

# CITIZENS AGAINST ROAD RIPOFFS 2011

(Articles are in reverse date order)

## GPS DATA DISPROVES POLICE STATEMENTS ABOUT SPEED

December 2011 - GPS data was used to prove the statements of two police officers regarding a deadly 2008 pursuit were wrong. The chase left a young man, Shane Bennett, dead and a driver maimed. The officers later admitted, once presented with GPS data, that they drove at almost 180km/h in a suburban street. Recommendations have been made to the coronial hearing into Bennett's death to allow the use of analogue data services to aid recording of chases.

### CARR Comments

Obviously drivers do not have the right to try and outrun police, however this report proves one very important thing, that GPS technology can prove beyond doubt that on many occasions, police will certainly lie about speeding incidents until they are caught out by hard evidence in the form of GPS data.

Almost every motorist has found that when being booked for allegedly speeding or other traffic offences, that he has absolutely no way of proving that he was not committing the transgression. If the police pull over a motorist and state that he was driving 70kph in a 60kph zone, how on earth can the motorist prove that he was within the speed limit? It is the police officer's word against the word of the motorist.

In virtually every case, especially if there are two police officers who will prop up each other's testimony, a court will take the police officer's side and the motorist, devoid of any witness, will be convicted. The same goes for speed cameras, where these devices are deemed to be accurate scientific instruments, despite the fact that the government's own statistics show that at least 14% of them are defective at any one time. This is why most motorists do not even bother to fight wrongful bookings because without hard evidence from a witness, they don't stand a chance.

This news report about GPS catching out police making wrong statements about speed or even blatantly lying about such matters shows that motorists need to protect themselves against this. There is technology available at a very reasonable price that will do this - the car black box recorder. This device is a rolling logging recorder that stores video, GPS position data such as location, speed and direction and many other parameters, even audio recorded in the vehicle.

CARR advocates that every motorist should purchase and use a car black box, because the price is less than the average speeding fine and the recording of all the GPS and other data will blow away any wrongful bookings in court. Motorists who beat such bookings can also demand damages for lost time and other expenses and sue the government if they are not granted. Every motorist should always use a GPS receiver with speed camera warnings, a Bluetooth car kit for hands-free phone calls and a car black box recorder and only then will he have some measure of protection against wrongful bookings.

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## VICTORIA TO GET MORE SPEED CAMERAS

December 2011 - More speed and red light cameras and more night speed traps are likely after a sharp policy U-turn by the Baillieu Government. Despite attacking speed cameras as revenue-raisers before the last election, the Coalition will renege on its promise to publish mobile speed camera locations.

The Government has confirmed that revenue from mobile speed camera fines dropped by 8% in the eight months after motorists were warned where the cameras would be, although there was no increase in the number of accidents. Police Minister Peter Ryan yesterday said the fall in revenue had nothing to do with his decision to ban the practice. The decision followed Auditor-General Des Pearson's August report that found telling motorists where cameras were was likely to increase the number of traffic accidents.

Despite a Government review found publication had no demonstrated impact on road safety statistics, Ryan said he had decided to err on the side of caution. This indicates that Ryan will also adopt other recommendations in the Auditor-General's report. These included:

**Putting more combined red light and speed cameras at intersections as the 77 in use have reduced casualty crashes by 47%.**

**Greater use of speed cameras at night.**

**Increasing the number of sites where mobile speed cameras are placed.**

**Putting number plates on the front of motorcycles.**

Ryan said that he would be making announcements soon on the Auditor-General's other recommendations and indicated he would consider buying more fixed and mobile speed cameras if police asked for them.

## **CARR Comments**

The level of blatant hypocrisy of politicians seems to be without limit. For a solid decade, Baillieu and Ryan screamed and ranted that speed cameras were nothing but revenue-raisers and promised that they would all be removed as soon as the Liberals gained power. Well the Liberals are now in power and Baillieu and Ryan have been seduced by the lure of the massive revenue from speed cameras.

For Police Minister Ryan to say that the 8% fall in revenue from speed cameras had nothing to do with the ban on notifying motorists of the location of those devices is a blatant lie. There is no other plausible reason for this, apart from the fact that motorists who know the location of those cameras would then avoid exceeding the speed limit near them, thus denying this rapacious government of revenue.

CARR has always advocated the use of technology to render these iniquitous devices useless. It is very simple to avoid being booked by taking these measures:

**Always have a GPS receiver with camera warnings operating, using the most current speed camera database, even if driving around the corner. It is easy to forget where those cameras are located, so the GPS will always remind you with an audible warning and you will not be booked.**

**Buy a car black box receiver and log every trip. If you are wrongly booked, you have indisputable evidence to show that the camera or even a policeman booked you wrongly and you can take legal action. There have been a few excellent precedents set in 2011 where motorists, including a policeman, took wrongful bookings to court with hard evidence and trounced the authorities. Hard evidence will always beat verbal testimony, including the testimony of government witnesses trying to allege that the bookings were valid.**

**Flash your lights to warn oncoming motorists that they are approaching either a fixed or mobile speed camera. The Victorian Police did this during their industrial action in 2011, so if it is good enough for Police to do it, then it is good enough for ordinary motorists.**

**Write or email the Baillieu government and let this pack of greedy liars know that unless they reverse this decision to increase speed camera numbers and they start removing them as per their pre-election promises, that you will actively work to oppose their re-election and you will never vote for them again. People power does work and this is why you should get all your friends and acquaintances to become CARR Members, so that CARR can use its membership numbers as leverage to persuade authorities to stop using motorists as cash cows.**

Motorists need to take active measures to stop being fleeced literally at the point of a gun by lying governments and police who act as tax collectors instead of public servants. The one thing that all governments fear the most is being tossed out of office at elections, so motorists should ensure that their local members are told in no uncertain terms that unless they stop using motorists as cash cows with despicable revenue-raisers such as speed cameras, they might find themselves looking for new jobs after the next election.

It was bad enough having the serial liar Julia Gillard imposing a nationwide carbon dioxide tax on the nation after she promised not to do so. She is now despised and hated by the vast majority of Australians for being a lying hypocrite and she and Labor have no hope of being re-elected. The same treatment should be dished out to the Baillieu government by letting this pack of hypocrites know that they will be tossed out of office at the next election if they don't start practising what they preached for the past decade about speed cameras.

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## **POLICE RAKE IN \$40 MILLION FROM MOTORISTS USING MOBILE PHONES**

November 2011 - In Victoria, mobile phone-obsessed motorists have racked up almost \$40 million in fines and 500,000 demerit points in three years. About 164,000 drivers have been fined for illegally using a mobile phone.

Police issued an average of 159 tickets a day in 2010-11, netting \$13.8 million. The 2009-10 financial year saw 148 tickets a day issued and another \$12.6 million poured into state coffers; about 146 fines a day, worth \$12.2 million, were issued in 2008-09. It is illegal for drivers to use a phone that is not in an affixed commercially designed holder. L and P-plate drivers can't use one at all. Penalties are fines of \$244 and three demerit points.

Superintendentt Neville Taylor said that police were sick of hearing offenders say "I'm sorry". "They know it's wrong, they know how risky it is, but they're still prepared to do it," he said. "The message is: engine on, phone off." He said he thought people driving in from the suburbs often saw the commute as down-time to use phones. "For us it's around being able to say to people - there is a real need to change your attitude and behaviour towards road trauma."

