

České dráhy Group

2024

**We love trains,
love them too.**

Board of Directors of ČD

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Kraus MSc.**

Vice-Chairman of the
Board of Directors



**Mgr. Michal
Krapinec**

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Svoboda**

Member of the Board
of Directors





RegioFox

The face of regional rail transport has changed significantly in 2024. A major contribution to ČD's modernization was the gradual takeover and deployment of dozens of new RegioFoxes from Polish manufacturer PESA Bydgoszcz.

By the end of the year, 59 847 two-section units were in operation in various parts of the country, and the number is set to grow.

59





RegioFoxy brings maximum comfort to the regions. The units have two wide low-floor entrances on each side, wheelchair-accessible toilets, space for prams, wheelchairs and bicycles, efficient air conditioning, Wi-Fi connectivity or the ability to charge small electronic devices thanks to the ample number of sockets. You can find them in Central Bohemia, South and East Bohemia, Vysočina and the Pilsen region. Or from Znojmo to Broumov, from Železná Ruda to Tišnov.



50

Vectron

Siemens Vectron locomotives dominate European railways. Their greatest strengths are their high modularity, operational reliability, durability and popularity with staff. The first Vectrons appeared in the Czech Railways fleet in 2017 on the Prague-Dresden line, and in 2024 the national carrier took over the 50th anniversary unit from the leasing company RS Lease. In total, Czech Railways already operates 61 of them.



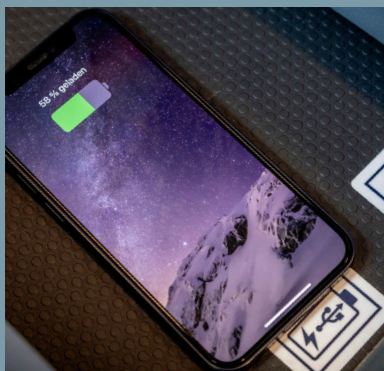
And that is far from the final number. While the current fleet is gradually taking over elite domestic and international services, where its top speed of 200 km/h is sufficient, Czech Railways will take over another 50 Vectrons for speeds of up to 230 km/h in the coming years. The locomotives already in production will gradually take over the operation of, for example, Comfortjets or Railjets, and will enable the retirement of locomotive series whose service life is coming to an end.

ComfortJet



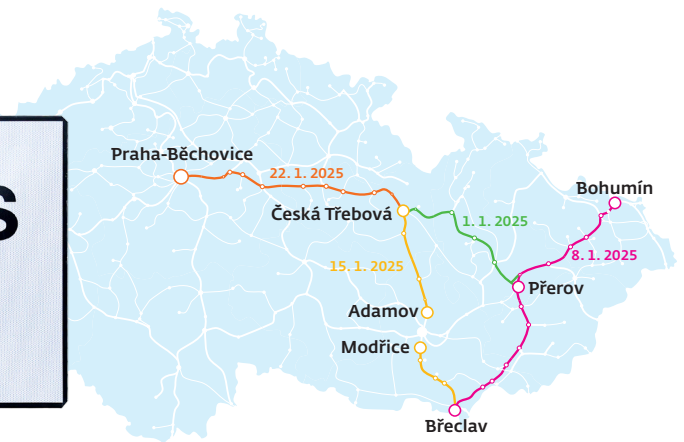


Czech Railways has put an unprecedented number of new vehicles into service in 2024, but the ComfortJets stand out among them. In order for passengers to experience the benefits of the purchase of these modern non-traction units from the Siemens - Škoda consortium as soon as possible, the first trains set off in a temporary configuration without a control and restaurant car. Once approved and integrated into the final trainsets, ČD will operate 20 of these state-of-the-art nine-car units throughout the Central European region. From Prague to Villach, Budapest, Hamburg and Copenhagen.





