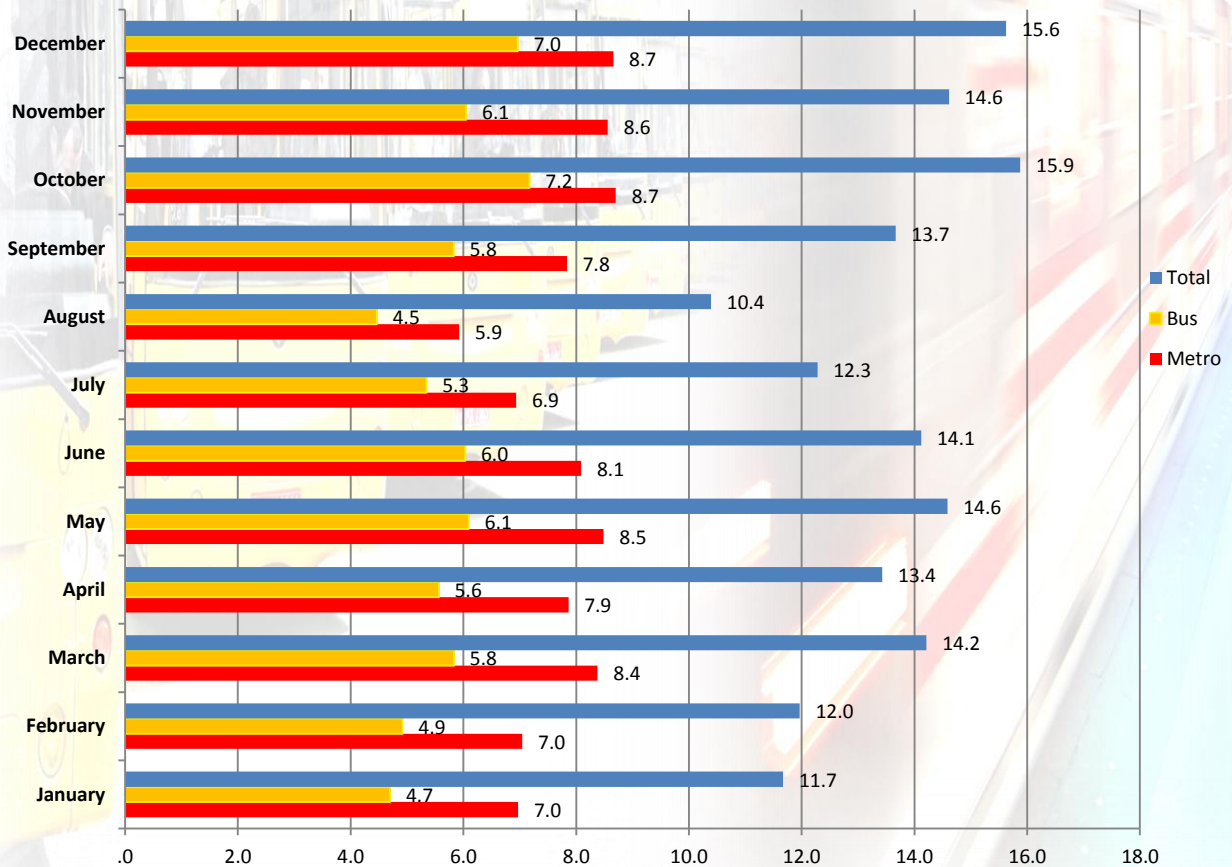
Number of trips (in millions)

	2012	2011
Total	164,1	151,9
1-trip tickets	56,8	48,8
Discount tickets (50-30-20) (1)	19,6	26,2
Discount System (90 min. free) (2)	9,7	-
Corporative Tariff	4,5	8,0
Preferential tickets	73,1	68,9
- Students, Teachers, Pensioners	36,0	32,1
- Socially vulnerable families	13,0	12,6
- Pupil, Veterans of the military forces and other Preferential tickets	24,1	24,3