## **CARR Comments**

How stupid are these motorists who drive and talk on their mobile phones, holding them up to their ears in plain view of the world? Don't they realise that they can be seen doing this from a considerable distance, especially by police who are always on the lookout for motorists to book for this rather expensive offence?

Virtually every mobile phone on the market has built-in Bluetooth and car hands-free units cost a pittance. CARR has seen such hands-free car devices selling for less than \$30 - that is a whopping ONE-EIGHTH of the cost of the fine, let alone the loss of three demerit points for not using such a device. Even the most deluxe car hands-free units, such as the Blue Ant S4 can be purchased on-line for under \$80.

For once, CARR agrees with police - motorists who are booked for talking on mobile phones held to their heads are idiots. This offence is probably the easiest to permanently avoid by the mere expedient of a one-off purchase and use of a \$30 to \$80 car hands-free unit.

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## **CALL FOR SPEED CAMERA FINES REFUND**

November 2011 - A veteran traffic cop has advised Premier Ted Baillieu to give refunds to thousands of motorists who a judge says were wrongly nabbed by speed cameras. Leading Senior Constable Trevor Bergman, who beat a mobile speed camera fine, says fines and demerit points of more than 4000 other motorists similarly caught should be scrapped.

He recently wrote to Baillieu to tell him thousands of motorists had been incorrectly snapped where he was booked. "I am bringing this matter to your personal attention so you can intervene in this matter and arrange the necessary refund as soon as possible, as you have previously said you would fix up any speed camera problems," he wrote.

Senior Constable Bergman was fined for doing 54km/h in Kingsclere Ave, Keysborough, in February 2003. In February, a County Court judge upheld his appeal, finding he could not have known the 80km/h limit had changed to 50km/h.

In Victoria, Freedom of Information documents reveal 4343 speeding bookings between the 2001 limit change and the erection of signs in May 2004.

Senior Constable Bergman told Baillieu there was a precedent for refunding fines. After problems with the Western Ring Road speed cameras were highlighted in 2003, the Government refunded about 120,000 fines worth \$17 million. It would cost at least \$550,000 to refund all the Kingsclere Avenue fines.

But Victoria Police said it had sought legal advice and decided not to take any action over the thousands of suspect fines. A spokesman said that any person who receives a speed camera infringement has the right to have the matter heard before the courts, but the County Court ruling was not a binding decision and relates to one singular case.

### **CARR Comments**

This situation can be resolved very simply by all the victims who were wrongly booked by the speed camera on Kingsclere Avenue launching a class action against the Victorian Government in the Supreme Court. Obviously if there has been a precedent set by a court decision, this has to be taken into account and there is no reason why a Supreme Court ruling would not be the same as the County Court judgement that saw the speeding fine against Trevor Bergman thrown out.

The biggest problem with being wrongly booked is that most drivers do not have a witness with them that can testify to the wrongful booking. In September 2011, a policewoman beat one of Melbourne's most hated speed cameras by using the evidence of a 16-year-old work experience student to raise enough doubt that she had been travelling at the clocked speed of 106 km/h along the notorious EastLink stretch. She was lucky because she had a witness that could demolish the government allegation of speeding.

But every motorist can have an unimpeachable witness that can testify to his driving at any time. This witness is called a car black box recorder that logs and video records every journey on a rolling electronic log, complete with GPS. Every trip is recorded with location, speed and video and can be replayed in conjunction with Google Maps to prove to a court beyond a shadow of doubt that a speed or red-light camera booking was wrongful. Most car black boxes cost less than \$200 and they are a very worthwhile investment, as well as GPS receivers with speed camera alerts.

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## **ANOTHER GREENS PARTY ATTEMPT AT RIPPING PEOPLE OFF**

November 2011 - Motorists would pay \$4 billion more in fuel taxes under a Greens policy to dump the decade-long freeze on excise. Newly released Treasury documents reveal the full cost of going green at the bowser. The Greens want to overturn a 2001 decision by then prime minister John Howard to stop indexing fuel tax to the cost of living.

Greens Leader Bob Brown said his policy made environmental and economic sense. According to Treasury, removing the excise freeze would instantly pump \$350 million into government coffers for the remainder of this financial year. The figure would climb to

\$1.65 billion in 2014-2015. Spread over the four-year economic cycle, the take would total \$4.2 billion. The extra revenue would boost government spending power and potentially help return the Budget to surplus, but it would deliver a painful hit to household spending.

The Howard government abandoned the former system of six-monthly CPI-linked excise increases in 2001 amid public outrage at rising petrol prices. Excise has remained at a flat 38c a litre ever since. A return to indexation would increase the price of a litre of unleaded petrol by several cents.

Senator Brown submitted his end-the-freeze plan to Treasury for official costing last year and the results were posted on the department's website. "The reintroduction of fuel indexation is Treasury-backed, environmentally sound and economically essential," Senator Brown stated.

### **CARR Comments**

This move is typical of the Greens, who seemingly will do anything to drive the population of Australia back to living in cold damp caves with their attempts at quasi-communist social engineering under the guise of environmental responsibility. It is bad enough that the Greens were the main instigators of the preposterous carbon tax that will do absolutely nothing for climate change, yet will cost the every Australian a lot of money in a blatant regime of revenue-raising.

Every Australian motorist needs to understand that the agenda of the Greens is to eventually force every fuel-burning car off the road and this is why this loony-left-wing party is so dangerous. This attempt by the Greens to impose additional costs onto motorists should be remembered at the next election and the Greens should be eradicated from every electorate. CARR does not usually push a political platform, but it is obvious that the Greens are the enemies of all motorists and should be recognised as such.

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## **CARR FOUNDER ZIGGY INTERVIEWED ON RADIO 2UE**

November 2011 - CARR founder Ziggy Zapata was interviewed by Murray Wilton and Murray Olds of Radio 2UE on 01 November 2011. This came as a result of Murray Wilton being infuriated at receiving a mountain of payment demands because his tolling tag did not function as he drove daily on the M2 Motorway in Sydney.

Wilton stated that despite his entreaties to the tolling tag provider, nothing was done to redress the situation and as he searched the Internet for information regarding toll roads, he found the CARR website and was very impressed by the quality and breadth of information on it. So he decided to contact Ziggy and ask if he would be willing to be interviewed regarding toll roads.

### **CARR Comments**

I have had previous contact with Murray Wilton about other matters, but he didn't realise that I was the same Ziggy to whom he had spoken previously that was now the CARR webmaster. In any case, I did the on-air interview with him and his partner Murray Olds and although it was fairly short, I think I managed to get the message across.

I told the two Murrays that we motorists had the most powerful weapon against toll roads - the power of the boycott. I informed them that no motorist had to spend one cent on toll roads and that by using technology such as GPS, we could drive on free roads and still get to our destinations in roughly the same amount of time, but saving a considerable amount of money. I also mentioned the aspect of social engineering, where electronic tolling made motorists less aware of the fact that they were being charged large amounts for using toll roads.

Murray Wilton also asked me what he could do about dealing with the payment demands from Roam. I told him that I believed that private companies did not have the right to impose fines on anybody and that they only had the right to demand payment for their services, which were those toll charges. He seemed quite relieved to hear this.