**ETCS
L2**



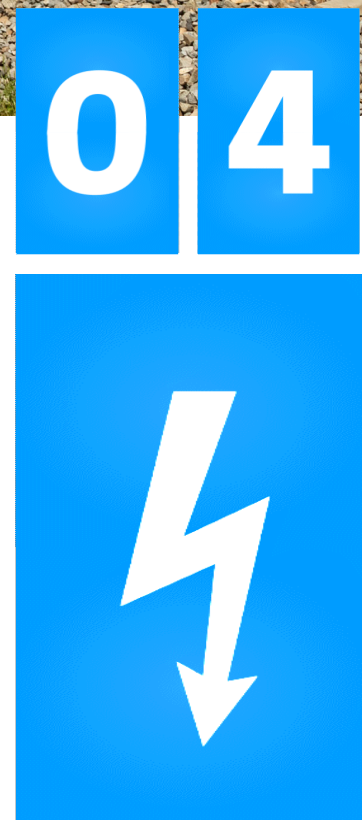
A successful start for ETCS

The new train control system ETCS provides European railways with a uniform system that enables interoperable operation across the continent, higher line capacity and, above all, greater safety on the railways. The gradual introduction of exclusive operation on main lines from 2025 meant that ČD had to prepare for the change in good time. By the end of 2024, the national carrier would have 500 vehicles equipped with on-board units (either factory-fitted for new vehicles or retrofitted for older vehicles) and a sufficient number of trained drivers and other operational staff. Thanks to this, the first wave of ETCS operations on the national railway was successful and on schedule.



Battery RegioPanter

The first four vehicles, but also a major milestone. At the end of 2024, Czech Railways will be the first operator in the Czech Republic to use electric units that run part of their route in battery mode. At first glance, the two-car RegioPanter looks identical to the purely electric version. But thanks to roof-mounted battery modules, they can also run off-grid, with a guaranteed range of 80 kilometres. They are then automatically recharged when they return to the catenary, and efficient regeneration into the batteries during braking also contributes to the good energy balance.



After thorough testing, four battery-powered RegioPanters were used mainly on the line from Ostrava via Studénka to Veřovice on Wednesday. On the first half of the route, they run on trolleys, but on the 27 km climb from Studénka to Veřovice, they run on batteries, returning to Ostrava mostly fully



charged. This elegant solution for non-electrified sections of line is rightly attracting the attention of customers, and it is expected that we will see more and more battery units. For this reason, demonstration runs were carried out in early 2025 on selected local lines in the Pilsen and Central Bohemia regions.





Fighting vandalism

Railways have always had to deal with a certain amount of vandalism, but the situation, especially in large urban areas, has worsened considerably in recent years. Czech Railways has been fighting vandalism on several fronts, and in 2024 it has finally started to bear fruit. Better physical and technical protection of the premises, more frequent checks during journeys and, above all, the new external and internal anti-graffiti vehicle coatings, which make it much easier and quicker to remove unwanted damage, are all visible in operation. But that's not all. Other measures will follow.





Baltic express

"The sea to the Czech Republic," says Vectron of PKP Intercity in Polish at the head of the newly launched Baltic Express, operated in cooperation with Czech Railways, and he is certainly not exaggerating. The new Ex32 express line connecting Prague and Pardubice with Kłodzko, Wrocław, Poznań, Gdańsk and Gdynia has already gained considerable popularity in the first few months of operation, with four pairs of trains providing a comfortable way to travel from our capital to a number of attractive Polish cities or directly to the Baltic Sea.





Railway by Heart Foundation

Solidarity with those in difficult circumstances is a fundamental expression of humanity. That is why we are pleased that ČD, through the Railway Foundation, can help our colleagues who are struck by such misfortunes - be it serious illness, serious injury or natural disasters. In 2024, the fund helped in 140 cases, contributing a total of CZK 9,274,500, which went directly to those in need. At the end of the year, almost 900,000 crowns and almost 19 million crowns remained in the transparent account.

Sustainable development and ESG

In the face of global challenges and increasing climate change, it is becoming increasingly important to focus on the economic and environmental sustainability of the České dráhy Group. We are therefore actively trying to reduce energy consumption and emissions at the same time. For example, the significant modernisation of the rolling stock has contributed to a 66% year-on-year increase in traction electricity recovery to 83 GWh per year. In addition, the preparation of energy reduction projects continues and a programme has been launched to build photovoltaic power plants with a potential installed capacity of around 15.5 MWp by 2030.

An important milestone in reducing emissions from operations was the pilot deployment of the first battery units in the Moravia-Silesia region, which can replace diesel vehicles on non-electrified lines. The introduction of low-emission HVO fuel in the RegioFox units contributes to the improvement of the environment, where we will not be able to do without diesel vehicles for some time to come.

ČD is committed to a responsible approach to the environment and continues to explore all possibilities to achieve the most efficient and environmentally friendly operation.