(1) Discount System till 15 September 2012;

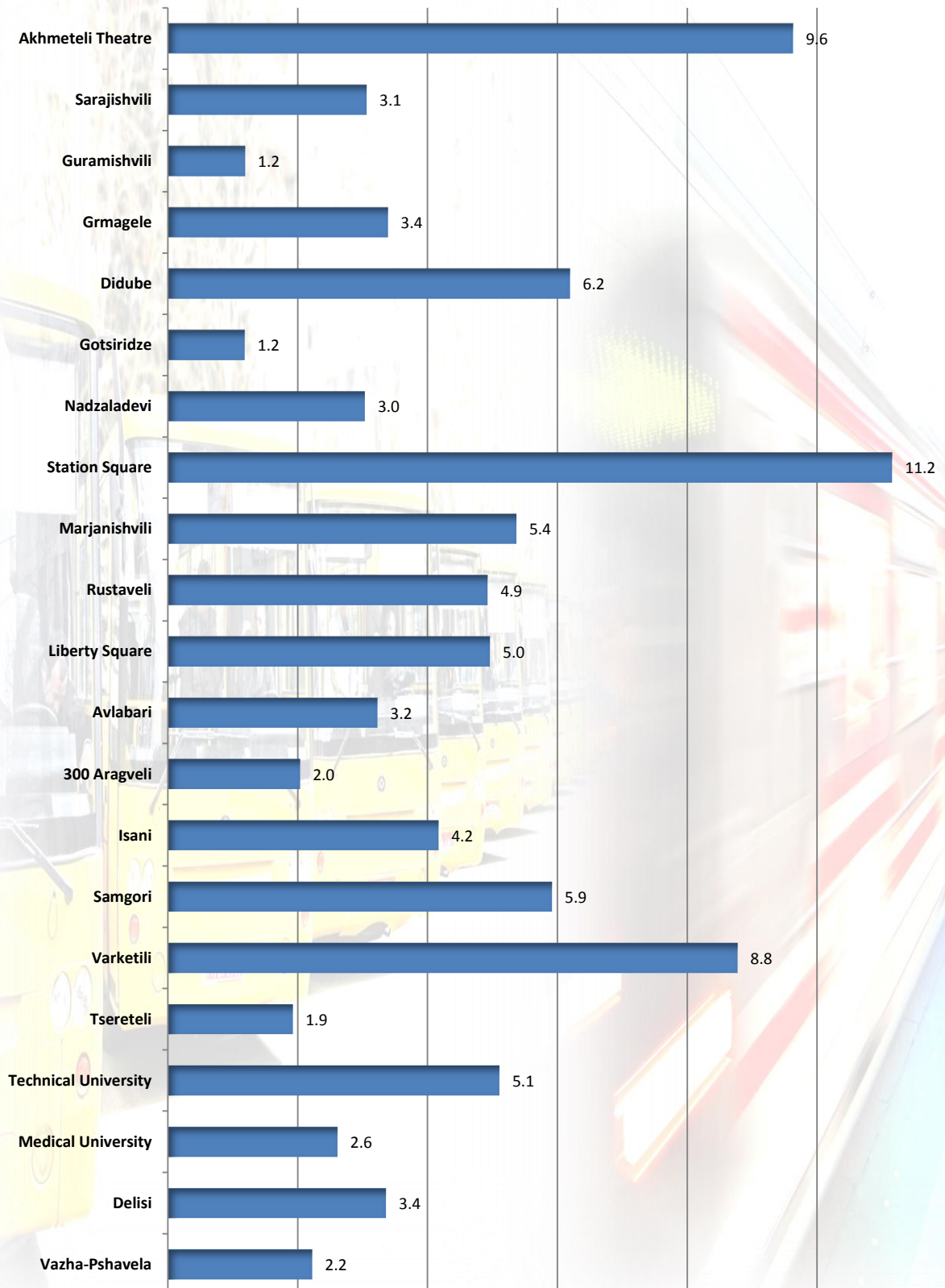
(2) Discount System from 15 September 2012;