Murray Wilton agreed with all my points and gave the CARR website some very good publicity. He stated that he was very impressed with it and that he would be keen to speak to me again. In fact there is a fair chance that we will have a face-to-face meeting in the near future, as it turns out that Wilton literally drives past my residence on his way to Radio 2UE, so he may pop in for a coffee and a chat at some stage, which will give me more opportunity to get the CARR message to the motoring public.

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## **MOTORBIKE RIDER BEATS WRONGFUL FINE**

October 2011 - A motorbike enthusiast has spent more than \$60,000 to prove he was not driving at 90km/h over the speed limit in the Royal National Park. John Busuttill, 29, was charged with riding his Suzuki 1000cc motorbike at 149km/h in a 60km/h zone on Lady Wakehurst Drive in May 2010. He faced a fine of \$1744 and a six-month suspension of his driver's licence.

In the Sydney District Court, Judge Greg Woods quashed the conviction and returned Busuttill's licence, finding the highway patrol officer's use of a radar gun was radically wrong. Judge Woods also awarded Mr Busuttill costs, to be determined in November 2011. The court heard Senior Constable Matthew Chaplin detected Busuttill's bike travelling at 149km/h using a LIDAR gun. However, the radar inside the patrol car was also operating and it put the bike at a speed of 76km/h. The radar reading was recorded by an in-car video, which Busuttill subpoenaed from police.

Busuttill, who was represented by his barrister father Joe Busuttill, also engaged a surveyor and an internationally accredited radar expert, who gave evidence that it would have been impossible for the LIDAR gun to detect such a high speed at that point of the road. The court heard that a LIDAR gun must be able to track a target in a straight line for three seconds in order to produce an accurate reading.

In June 2011, Senior Constable Chaplin told Sutherland Local Court that he measured the stretch of road hundreds of times and it was 325 metres. However, a report by a surveyor, tendered to the court, showed the line of sight from where Senior Constable Chaplin was standing was only 237 metres and the straight stretch of road was just 180 metres. Senior Constable Chaplin had said the bike was still 150 metres away from where he was standing when the three-seconds lock was recorded. Roy Zegers, who told the court he had 30 years' experience in radar equipment, said that distance would not be long enough for the LIDAR gun to get a reading if the bike was travelling at 149km/h.

In quashing the conviction, Judge Woods said that the miscalculation by over 100 metres of the distance was extraordinary and fundamental. He said that the police officer would not have acted with malice but, in this case, it was correct to order Busuttill's legal costs. Outside the court, Busuttill said he had spent 18 months and thousands of dollars to prove he was not speeding. His father said police charged 22 drivers for speeding on Lady Wakehurst Drive on May 8, 2010 and 10 of them had their licences disqualified.

"I suspect there's something more going on here than just an error," he said. He encouraged other drivers to challenge speeding fines if they believed they were not speeding. "If you don't believe you were speeding, take them on." Busuttill's costs included about \$40,000 in litigation costs, which were incurred by his father spending eight days and eight half-days in court at \$3500 a day.

### **CARR Comments**

This sort of wrongful booking occurs very frequently, but the system is geared to prevent the average motorist from having the infringements thrown out. The cost and time wasted in fighting the average fine is far greater than the fine itself, with little prospect of winning costs, so most motorists bite their tongues and pay wrongful fines. But CARR congratulates John Busuttill for having the backbone and resources to drag the police to court and literally wipe the floor with them and also win substantial costs. In fact Busuttill should have more than adequate grounds to sue the police in the civil courts for causing him unnecessary trauma in dealing with this very wrongful booking and the negligence of the police officer.

CARR maintains that the entire system should be changed. Firstly, the fact that a policeman can declare a person guilty of an offence and penalise him is wrong, because it breaches the fundamental pillar of law that a person is innocent of an offence until proven guilty. Secondly, the fact that motorists are discouraged by cost and time to fight wrongful fines has to be changed. If a motorist has to go to court for a couple of days, prepare paperwork and waste time and the penalty is dismissed, that motorist should be legally entitled to his entire costs and all expenses, as well as damages for wrongful booking - in other words, penalise the police for their error.

CARR also advises that every motorist should invest \$200 or even less for a car black box, the infallible witness that proves by GPS and video footage the speed a motorist was driving at, as well as exact location, time and date. If Busuttill had such a black box on his motorbike, he would have destroyed the police case against him in the first instance of going to court, instead of spending a fortune that he is most fortunate to retrieve most of by way of the costs order in his favour. This could all have been avoided with a \$200 gadget.

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## **SOUTH AUSTRALIAN MOTORISTS WRONGLY FINED**

October 2011 - South Australian drivers are being harassed by police in other states for not having registration stickers. Motorists have reported being fined for not displaying stickers when pulled over by police in other states. In one case, a South Australian driver said they were forced to leave their car in Victoria and fly home to collect registration papers.

The South Australian Government introduced the measure on July 1 as part of a cost-cutting exercise. But it was unclear just who was responsible for warning interstate authorities that South Australian motorists would no longer be displaying stickers. A call to South Australian Police to ask whether interstate police forces had been warned was redirected to the Transport Department. The Transport Department also claimed it was not its responsibility and passed the inquiry to Government Enterprises Minister Gail Gago.

Gago said that Victoria Police told her office it was not an offence to drive in their state without displaying a registration sticker. A Victoria Police spokeswoman said anyone was free to dispute an infringement. "Victoria Police is aware of legislation change in South Australia which has seen registration labels no longer issued to light vehicles," she said. "Anybody who believes they may have incorrectly received an infringement in regards to this is advised to seek a review of the penalty."

## **CARR Comments**

A motorist being fined for not displaying a registration sticker when such stickers have been abolished has very good grounds for legal action against any police that book him. You cannot be fined for not breaking the law and if the law in the state where your car is registered does not require you to have a registration sticker, then you are within the law and any fine imposed is illegal. Motorists should sue any police who hit them with infringements when they are acting well within the law.

What the police and other authorities do not seem to understand is that when motorists are booked, it costs them much time and money to fight the infringements and this is a penalty alone. For instance, if an infringement bureau refuses to cancel a wrongful booking, the motorist must go to court twice to appeal it - the first time to set a date for the hearing and the second time to have the matter heard by a magistrate. This would cost the average working motorist two days wages alone, far greater than the wrongful penalty.

CARR advises all motorists to never succumb to such illegal bookings. Whenever a motorist is wrongly booked, he should immediately start a diary of expenses, including printing and photocopying costs, loss of wages, loss of time and any money lost because of the wrongful booking. Then when the matter goes to court, the motorist should demand a costs order against police or the infringement bureau. In fact if the motorist can show that the booking was wrongful and that police should have known this, being the enforcement arm of the state, then the motorist would have grounds to sue for damages under common law.

Police in every state should know the law and there is no excuse for police to book motorists because of their own ignorance. Motorists should never be scared to fight against wrongful bookings and if enough motorists did this, provided hard evidence to get those wrongful bookings dismissed and then proceeded to sue the state in civil courts and were awarded damages, then these wrongful bookings would dwindle into insignificance.

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## **MOTORIST BEATS COUNCIL OVER PARKING FINE**

October 2011 - Melbourne motorist Jeff Walker, 80, was booked by the City of Melbourne in January 2011 after his ticket fell off the dashboard and landed on the floor of his car parked near Victoria Market. Walker had left a window slightly open so his dog Tilli had fresh air, but a gust blew the ticket out of sight of parking officers.