83 GWh

year-on-year growth
of recuperation of traction
electricity by 66%



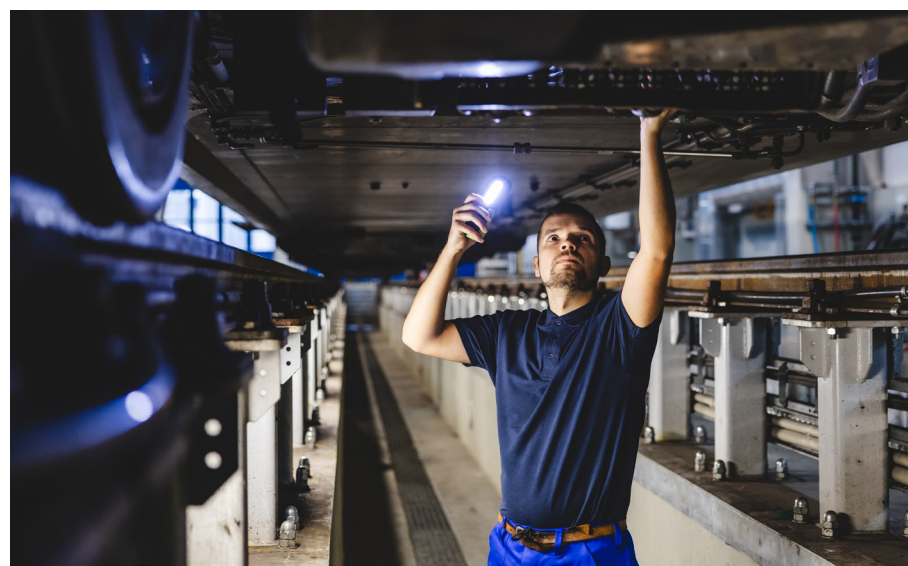
3,5 GWh

savings potential
of energy consumption



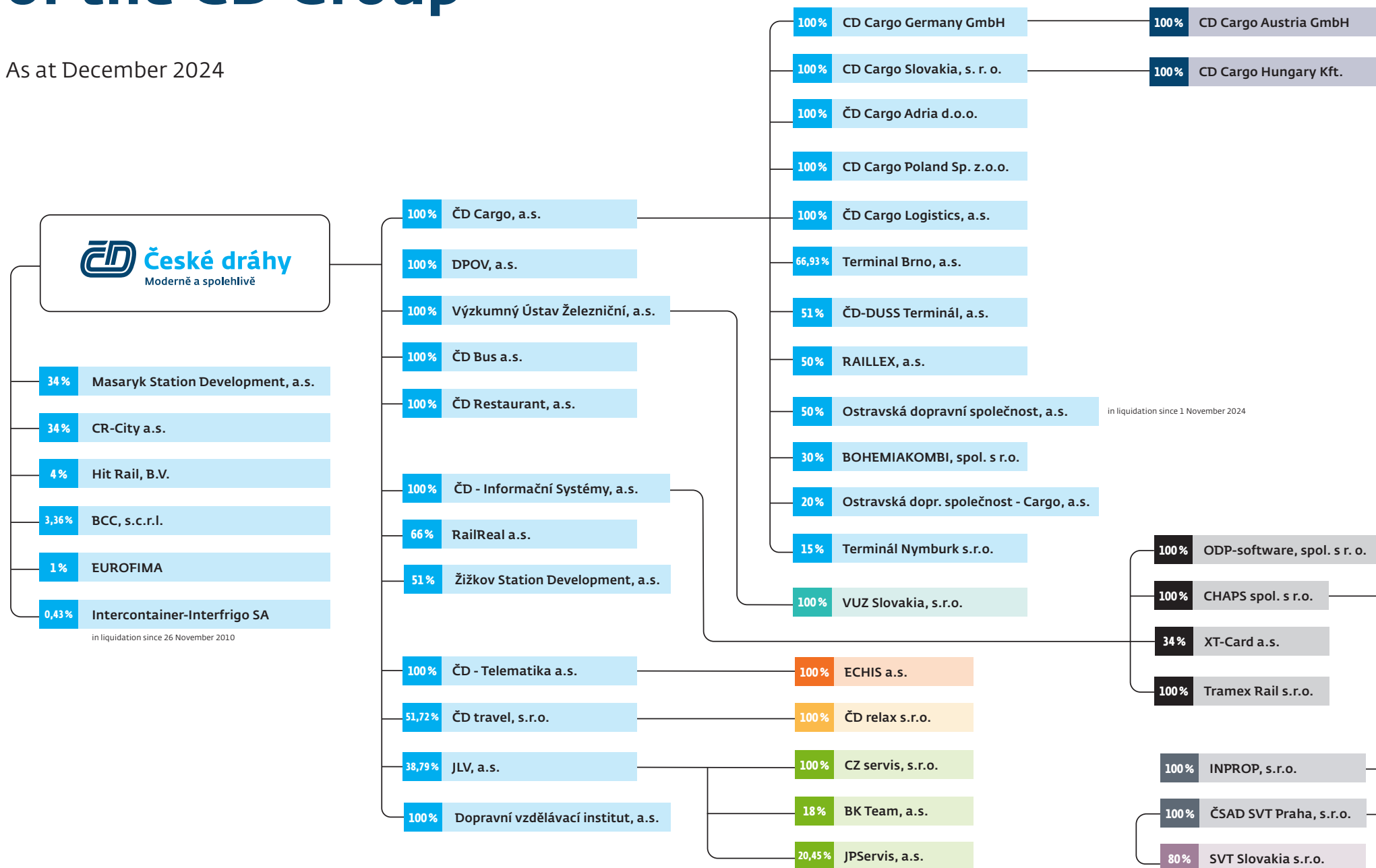


And of course we must not forget the most important pillar of the company, its employees. To be a stable company for existing employees and an attractive one for potential employees. Successful social dialogue and the timely conclusion of collective agreements, which were all achieved in 2024, contribute to this, and we are developing a system for measuring employee satisfaction in order to properly assess moods and needs.



Equity Investments of the ČD Group

As at December 2024



Main financial indicators

Key financial indicators	Unit	2024	2023	Difference	Index
2024/2023 (%)	CZK million	51,644	49,148	2,496	105.1
Revenues	CZK million	33,282	30,183	3,099	110.3
- of which revenues from passenger transport	CZK million	15,571	15,729	(158)	99.0
- of which revenues from freight transport	CZK million	2,791	3,236	(445)	86.2
- of which other revenues	CZK million	3,054	3,833	(779)	79.7
Other operating income	CZK million	(20,340)	(18,591)	(1,749)	109.4
Services, material and energy consumption	CZK million	(17,717)	(17,203)	(514)	103.0
Staff costs	CZK million	(987)	(1,047)	60	94.3
Other operating expenses	CZK million	15,654	16,140	(486)	97.0
EBITDA (from continuing operations) *	%	28.62	30.46	(1.84)	93.9
EBITDA margin *	CZK million	(11,551)	(9,605)	(1,946)	120.3
Depreciation, amortisation and impairment	CZK million	4,103	6,535	(2,432)	62.8
EBIT (from continuing operations) *	%	7.50	12.33	(4.83)	60.8
EBIT margin *	CZK million	(2,841)	(2,709)	(132)	104.9
Finance income and costs	CZK million	1,262	3,826	(2,564)	33.0
EBT (earnings before taxes)	%	2.28	7.14	(4.86)	31.9
EBT margin *	CZK million	141,949	126,983	14,966	111.8