Transportation of passengers according to months (in millions)





Number of Passengers according to Stations 2012 (in million)





Number of Passengers according to Bus Routes 2012 (in million)

Bus Routes	Number of Passengers	Bus Routes	Number of Passengers
1	0.6	55	1.5
2	2.7	56	0.4
3	0.7	59	1.0
4	0.2	60	0.3
6	1.0	61	2.2
7	0.5	62	0.8
9	1.2	65	0.2
10	0.1	66	0.3
11	1.3	68	0.3
12	0.3	69	0.0
14	1.4	70	1.3
15	0.8	71	1.0
17	0.7	72	0.9
18	0.1	73	0.6
19	1.0	75	0.1
20	1.6	77	0.1
21	1.8	78	0.4
22	0.2	79	0.4
23	1.7	80	0.0
24	1.6	82	0.1
25	1.3	84	0.4
26	0.0	85	0.8
27	0.7	86	0.7
28	0.3	87	1.1
29	0.4	88	2.0
31	0.6	90	0.3
33	1.6	91	0.3
34	1.6	92	0.5
36	1.1	94	0.4
37	1.6	95	0.9
38	0.5	99	0.2
39	2.0	101	1.0
40	0.2	102	0.8
41	0.2	103	0.2
42	0.7	104	0.1
43	0.3	106	0.1
44	0.8	107	0.1
45	0.3	108	0.5
46	1.5	109	0.1
47	0.4	110	0.3
48	0.4	112	0.1
49	0.8	121	0.5
50	0.9	122	0.3
51	2.1	124	0.3
53	0.4	140	2.5



Prices (in GEL)	2012	2011
Standard (1-trip) tickets	0,50	050
Discounts (3)		
Second trip at the same day (1)	0,30	0,30
Third and every further trip at the same day (1)	0,20	0,20
Discount System (90 min. free) (2)	0,00	-
Preferential Tariffs		
Students, Teachers, Pensioners	0,20	0,20
Socially vulnerable families	0,10	0,10
Pupil, Veterans of the military forces and other Preferential tickets	0,00	0,00
Ropeway		
Standard (1-trip) tickets	1,00	-
Students, Teachers, Pensioners	0,50	-
Socially vulnerable families	0,50	-
Pupil, Veterans of the military forces and other Preferential tickets	0,50	-

(1) Discount System till 15 September 2012;

(2) Discount System from 15 September 2012;

(3) Only valid for payments by special plastic card "Metromoney"

Income from passengers traffic (in GEL)	2012	2011
Total	42 458 891	39 128 547
Standard (1-trip) tickets		
- 0,5 GEL	28 706 453	24 412 334
Discounts		
- 0,3 GEL (2)	3 935 915	5 263 404
- 0,2 GEL (3)	1 294 455	1 718 852
Preferential Tariffs		
- Students, Teachers, Pensioners	7 218 679	6 247 016
- Socially vulnerable families	1 303 390	1 399 004
Indirect income from the traffic		
- Endowments for preferential rates	31 489 409	26 779 660
Net income from traffic/trip	0,45	0,45
Operational cost/trip	0,57	0,60
Sales revenues		
Advertising	450 000	425 000
Rental	2 632 215	2 458 427
Other	708 585	1 960 922

(2) Second trip at the same day (paid with special card "Metromoney")

(3) Third and every further trip at the same day (paid with special card "Metromoney")



Fight against fare-dodging	2012	2011
Number of law breakers	74 436	76 513
Total amount to be paid (in GEL)	372 180	382 565

Public tenders (2012)	Number of files 2012	Price in GEL
Total	359	28 967 221,6
Supplies	282	26 448 346,7
Services	56	1 728 471,3
Works	21	790 403,6

Actual kilometers covered, in customer service (in km. millions)	2012	2011
Total	53,6	53,3
Metro	15,4	15,4
Bus	38,2	37,9