The council, which collected \$44 million in parking fines in 2010, kept at the case like a dog with a bone, even after Walker sent in the ticket. But the winds of change blew Walker's way. A magistrate threw out the case and awarded costs against the council after Walker produced weather bureau reports for the day he was booked.

"Most people can't be bothered fighting them over parking fines," Mr Walker said yesterday. "But I thought it was so blatant and because I'm retired, I've got the time to fight."

Walker said he was satisfied by winning \$40 costs for photocopying fees, but was amazed when the council's representative asked the magistrate for three months to pay it. "The magistrate refused, giving the council 28 to pay the costs. Walker said that the council had used a lot of resources to pursue him. "It must have cost them a lot of money, they had people answering my letters and two people in court," he stated.

## **CARR Comments**

This is a terrific victory for motorists over a rapacious and greedy council that ripped \$44 million in fines from motorists in 2010. It is obvious that most councils are now so addicted to revenue from parking fees and fines, that they will do almost anything to stop motorists rocking the boat and showing that the fines were wrongly imposed.

CARR has a very simple and effective solution to give motorists hard evidence to use in court in such cases. Almost everybody these days has a mobile phone with a built-in camera. It is no effort to take a time and date-stamped photo of a parking ticket on a dashboard, or in the case of parking meters that don't issue tickets, a shot of the parking meter screen showing the date and time and the amount paid for parking. Then if motorists are wrongly booked, they can go to court and rip the councils to pieces using hard evidence that cannot be refuted.

Of course there is a better way and CARR recommends that motorists take the steps outlined on the Parking page of the CARR website, such as avoiding areas where parking fees and fines are outrageous and using couriers to cheaply pick up and deliver items from CBD areas, which is cheaper than going there and parking anyway. There are many ways to avoid being ripped off, but motorists should never be scared to fight unjust fines and demand as many costs from the court as possible.

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## **SPEEDING FINES DO NOT ACCOUNT FOR EQUIPMENT ERRORS**

October 2011 - Thousands of drivers are being fined for speeding just a few kilometres above the limit, smashing the myth a margin of error is allowed on NSW roads. More than half the 13,000 drivers caught by roadside mobile speed vans were travelling between 1km/h and 10km/h above the limit.

The RTA appears to be ignoring a so-called "common law discretion", most likely because the former state government forced operator vans to be clearly marked with orange and white stripes and signage, instead of being undercover. The move resulted in a likely push by the RTA to collect fines at the lowest speed band possible.

Office of State Revenue data shows 7341, or 56% of all drivers caught speeding in the first year of the mobile operation were in the "10km/h or under" band. In comparison, just 13% of all speeding fines issued by police in 2010/11 were in the same speeding band, indicating they are using some discretion.

With the RTA preparing a report into the effectiveness of the mobile operation for the government, the data shows a total of 13,129 drivers were fined \$2.02 million in the 12 months to 31 August 2011. The RTA's mobile speed camera contract states there is an allowance for some discretion to be given to drivers. But the margin of tolerance levels are so secret, that employees must sign a confidentiality agreement and are banned from writing about them in correspondence.

"Enforcement threshold speed is the speed of vehicles at which RTA initiate prosecution after exercising their common law discretion by allowing a margin or tolerance above the posted speed limit," according to the RTA's Scope of Service document dated October 2010. "Any enforcement thresholds to be applied on mobile speed camera systems shall be in accordance with RTA and must be approved before implementation. Threshold information shall not be written in correspondence, emailed or transferred without written permission of the RTA."

The RTA had planned to ramp up its mobile speed program from 1000 hours per month to 12,200 hours by July this year but is now reviewing this. "We have asked the RTA to finalise the analysis of the effectiveness of mobile speed cameras as the auditor-general found early results were promising but there was not enough data," a spokeswoman for Roads Minister Duncan Gay said. The RTA recently extended its contract with Redflex. "Any increase in the number of mobile cameras or hours of enforcement will be based on road safety grounds," the RTA said.

## **CARR Comments**

This is an utter disgrace. Even the best car speedometer will have an error of a few percent. For instance, luxury carmaker BMW allows their vehicles, even ones that cost quarter of a million dollars each, out of their factory with a speedometer margin of error of 5% to 7% plus 5km/h. Merely changing the brand of tyres on a car will affect the speedometer margin of error, so how on earth can motorists determine on any particular day how accurate their speed happens to be?

So if cars are legally sold in Australia with a speedometer margin of error of 5% plus 5km/h, the fair thing for the RTA and any other authority to take this into account. But to be booked for driving at 61km/h in a 60km/h zone has to be the epitome of bastardry, simply because just parallax error, the angle that the driver looks at the speedometer has more than 1km difference if he moves his head slightly.

These are some of the factors that affect speedometer accuracy and of course motorists cannot compensate for these on a daily basis.

- Worn tyres**
- Tyre pressure**
- Vehicle load**
- Speedometer error**
- Size and shape of speedometer indicators**

The current Australian Design Rules (ADR) require speedometers to be calibrated when the vehicle is unladen, fitted with normal tyres inflated to full pressure with an allowance for tyre heating, for instance:

- "Unladen vehicle" means the vehicle in running order, complete with fuel, coolant, lubricant, tools and a spare wheel (if provided as standard equipment by the vehicle manufacturer), carrying a driver weighing 75kg, but no driver's mate, optional accessories or load.**
- "Tyres normally fitted" means the type or types of tyre provided by the manufacturer on the vehicle type in question; snow tyres shall not be regarded as tyres normally fitted**
- "Normal running pressure" means the cold inflation pressure specified by the vehicle manufacturer increased by 0.2 bar.**

So how the hell is the average car speedometer going to even be remotely accurate if the driver weighs a lot more than 75kg and the vehicle is full of passengers and a bootload of cargo? And that is not taking into account different tyres at pressures not considered to be normal by the manufacturer? How on earth can the RTA and police even consider booking motorists driving at 1km/h over a speed limit when the ADR speedometer tolerances are at least 10% when all factors are accounted for?

Knowing this, CARR considers that active measures need to be taken. Firstly motorists who spot mobile speed cameras or police speed traps should warn oncoming motorists at every opportunity. CARR does not advocate breaking the law, but it is more than

apparent that when mobile speed camera operators and police are booking motorists for driving well below the margin of error of speedometers, then every tactic used to stymie them is fair.

Secondly, motorists who are booked for doing a couple of km/h over the speed limit should refuse to pay the fines and drag the matter to court, threatening to sue the RTA or police for victimisation and quoting the ADR tolerances and the fact that police did not allow for them. Motorists should also demand compensation for any time and expense in attending such court procedures.

Of course the other tactic is passive resistance and protest, such as everybody driving 10km/h or more below the limit. The CARR webmaster has done this on a number of occasions and was once pulled over by police and questioned as to why he was driving so slowly and holding up traffic. His reply was that if police and speed cameras booked motorists for driving 10km/h or more over the speed limit, therefore the corollary was that motorists would be within the law driving 10km/h under the speed limit and thus avoid being booked.

When the police threatened to book the CARR webmaster for obstructing traffic, he challenged them to do so, stating that there were no lower speed limits set on any roads and that he would drag the police into court for wrongful booking and misuse of powers. He explained that as long as his vehicle was moving, he was not obstructing traffic, therefore if he was wrongfully booked, he would regard this as a malicious act and sue the RTA and police in a civil court. Needless to say, the police backed off and the CARR webmaster drove off, unbooked.

