

**Ministry of Justice and Law Enforcement
Department for JHA Cooperation**

Hungary's standing point on the issue of cross-border enforcement in the field of road safety

Hungary agrees with the definition of the problem and fully supports the planned EU actions. According to our standing point, speeding, drink-driving and non-use of seat belts build the cornerstones of road safety, most of the accidents can be originated from these issues. Lack of effective enforcement against foreign offenders causes main problem in Hungary as well, which requires a common action.

It could be thought over to complete the problem with the necessity of political support (unfortunately it does not exist in all Member States which reflects in the results as well). In lack of political support realisation and securing of road safety can have obstacles. At national level, only the government disposes over amendment of the personal, technical and legal conditions: only the government has possibility for that through distribution of financial sources and legal amendments.

The planned EU Actions does not need to be limited to the Trans-European Road network, it should be cover other EU roads as well.

We suggest turning the actions mainly to the three important offences because achieving of objectives depends on the effectiveness of enforcement against them. It is not practical to extend the actions to all traffic offences, because the risk of behaviour is different, and it can be accompanied with decrease of effectiveness.

According to our opinion, from the five alternatives the version four (5.4) is the most appropriate, it can provide the most effective cooperation in the field of road safety. It is an optimal objective that in case of providing conditions, non-resident offenders should be sanctioned by the competent authorities in the country, where the offender is normally resident. This authority shall have disposal at the execution as well.

The principal of mutual recognition of the evidence – in case of conditions – can be realised. The operability of version four – with appropriate improvement - is confirmed by the Austrian-German system as well.