Total assets	CZK million	22,708	14,349	8,359	158.3
CAPEX (capital expenditures) *	CZK million	87,426	72,760	14,666	120.2
Total gross debt *	CZK million	9,338	8,119	1,219	115.0
Cash and cash equivalents	CZK million	78,088	64,641	13,447	120.8
Total net debt *	1	5.6	4.5	1.1	124.4
Total gross debt / EBITDA *	1	5.0	4.0	1.0	125.0
Total net debt / EBITDA *	1	5.0	4.0	1.0	125.0

* The definition of alternative performance measures used is provided in the relevant chapter.

Main non-financial indicators

Key non-financial indicators	Unit	2024	2023	Difference	Index
Passenger transport					
Number of transported passengers	mil. persons	168.8	164.4	4.4	102.7
Passenger transport capacity	mil. person kilometres	8,280	8,068	212	102.6
Transport capacity	mil. train kilometres	115.2	116.8	(1.6)	98.6
Average transport distance	km	49.1	49.1	-	100.0
Occupancy of offered capacity	%	30.8	30.2	1.6	102.0
Freight transport					
Transport volume	mil. tonnes	56.7	59.4	(3)	95.5
Employees					
Average recalculated number of employees	persons	21,550	21,823	(273)	98.7
Gender balance (overall share of women)	%	26	26	-	100.0
Energy and emissions					
Total energy consumption	MWh	1,609,885 *	1,850,484	(240,599)	87.0
Greenhouse gas emissions (S1-2)	Tonnes of CO2e	788,586 **			
Customers					
Customer satisfaction with passenger transport services	NPS	33.7	27.3	6.4	123.4
Share of online sales channels of ČD in the total number of sold tickets	%	64.3	56.2	8.1	114.4

* Total energy consumption for 2024 according to the new methodology takes into account the declared losses from the traction electric energy distribution system in the amount of 114,959 MWh.

** Calculation of the indicator according to the new methodology (reference year).

Annual Report of the České dráhy Group 2024



https://ceskedrahy.cz/sites/default/files/soubory-ke-stazeni/financni-zpravy/annual-report_2024.pdf