CARR advises all motorists to fight this piece of RTA and police bastardry in every way, by warning motorists of speed traps, driving at least 10 km/h under the speed limit in front of police cars and challenging them if they claim that this was obstruction of traffic and in every other possible way.

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## **VICTORIAN COUNCILS REAPING A FORTUNE FROM PARKING FEES AND FINES**

October 2011 - Victorian local councils are raking in more than \$100 million per year in parking fees and fines, as metropolitan roads become more congested. The City of Melbourne earned more than \$44 million in fines in 2010-11, up almost \$3 million on the previous year's take.

Port Phillip Council, which includes St Kilda, South Melbourne and Elwood, reaped \$25 million in fees and fines last year and issued 178,000 parking tickets. The windfall was 12% up on the previous year and was almost 20% of the council's income. Other councils that earned big money from parking fees and fines included Stonnington and Boroondara.

Ratepayers Victoria president Jack Davis said that councils were desperate for revenue, as they expected to be hit hard by the carbon tax. "Parking fees are getting out of hand," he said. "It's all about getting some revenue in." But the Melbourne City Council said fines were needed to ensure that parking in the city was fair and accessible to everyone. The revenue was used to pay for council services such as child care and recreation centres.

"Thousands of people come into the City of Melbourne every day to shop, dine and go to major events - a big part of coming into the city is being able to access a car park," said a Council spokesperson. Port Phillip Mayor Rachel Powning said there was heavy demand for parking in the municipality and the increase in revenue was mainly due to upgraded ticket machines and higher fees last year. "The number of parking infringements issued in the City of Port Phillip has been relatively stable on a year on year basis," she said.

### **CARR Comments**

What a load of utter baloney from those councils that claim that these parking fees and fines are imposed so that parking is fair and accessible to everyone. The blatant fact is that these fees and fines make up a very large proportion of revenue for local councils, which are now completely addicted to these funds.

Motorists do not have to succumb to this ripoff. CARR advises motorists to use the suggestions on the CARR website's Parking page. Motorists can avoid going to areas where there are ripoff parking fees and fines. Motorists don't have to go into Melbourne or Sydney CBD to shop - they can go to many large suburban shopping centres where they can park for free. If something needs to be picked up from the CBD, people should use a courier. For around \$15, cheaper than a couple of hours parking, an item can be collected by courier in the CBD and delivered to any metropolitan address and there is no risk of motorists being booked.

If having to go to a CBD is unavoidable, such as going to the theatre, it's easy to park in a nearby suburb where there is free parking and catch a bus or train into town and back. The fares are less than the parking rates for a couple of hours and again, there is no risk of being booked. As for movies, there is no need to go into a CBD to see a film, as there are mega-theatre complexes all over the place where parking is free.

CARR suggests that motorists just stop being victims of rapacious councils, governments and toll road operators.. We have the ultimate power of the boycott. We do not have to pay exorbitant parking fees, when all of this can easily be avoided and we don't have to put ourselves at risk of being booked. We don't have to drive on toll roads that are often nothing more than mobile parking lots and pay a fortune for this. The power of the boycott is enormous and every motorist should actively work to avoid paying one single cent that is unnecessary.

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## VICTORIAN GOVERNMENT DENIES SECRET PLAN TO TOLL MOTORISTS

October 2011 - The Victorian Government has denied it has a secret plan to toll motorists on future major road projects. A senior government transport figure appeared to support the view tolling would become the norm at a recent freight conference.

Parliamentary Secretary for Transport Edward O'Donohue quoted Infrastructure Australia's views on major road projects and tolls outlined in its latest report. The body, which provides independent advice to the Federal Government on major project financing, was quoted as saying unless urban road proposals provided for tolling or charging to recover costs, it was "highly unlikely to support the proposals".

"This line from Infrastructure Australia's most recent report to Australia's premiers suggests that the era of governments building major metropolitan roads is over," Mr O'Donohue told the conference.

Shadow major projects spokesman Tim Pallas said Mr O'Donohue's comments were a clear indication the State Government planned to embrace tolls, but was not prepared to tell the community. "We never heard them make any comment other than a negative one on tolls during their time in Opposition," Mr Pallas said. A spokeswoman for Transport Minister Terry Mulder has denied any plan to build toll-only roads.

### CARR Comments

If the backflip about speed cameras from Victorian Premier Baillieu and Police Minister Ryan is any sort of indication of how this government operates, any denial about anything to do with more costs to motorists cannot be credible. Baillieu and Ryan spent a decade in opposition screaming that speed cameras were nothing but revenue-raisers and how they should be abolished, but as soon as they attained power, in a colossal demonstration of utter hypocrisy, they actually switched on 32 new cameras, as well as retaining all the existing cameras, because obviously the revenue from them was too good to pass up.

Motorists need to demonstrate to all state governments that they have the one power to make toll roads completely unviable - the power of the boycott. If as many motorists as possible followed CARR's philosophy and used GPS receivers to work out the best routes to avoid those toll roads and boycotted them, those toll roads would become white elephants and eventually would have to be made into freeways.

Unfortunately, most motorists are conditioned by automatic electronic tolling and don't have to reach into their pockets to pay tolls every time they drive on toll roads, or they would notice how much money it costs them to do this. The shock to the system for motorists is when they add up what they have paid in tolls, as compared to their fuel costs. In many cases, those toll charges have cost more than fuel and maintenance of their vehicles. CARR advises that nobody ever has to pay a single cent for road tolls - it's a voluntary payment that can easily be avoided simply by boycotting toll roads.

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## VICTORIAN GOVERNMENT SWITCHES ON 32 NEW SPEED CAMERAS

October 2011 - The first of 32 new fixed speed cameras across Victoria will be switched on from 04 October 2011. Eight being activated on that day are the first of 32 installed by the previous Government, but kept on hold until now. Police Minister Peter Ryan said the cameras would be switched on, following a favourable report by the Auditor-General.

"This exhaustive report, recently tabled in Parliament, found Victoria's road safety cameras were focused on road safety, not raising revenue, and that cameras save lives," Ryan said. "Given that ringing endorsement, I have now authorised the activation of these 32 cameras, which will be phased in on a weekly basis over the coming months."

Ryan stated, "Speed is responsible for about a third of all deaths on our roads and if these cameras slow speeding motorists down, they will save lives. These cameras are located at intersections across the state to deter motorists from flouting the road rules and endangering their own lives and the lives of others."