Target trip speed (in km/hour)	2012	2011
Metro	33,2	33,2
Bus	15,4	17,3

Traffic accidents	2012	2011
Number of accidents	810	470
Caused by third party (in %)	74%	67%

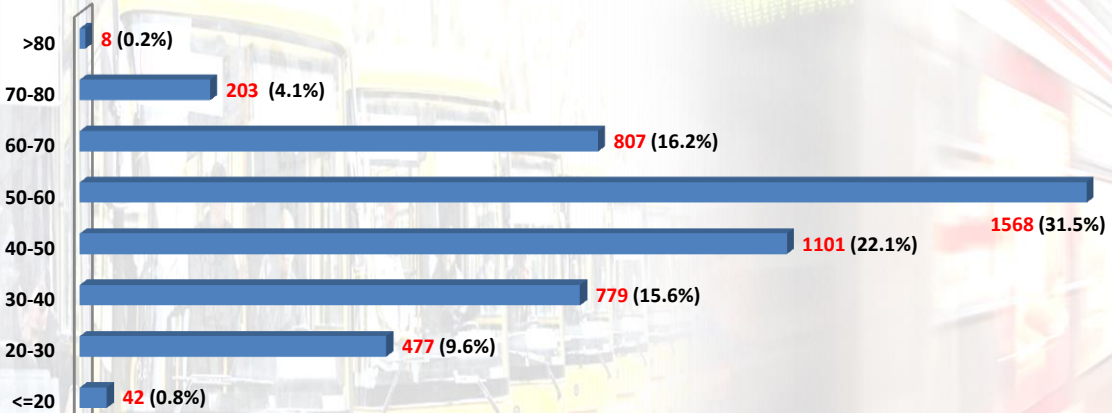
Consumption of energy resources	2012	2011
Electricity (in kWh)	64 405 052	65 255 000
Diesel (in Liter)	9 306 825	9 036 623
Water (in cubic meter)	186 989	193 599



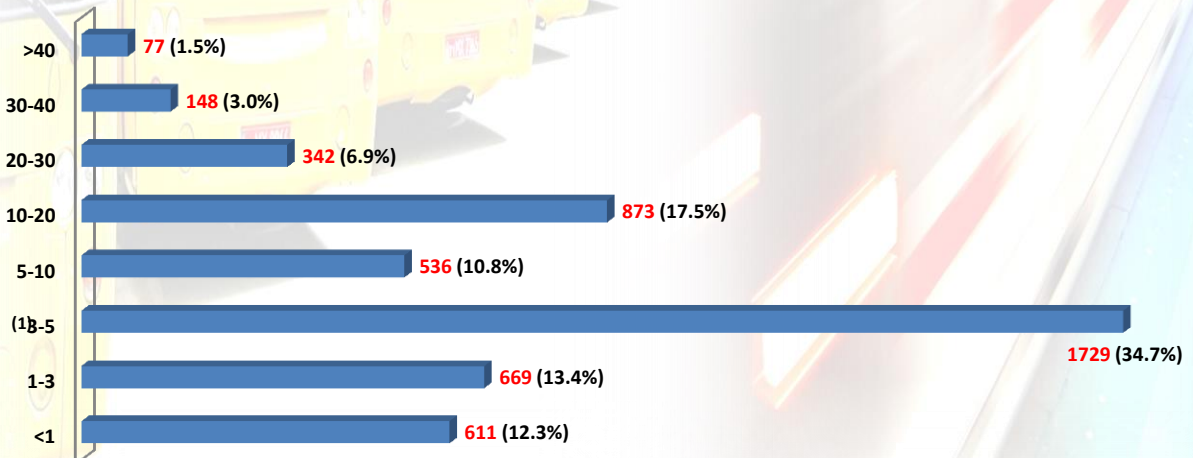
Total staff	2012	2011
Total	4 985	4 704
% of women in the company	18 %	17 %

