

**Regulations for  
Use of Internal Road System at the Terminal  
within the Areas under Management of John Paul International Airport  
Krakow-Balice Ltd.**

**Article 1**

These Regulations define the rules for use of generally accessible internal roads and parking spaces, within the areas being under management of John Paul International Airport Krakow-Balice Limited Liability Company, hereafter referred to as 'Internal Road System at the Terminal'.

**Article 2**

For the purpose of these Regulations:

- a) 'Operator', 'Owner' means John Paul International Airport Krakow-Balice Ltd.;
- b) 'IRS' means Terminal Internal Road System, which includes the internal roads, pavements, manoeuvring yards and parking spaces being under management of John Paul International Airport Krakow-Balice Ltd.;
- c) 'User' means any person using IRS;
- d) 'Traffic Zone' means the area of IRS at the Terminal, with entries and exists marked with appropriate road signs'
- e) 'Internal Road' means any public or any other road where particular traffic regulations apply, with entries and exists marked with appropriate road signs;
- f) 'Parking Space' means a designated ground surface adjacent to the internal roads of John Paul International Airport Krakow-Balice Ltd.
- g) 'Vehicle' means any car, motorbike, caravan or other vehicle using IRS;
- h) Terminal means the passenger terminal.

**Article 3**

The Operator of IRS at the Terminal within the areas of John Paul II International Airport Kraków-Balice is John Paul International Airport Krakow-Balice Limited Liability Company, seated at ul. Kpt. M. Medweckiego 1, 32-083 Balice.

**Article 4**

1. The use of IRS at the Terminal is governed by these Regulations, Law from 20 June 1997, Traffic Law Act (*Prawo o ruchu drogowym*) (Journal of Laws from 2012, Sect.1137, with later changes), decrees, decisions and instructions of the Operator and/or persons authorised by the Operator.
2. These Regulations do not apply at the designated chargeable non-guarded car park, located within the area of IRS.

**Article 5**

1. The IRS area at the Terminal is defined as Traffic Zone in the range defined in graphic Attachment No. 1 to these Regulations.

2. The maximum allowable speed within the IRS area designated as Traffic Zone at the Terminal is 20 km/h.

#### **Article 6**

By entering the IRS area at the Terminal, the User agrees with and commits to comply with the conditions effective in this premises, established by the Operator in these Regulations.

#### **Article 7**

1. The charges and provisions for the use of the IRS area are defined by separate documents, i.e. *IRS Parking Charges* and the *Charges of designated non-guarded car park* located within the IRS area.
2. The documents referred to in Paragraph 1 above, together with these regulations are available at [www.krakowairport.pl](http://www.krakowairport.pl) and displayed at the Terminal.

#### **Article 8**

1. Vehicular traffic within the IRS area at the Terminal is regulated by vertical and horizontal signage, the provisions defined by these regulations, the Traffic Law, decisions and instructions of the Operator or persons authorized by the Operator.
2. The area at the Terminal is marked with road signs D-52 (Traffic Zone) and D-53 (Traffic Zone End).
3. The entry to the Traffic Zone at the Terminal is marked with road signs D-46 (Internal Road) and D-47 (Internal Road End).

#### **Article 9**

1. Parking of vehicles at Parking Spaces is possible only with compliance with vertical and horizontal road signage.
2. Stopping or parking vehicles at spacer other than designated for these purposes is prohibited.
3. By leaving a vehicle at a Parking Space the User does not come into any agreement with the Operator which obliges the latter to keep and preserve it.

#### **Article 10**

1. If vehicle has been parked at a location where:
  - a) parking is forbidden and it obstructs traffic or is a threat to safety in any other way,
  - b) it causes damage to the pavement,
  - c) it obstructs rescue activities, or
  - d) in other relevant cases defined by the Traffic Law,

The Operator, being the owner of the real estate, may undertake to bring the real estate back to its original state by means of removing the User's vehicle, at User's cost, to a guarded car park. The Operator will be entitled to call the Police to tow the User's vehicle to a guarded car-park.

2. A removed vehicle may be returned after the charge for towing the vehicle, based on an invoice issued by the towing company, and the charge for the vehicle keeping at the guarded car-park has been paid by the vehicle owner or User.
3. If a vehicle has been parked at a location where parking is not allowed but it does not obstruct the traffic, it may be immobilised by means of a wheel clamp.
4. A vehicle which has been immobilised by means of a wheel clamp may be returned after a relevant charge, based on an invoice issued by an authorized company, has been paid by the vehicle owner or User.

#### **Article 11**

The User is obliged to secure their vehicle against being used by unauthorised persons.

#### **Article 12**

The Operator does not bear any responsibility for loss or any damage to the vehicles their accessories or assets left inside these vehicles, except for the damage resulting from failing to perform maintenance activities to carry out which he is obliged, i.e., in particular from:

- a) maintaining good technical conditions of surfaces, pavements, engineering objects, traffic management equipment and other road maintenance - related devices;
- b) carrying out periodical inspections of road conditions and intervention, maintenance and preservation works;
- c) counteracting road destruction by their Users,
- d) placement of appropriate road signage, and in case of road closure, applying common precautions.
- e) introduction temporary traffic diversions to which Users will need to accommodate, shall an road be closed for traffic.

#### **Article 13**

1. Users of the IRS are not allowed to:
  - a) carry out any technical maintenance of a vehicle;
  - b) drop litter;
  - c) park vehicles in discordance with vertical and horizontal signage at the car park at the IRS area;
  - d) leave vehicles in traffic flow lanes, emergency roads and pedestrian crossings.
2. The User is responsible for any damage caused to the Operator or other Users which result from leaving their vehicle within the IRS area.
3. Shall any occurrence within the IRS area result in any kind of responsibility of the User, they are obliged, prior to leaving the IRS area, to notify the Operator or the Parking Space service personnel without delay and to submit a relevant written statement.

#### **Article 14**

Any business, trade, commercial or advertising activities within the IRS area without prior consent of the Operator is prohibited.

#### **Article 15**

Vehicles carrying dangerous goods, including flammables, corrosives or explosives in particular, are not allowed within the IRS area without permission of the Operator.

#### **Article 16**

The Operator is not responsible for effects of force *majeure* or non-compliance with the provisions of these Regulations by Users.

#### **Article 17**

In cases of road accidents which occurred within the IRS area provisions of the Traffic Law apply.

#### **Article 18**

1. These Regulations come into effect from 1<sup>st</sup> October 2015.
2. The Regulations from March 23<sup>rd</sup> 2014 became null and void on the day of the into force of these Regulations.
3. Attachment 1 is an integral part of these regulations.
4. The Operator reserves the rights to make amendments with immediate effect.

Legal basis:

1. Law from 23<sup>rd</sup> April 1964, Civil Code (*Kodeks Cywilny*) (Journal of Laws from 2014, Sect. 121).
2. Law from 20<sup>th</sup> June 1997, Traffic Law Act (*Prawo o ruchu drogowym*) (Journal of Laws from 2012, Sect.1137, with later changes)
3. Law from 21<sup>st</sup> March 1985 on Public Roads (*Ustawa o drogach publicznych*).
4. Regulation of Ministers of Infrastructure and Internal Affairs and Administration from 31<sup>st</sup> July 2002 on Road Signs and Signals (Journal of Laws from 2002, No. 170, Sect. 1393 with later changes).

The Board

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Legal basis

Resolution of the Board No. 31/134/15 from 1<sup>st</sup> October 2015