The full list of fixed speed cameras are as follows:

**Braeside - Springvale Road at Lower Dandenong Road**  
**Camberwell - Prospect Hill Road at Burke Road**  
**Carlton - Nicholson Street at Princes Street**  
**Chadstone - Warrigal Road at Batesford Road**  
**Cheltenham - Warrigal Road at Centre Dandenong Road**  
**Collingwood - Hoddle Street at Johnston Street**  
**Cranbourne North - South Gippsland Highway at Thompsons Road**  
**Dandenong - Stud Road at Heatherton Road**  
**Doncaster - Williamsons Road at Doncaster Road**  
**Doveton - Heatherton Road at Monash Freeway**  
**East Melbourne - Hoddle Street at Wellington Parade**

Eumemmerring - Princes Highway at South Gippsland Freeway  
Kew - Denmark Street at Barkers Road  
Kilsyth South - Canterbury Road at Colchester Road  
Maidstone - Ballarat Road at Ashley Street  
Malvern East - Dandenong Road at Warrigal Road  
Melbourne - Exhibition Street at Victoria Street  
Melbourne - St Kilda Road at Kings Way  
Moonee Ponds - Maribyrnong Road at Mount Alexander Road  
Noble Park North - Princes Highway at Elonera Road  
Nunawading - Maroondah Highway at Springvale Road  
Oakleigh - Warrigal Road at North Road  
Oakleigh East - Dandenong Road at Clayton Road  
Parkville - Cemetery Road West at Royal Parade  
Prahran - Punt Road at High Street  
South Melbourne - City Road at Montague Street  
South Yarra -Punt Road at Toorak Road  
St Kilda - Barkly Street at Carlisle Street  
Street Kilda - Fitzroy Street at Lakeside Drive  
Taylors Lakes - Kings Road at Melton Highway  
Thomastown Mahoneys Road at High Street  
Warrnambool - Raglan Parade at Mahoneys Road

## CARR Comments

Despite a decade of bleating about speed cameras being nothing but revenue-raisers when Baillieu and Ryan were in opposition, it is clear that these politicians quickly changed their tune when gaining power and smelling the revenue from these road robbers. And to think that they had the gall to impose more of these devices by using their tame Auditor-General to give them some justification is a disgrace.

The so-called exhaustive report by the Auditor-General flies completely in the face of the majority of international studies that concluded that speed cameras were just revenue raisers and it does not take into account that authorities in many nations are ripping those cameras out, simply because they are proven to do nothing to reduce the road toll. Ryan ought to be made to explain to the people how a speeding motorist's behaviour would be modified at the time he was pinged by a camera, if he did not know he was pinged at the time of the offence, but only found out when he received the infringement notice a month later - far too late if he had driven on, oblivious to his speed and killed an entire family in a head-on collision.

This is the sort of scenario that no politician or police minister can explain to justify those cameras and they know that those devices are revenue-raisers. The worst aspect is the incredible hypocrisy of Baillieu and Ryan, who condemned speed cameras for a decade, then imposed even more, once attaining power. It is no wonder that most politicians are held in complete contempt by most people.

For the owners of TomTom GPS receivers, CARR has added the 32 new camera locations to the TomTom Cameras POI database and it is available as a ZIP archive on the Downloads page. All the instructions are in the archive and CARR recommends that all motorists use GPS with those POI alerts to save themselves from being booked.

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## LOCAL COUNCIL POWER TO IMPOSE FINES

There are a number of websites that have been pushing the idea that local councils in Australia do not have the power to impose fines, such as for illegal parking. On 08 July 2010, in a letter to a Mr Thompson, Australian Attorney General Robert McClelland responded to an enquiry regarding the 1998 Referendum that asked voters to give constitutional recognition to local government. McClelland confirmed that the proposal was not carried, therefore those websites are alleging on this basis that local governments are not recognised by the Australian Constitution, therefore have no punitive powers.

[Letter from Attorney General Robert McClelland](#)

CARR then sent the an email to NSW Attorney General Greg Smith to clarify whether there was any legal mechanism that did empower local councils to impose fines on motorists, CARR finally received a reply with the following:

**"Chapter V of the Australian Constitution preserves the constitutional powers of States. The Constitution Act 1902 (NSW) gives the Parliament of New South Wales power to make laws for the peace, welfare and good government of New South Wales in all cases whatsoever. Acting in accordance with that power, the Parliament of New South Wales has legislated to create local Councils and to give them various powers.**

**The Local Government Act 1993 currently provides the general legal framework for local government in New South Wales. The power of Councils to issue fines is granted under various statutes enacted by the Parliament**

## CARR Comments

So it appears that local councils do indeed have the legal power to impose fines, such as for illegal parking and other local traffic offences. CARR suggests that if readers get the idea to fight council fines on the basis that they may be unconstitutional, that they investigate their chances by examining the Local Government Act 1993.

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## **ANOTHER VICTORIAN RED-LIGHT CAMERA FINE DISMISSED**

In September 2011, another court has thrown the accuracy of Victoria's traffic cameras into doubt by dismissing a red light camera fine. Semi-retired businessman Graham Docker's win in the Ringwood Magistrates Court comes on top of police officer Faye Pitman beating her EastLink speeding fine in the Dandenong court.

Barrister and traffic camera law expert Michael Kuzilny expects the Pitman and Docker wins to prompt thousands more motorists to contest fines in court. "These two cases come as a breath of fresh air to Victorian drivers because it shows courts, for a change, are starting to listen and if there is reasonable doubt, defendants are starting to win cases," he said.

Ringwood judicial registrar Angela Soldani ruled in favour of Mr Docker, 65, after he defended himself and successfully argued there was no proof the camera that snapped him had been tested for accuracy as the law demanded. "This creates sufficient doubt as to the reliability of the images taken and I therefore dismiss the charge," Soldani said in court on 15 July 2011.

Prosecutors in speed and red light camera cases produce the photograph taken by the traffic camera, as well as a certificate to say the camera has been tested. The serial number of the camera appears on the certificate but doesn't appear on the actual photograph. Docker argued that this meant there was no proof the camera that took the photo of his vehicle as it turned right from Stud Road into Ferntree Gully Road in Scoresby, was the same camera certified as accurate. "You can't say that that camera is the camera that is referred to in the certification document," he said.

### **CARR Comments**

The dismissal of the fines imposed on Docker and Pitman should put the entire red-light camera system into disrepute. All motorists who are booked by these devices should fight the fines, using Docker's defence that there was no proof that the cameras had been tested for accuracy and that photos produced in court were actually taken by the particular cameras in question.

Of course there is the issue of the legal principle of the presumption of innocence, which is not afforded to victims of camera bookings, who are convicted and punished without trial. This alone should be grounds to have the whole regime of camera bookings stopped in its tracks. CARR advises all motorists to arm themselves with car black box recorders that act as unimpeachable witnesses to prove to courts that cameras were inaccurate.

Car black box recorders are not expensive, some being under \$200 and that one-time investment is cheaper than the speeding or red-light fine. Motorists who use GPS receivers with camera databases to warn them of approaching traffic cameras and car black box recorders to act as their witnesses if booked by those cameras, stand a much greater chance of avoiding being booked, instead of being cannon-fodder and victims of government greed and ripoffs.

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## **SPEED CAMERA FINE BEATEN IN COURT**

In September 2011, The Victorian state government sought a briefing on possible legal ramifications for speeding fines after a policewoman beat one of Melbourne's most hated speed cameras. Rosebud Senior Constable Faye Pitman used the evidence of a 16-year-old work experience student to raise enough doubt that she had been travelling at the clocked speed of 106 km/h along the notorious EastLink stretch.

The EastLink cameras have angered scores of drivers who claim they have been unfairly fined. But until yesterday no one managed to have an infringement overturned.

The crucial evidence came from high school student Erin McKernan, who was in the police car at the time on work experience. McKernan, now 18, told the court she looked at the car's speedometer just before reaching the Dandenong bypass, where the camera was mounted. She said the marked police car had been travelling at 95-96 km/h. Senior Constable Pitman said she had been doing 98km/h.

Magistrate Gerard Bryant threw out the case, despite prosecutor Rob Taylor's argument that tests on the speed camera showed it was accurate and that evidence from Senior Constable Pitman was slight and unconvincing.