Distribution of the personnel by category	2012	2011
Administrative staff	105	105
Technical staff	145	145
Workers	4 735	4 454

Age distribution of the personnel (Year) **2012**



Distribution of the personnel by seniority (Year) **2012**



(1) * The fact that number of employees with 3-5 years of work experience is so large can be explained by transfer of Tbilisi Bus Ltd. staff members to Tbilisi Transport Company in 2009



Axes lengths (km)	2012	2011
Metro	27,1	27,1
Bus	2 185,6	2 177,5

Nomenclature of the lines (total length in operation (in km)) **2012**

Metro

First Line (Akhmeteli Theatre/Varketili)	20,1
Second Line (Station Square 2/Vazha-pshavela)	7,0

Bus

1 Lilo – M/S “Isani”	16,9
2 Kiziki Str. – Baratashvili Str.	15,4
3 M/S “Akhmeteli Theatre” – Paichadze Str. (Dighomi)	11,4
4 Tsavkisi – April 9 Park	13,6
6 Baratashvili Str. – Politkovskaya Str.	14,0
7 Dighomi Village – M/S “Didube” (Lower)	7,9
9 Station Square – Vake/Bagebi	8,5
10 Kojori – April 9 Park	22,7
11 Zahesi – National Stadium	16,9
12 Didi Lilo – M/S “Isani”	16,1
14 Didi Dighomi IV M/D – Baratashvili Str.	18,5
15 Didi Dighomi IV M/D – Station Square	14,7
17 Mukhiani IV “b” M/D – Railway Bridge	11,7
18 Patara Lilo – M/S “Isani”	12,9
19 Upper Fonichala – Vazisubani II M/D	20,3
20 Dighomi Array – Orbeliani Square	11,2
21 State University H/B – Didi Dighomi IV M/D	24,1
22 Nasaguri Village – M/S “Isani”	18,1
23 Gidani VII-VIII M/D – Orbeliani Square	15,6
24 Gidani VII-VIII M/D – State University H/B	19,7
25 Vazisubani II M/D – Baratashvili Str.	11,7
26 M/S “Didube” (Lower) - Zurgovana	8,7
27 Vashlijvari Settlement – Station Square	8,3
28 Mnatobi Str. – Marjanishvili Square	2,9
29 Station Square – Tkhinvala	12,2
31 Krtsanisi Settlement – Station Square	10,4
33 Gidani VII-VIII M/D – Baratashvili Str.	18,5
34 Station Square - Tskneti	18,8
36 Aviakimia Str. (Lotkini) – Railway Bridge	5,7
37 Airport – Station Square	22,0
38 M/S “Didube” (Lower) – Agrarian University	7,7
39 Varketili IV M/D – Baratashvili Str.	10,7
40 Varketili Farm – Eqimi Str. (Isani)	9,8