Police Association secretary Greg Davies said the decision to dismiss the fine could open avenues for other drivers. Legal experts agreed the surprise victory could open the floodgates. Prosecutors have not ruled out an appeal.

Police Minister Peter Ryan was on the back foot last night. "In light of today's ruling, I have sought a briefing from Victoria Police and the Department of Justice as to how this decision relates to the current legislative framework," he said. Legal experts and

police officers said the case would be a launching pad for others. "This could open Pandora's Box for everyone else," one officer said.

Barrister and traffic law expert Michael Kuzilny said it would have significant ramifications. "It's a really great thing. Previously, it has been impossible for people to prove that they weren't speeding," he said. "It means there will be a floodgate opening of people challenging, and many, many more people and angry drivers questioning their fines." Barrister Theo Alexander said the decision would likely "embolden many motorists who have been charged in similar circumstances to challenge their speeding fine".

### **CARR Comments**

The speed camera scenario has been rigged to make it almost impossible to fight bookings. Firstly, the Pitman case has highlighted the important principle of law that has been completely trashed, the principle of the presumption of innocence. When a person is accused of an offence, he is presumed innocent until proven guilty and this has been one of the most important pillars of Westminster jurisprudence and a principle that has been in force for hundreds of years.

However, in the case of speed cameras, which are very erroneously deemed to be accurate scientific instruments, despite the fact that in NSW, at least 14% of these devices are found to be faulty at any one time, when a person is pinged by a camera, he is automatically regarded as guilty of the offence and is automatically fined, unless he can somehow prove that he was not speeding or that his speed recorded by the speed camera was wrong. In other words, for most motorists, this is impossible.

The problem for a motorist is that unless he has a witness like the one that Senior Constable Faye Pitman used to overturn her speeding ticket, or some hard evidence that can be used to show that the speed camera wrongly pinged the motorist. There is an excellent solution to this and it is a device that is generally called a car black box recorder. This is a logging recorder with a GPS receiver that records a log of a car's movement, along with video and audio. This log is stored on a flash RAM memory card and can be played back on a computer, with the car's route and speed shown on a Google Maps display, along with the exact time and date.

So a motorist can go to court with a notebook computer and the memory card with the record of the time and date that he was booked and after the police have presented their case that the motorist was allegedly speeding, the motorist can merely play the log to the court, showing the exact position and speed of the car at the time of the booking. In other words, such a log is even better than a witness, whose memory can be questioned. Nobody is able to question the data that shows that the motorist was not speeding and that the infringement was wrongfully made.

A number of motorists have very successfully beaten such camera infringements and even wrongful bookings by police. CARR highly recommends that all motorists obtain car black box recorders and have them recording whenever they drive. Of course if motorists do speed and get booked, then they can't fight it, but if they are wrongfully booked either by a camera or a policeman, they will have an unimpeachable witness that will destroy the infringement in court.

But the most important thing is that the principle of the presumption of innocence needs to be upheld and anybody who is booked and deemed to be guilty should fight this on the basis that his human rights have been abrogated. There are many legal precedents that can be used, so every motorist who is booked by a camera should immediately refuse to submit to this abrogation of his right to be presumed innocent until proven guilty and if the motorist is summonsed to court, he should immediately ask the magistrate to dismiss the proceedings until the proper legal process is followed.

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## **MELBOURNE TO GET 32 NEW SPEED CAMERAS**

In September 2011, Victorian Police Minister Peter Ryan announced that Melbourne would get 32 new speed and red light cameras that will see tens of thousands more motorists booked and earn the State Government an extra \$30 million a year. He said that the cameras should be catching drivers before the end of the month at some of the city's busiest intersections, including along Hoddle Street East Melbourne and Warrigal Road Chadstone.

The 32 combined speed and red light cameras were ordered by the previous Brumby government and Mr Ryan directed in December last year that they not be turned on while the Auditor-General examined the state's speed camera system. However, Auditor-General Des Pearson backed the accuracy of the entire traffic camera network and their value as lifesavers.

More than 740,000 motorists were fined \$148.5 million by the state's 181 fixed traffic cameras in 2010-11, an average of \$820,464 per camera. Ryan said the Government had no plans for more traffic cameras, but he would consider buying extra if police asked.

Ryan said point-to-point speed cameras on Hume Freeway, which have been turned off since October, will be reactivated, once testing of secondary timing devices is completed. He urged motorists who thought traffic cameras were inaccurate and simply revenue raisers to go to the Justice Department website, [www.camerassavelives.vic.gov.au](http://www.camerassavelives.vic.gov.au) to read the Auditor-General's report. Ryan said the Auditor-General's report was a ringing endorsement of the speed camera system.

### **CARR Comments**

Firstly, the Auditor-General's conclusions about the value of speed cameras flies in the face of hard evidence from all over the world that they do not save lives, prevent accidents or do anything more than raise revenue. If a maniac drives at 120kph past a 60kph speed camera and is pinged, the camera doesn't pull him over immediately and stop him speeding on and killing a car full of people. So how would that speed camera have saved the lives of the people that the speeding driver killed? If a cop had pulled the driver over on the spot and had given him a ticket, then the deterrent would have been applied on the spot, but a lunatic motorist will not receive a camera infringement for a month. Thus the Auditor-General's conclusions are just utter rubbish.

The Baillieu Liberal government in Victoria is no different than the previous Brumby Labor government in terms of using such cameras as taxation devices. Baillieu and Ryan spent a decade in opposition screaming that speed and red-light cameras were nothing but revenue-raisers and they should be removed, but now we see these hypocrites using their tame Auditor-General and his flawed report to justify rolling out even more cameras without even looking at the fact that in other nations, when these cameras were removed, the road toll actually reduced.

The famous British TV series Yes Minister had a terrific example of this, where Minister Jim Hacker was told by his Permanent Secretary Sir Humphrey Appleby that he should never call for an inquiry unless he was sure of the outcome in advance. It seems that Baillieu has done exactly that in regard to the Auditor-General, because there is no way he would have released a report that stated that speed and red-light cameras were revenue-raisers and should be removed, as a similar inquiry found in NSW.

But as in Victoria, the NSW Liberal government, that boasted prior to the election that it would make an audit of speed cameras and remove those which were found to be revenue-raisers, has actually increased the number of fixed and mobile speed cameras, proving that politician should never be trusted. The truth is that no matter whether governments are Liberal or Labor, they are all liars and manipulators. They are hooked on revenue and speed cameras are a very easy way to get it.

CARR advocates that every motorist should take active measures against these devices, such as always using GPS receivers with camera warnings to avoid being booked and thus deny the government the revenue that it wants to rip off. Secondly, motorists should let their members of parliament know in no uncertain terms that they are fed up with being used as cash cows and politicians who support speed cameras will not get their votes at the next election unless they pledge to have those cameras removed.

All motorists have the most powerful weapon against the government, the power of the boycott. Using GPS, motorists can completely starve the government of revenue from those cameras and this is exactly what they should do. It's not hard, but it just requires all motorists to ensure that they always have their GPS switched on and the latest camera databases active with warnings. Of course flashing lights at oncoming motorists or indicating in other ways to warn them that they are approaching cameras should be common practice, no matter what police think of it.

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## MELBOURNE CITY COUNCIL RIPS A FORTUNE OFF MOTORISTS

In August 2011, it was reported that Melbourne City Council coffers were boosted by more than \$84 million in fines and parking fees in the 2010-2011 financial year, almost \$3.5 million up on 2009-2010. Revenue from fines in 2010 was \$44,952,000, almost \$2.4 million more than in 2009-2010. The amount collected in parking fees rose by \$1,070,000 to \$39,072,000.