41	Tsinubani – M/S “Isani”	16,8
42	Ikalto Hill – Baratashvili Str.	7,7
43	Kvareli Str. – Baratashvili Str.	7,1
44	Upper Fonichala – Baratashvili Str.	14,4
45	Gldani Village – M/S “Akhmeteli Theatre”	7,0
46	Beliashvili Str. (Dighomi) – M/S “Avlabari”	15,1
47	Nutsubidze Plateau I M/D – Station Square	10,1
48	Zhghenti Str. – Railway Bridge	5,1
49	Nutsubidze Plateau III M/D – Station Square	9,4
50	Vazisubani III M/D – Baratashvili str.	13,8
51	Gldanula – Chavchavadze Ave.	23,0
53	Tsaishi Str. (Kukia) – Station Square	6,5
55	St. Barbare District – Baratashvili Str.	11,9
56	Orkhevi – M/S “Isani”	11,7
59	Zaarbriukeni Square – Chavchavadze Ave.	7,2
60	Tbilisi Sea – M/S “Ghrmagele”	8,8
61	Baratashvili Str. – Vake/Bagebi	9,6
62	Sea District III M/D – Station Square	13,7
65	Dolidze Str. – Station Square	4,0
66	Shatberashvili Str. – Station Square	5,4
68	9 Brother Str. – Station Square	4,3
69	M/S “Didube” (Lower) – Mukhatgverdi Cemetery	12,4
70	Bichvinta Str. (Avchala) - Railway Bridge	13,1
71	Varketili IV M/D – Baratashvili str.	14,7
72	Nakaduli Str. – St. Barbare District	13,4
73	Gldanula – M/S “Akhmeteli Theatre”	3,8
75	Sea District III M/D – M/S “Sarajishvili”	5,7
77	Maruashvili Str. – Station Square	3,5
78	Upper Vake - Station Square	5,8
79	Mukhiani III M/D – M/S “Akhmeteli Theatre”	2,3
80	Ortachala Str. – Baratashvili Str.	6,3
82	Tskneti/Akhaldaba – M/S “Delisi”	16,7
84	Little Dighomi – Station Square	15,1
85	Saburtalo – vake (Circular)	4,2
86	Mukhiani III M/D – Station Square	15,3
87	Baratashvili Str. – Saburtalo/Vake	8,1
88	Nutsubidze Plateau IV M/D – Baratashvili Str.	13,4
90	Oqrokana – April 9 Park	10,9
91	Gorki Str. (M/S “Avlabari”) – Gotua Str.	8,7
92	Station Square – State University H/B	9,6
94	Sea District III M/D – M/S “Didube” (Upper)	8,3
95	Mukhiani III M/D – Baratashvili Str.	17,2
99	Nutsubidze Plateau V M/D – M/S “Delisi”	7,2
101	Agrarian University Dorm. – Varketili IV M/D	22,2
102	Prison Establishment №6 – Baratashvili Str.	24,9
103	Tabakhmela – April 9 Park	14,7



104 Dighomi Village – M/S “Didube” (Lower)	7,6
106 April 9 Park - Kiketi	30,4
107 Tkhinvali/Lisi – M/S “Delisi”	12,3
108 Gidani Village – M/S “Akhmeteli Theatre”	13,9
109 Dighomi Village – M/S “Didube” (Lower)	7,3
110 Makhata Hill – Railway Bridge	5,4
112 Shindisi – April 9 Park	12,4
121 Zahesi – M/S “Didube” (Lower)	12,3
122 Mujirishvili Str. - Station Square	7,5
124 M/S “Rustaveli” – Mtatsminda Park	10,7
140 Baratashvili Str. – Politkovskaya Str.	11,8
150 Baratashvili Str. – State University H/B	11,2

Stops	2012	2011
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Metro	22	22
Bus	1832	1 790

Average distance between stops (in meters)	2012	2011
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Metro	1 231,8	1 231,8
Bus	424	415

Fleet of rolling stock in operation	2012	2011
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Total number of vehicles on the network	856	857
Metro	170	170
Modernized	117	103
Old type 81 – 717/714	53	67
Bus	686	687
Bogdan A092 (21 seats)	537	538
Bogdan A1445 (31 seats)	149	149



Fixed installations in operation

2012

2011

Depots

Metro

Bus

Workshops

Metro

Bus

5

2

3

2

1

1

5

2

3

2

1

1

Electricity and signaling

2012

2011

Electrical power installed

Transformer sub-stations

Traction sub-stations

Electrical cable in service (in km)

HV Cable

LV Cable

Metro signaling

Signal Boxes

Traffic lights

Stations controlling signal boxes

26

14

173

373

20

224

10

26

14

173

373

20

224

10

Rails (in km)

2012

2011

Metro

Tunnel

Surface

Depots, sidings

62,5

53,7

3,3

5,2

62,5

53,7

3,6

5,2

Escalators

2012

2011

Tunnel escalators

Lifting height

- Up to 30 meters

- 30-50 meters

- More than 50 meters

Total length of escalators (in km)

59

14

36

9

10

59

14

36

9

10