Council documents reveal an unexpected \$19.3 million bumper surplus was delivered in the 2010-11 financial year, \$16.6 million more than expected. City of Melbourne acting chief executive Mark Stoermer said the increase in fine revenue was because the number of fines issued was "modestly higher" and fewer fines were withdrawn. "The budget largely reflects an increase in the value of fines of approximately 2.9%. The remaining increase related to a lower number of fine withdrawals and a modest increase in fines issued," he said.

Staffing costs rose by more than \$1 million and it was revealed that this council had more highly paid officers than it did four years ago. Stoermer said the costs in 2010-11 were 1.2% higher than predicted at the start of the year, due to unbudgeted termination payments related to structural reviews and the implementation of new parking technologies.

### CARR Comments

There is absolutely no doubt that like most local councils, Melbourne City Council has discovered that ripping off motorists is a terrific way to raise revenue. This council has employed more rangers to run around and book everybody they can and has also implemented new parking technologies, a sanitised way of saying that the council installed more ways of relieving motorists of their money.

For many years, CARR has advocated the one way that motorists can reduce or even eliminate these ripoffs and that is the power of the boycott. In other words, if motorists don't drive into the Melbourne City Council area or park there, they won't risk getting booked and they won't contribute one cent in parking revenue. If people need to go into the city, they can park at a train station close by and catch a train. The fare is cheaper than a one-hour parking spot - that is, if a parking spot can be found. And there's no risk of being booked for overparking.

If something has to be obtained from the city, a courier can be used and for around \$15, it can be picked up and delivered to the customer's door. This is far cheaper than driving into the city, paying for parking, with all the attendant risk of being booked, not to

mention the fuel and wear and tear on the car. Of course there is the convenience of on-line shopping, which saves all the trauma of risking being booked.

Every motorist should completely boycott any area that has rapacious councils ripping off motorists. Even better, motorists should let businesses in those areas know that their councils are preventing them from gaining customers, who now prefer to shop in places where parking is easy and free, or just shop on-line. When businesses in the city start going broke, they will soon put pressure on councils to stop losing them customers. This goes further, because businesses that go broke don't pay any rates or taxes and this message should be driven home to those councils.

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## **CASH-STRAPPED COUNCIL WANTS TO BOOK SHOPPERS IN PRIVATE CARPARKS**

In August 2011, Auburn Council in Sydney stated that it wants parking rangers to patrol private supermarket carparks and book shoppers who overstay the two-hour limit. It is part of a plan to increase revenue, according to a report before the council. Apparently Auburn Council is desperate for new sources of income, after finding itself \$57 million worse off over the next 10 years after a ban on rate hikes. Auburn Centre and the Aldi store are already part of the program and the council wants to extend it.

A report revealed that council managers were negotiating with several supermarkets to be given the right to book motorists who overstay the parking limit. However, Auburn Council's general manager, John Burgess, insisted that the council had never used parking fines as a form of revenue-raising, right before he conceded that the plan was to do exactly that - revenue-raise.

Burgess stated, "I would be foolish to ignore any opportunity to increase revenue." The fine for overstaying motorists will be \$89 and Councillor Patrick Curtin stated that the plan made the council look very bad and that parking rangers should stick to patrolling the streets of Auburn.

### **CARR Comments**

If anybody ever needs hard evidence that local councils are using motorists to raise revenue, they need look no further than the rapacious Auburn Council. It is bad enough that state governments are employing speed and red-light cameras and other means to aggressively attack motorists for no other reason than to raise money, but local councils have jumped on the bandwagon in recent years and have made it a nightmare for people to go about their business.

In Sydney, trying to park in Leichhardt is almost impossible, with really stupid parking limits on meters and parking rangers lurking around corners waiting to book any motorist who overstays by a minute or two. Sydney Council is the same, using high parking fees, \$7 per hour in some areas and an army of parking police to hand out tickets at every opportunity. Now Auburn Council, not satisfied with the revenue ripped off motorists parking in streets, wants to invade private carparks and book motorists there too.

This is where motorists should fight back, by contacting the stores where those carparks are located and tell the managers that they will not shop there until council authority to book anybody is revoked. CARR has always advocated the use of the boycott to drive the message home that it does not pay to attack motorists like this. Store operators should be told that they will lose a lot of business if they permit councils to book motorists on their private property.

People can easily go shopping in places where parking is easy and free. As far as Auburn is concerned, it's the easiest thing in the world to avoid shopping in that suburb entirely, when there are so many other shopping areas close by. CARR advises people in Auburn to just shop in Parramatta or elsewhere and tell Auburn Council where to stick their parking fines.

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## **NEW REVENUE-RAISING CAMERAS REAP A BONANZA**

In August 2011, a new bank of speed cameras on the Pacific Motorway has added more than \$1.5 million to Queensland State Government coffers in just over two weeks. The cameras, hidden on the reverse side of an overpass on the M1 near Loganholme, have nabbed 11,655 speeders in a mere 17 days. While no official financial figures have been made available, even if every motorist caught received the minimum speeding fine available - \$133 for being less than 10km/h over the limit - the new cameras would have collected more than \$1.55 million in fines and 11,655 demerit points.

Acting Superintendent Craig Hanlon of the state traffic support branch said speeders had been caught by the new cameras, which detect the speed of motorists in all four lanes, between 02 August and 19 August. Hanlon said the results revealed more speeders travelled in the far right-hand lane, with 7721 motorists caught speeding or roughly 48 for every 1000 cars.

Hanlon said the number of motorists being caught had dropped significantly since the cameras were installed. "When the camera was still on trial mode, when breaking the speed limit was not enforced and we weren't prosecuting, the highest number of people caught was 3500 a day," he said. "When we put up a permanent 'speed camera ahead' sign we more than halved that."

### **CARR Comments**

The main reason for people speeding on the Pacific Motorway is that the speed limits are ridiculously low. Australia is a laughing stock overseas, with Germans and Italians, who routinely drive at over 200kph on their autobahns and autostradas hardly believing that Australian highways have a blanket limit of 110kph. And what is the speed limit on the three-lane each way super-smooth divided Pacific Motorway at Loganholme? It's a lousy 100kph, so no wonder frustrated motorists tend to go faster.

This is why the Queensland government placed those revenue-raising cameras there, not because of safety issues, but because the speed limit is set far too low and the government knows that angry motorists tend to speed on roads that are really superhighways. It's nothing but social engineering designed to entrap motorists by putting artificially low speed limits on highways.

Unfortunately the only way to stop this is by people power, by the voting public demanding that the government puts realistic speed limits on such highways or they will lose those votes. However in the meantime, motorists do have a powerful weapon to deny governments this camera-generated revenue and that is the power of the boycott. Motorists merely have to use GPS receivers with speed camera warnings and just drive at the speed limit when approaching and passing those cameras and they will never ever be booked.

For years, CARR has advocated that motorists use the boycott, this most powerful defence against road ripoffs. Motorists using GPS with camera warnings will never be pinged by cameras. Motorists using GPS to avoid toll roads will save a lot of money. Motorists using Bluetooth hands-free devices will never be booked using their mobile phones while driving. None of this is difficult or expensive.

CARR asks all motorists to use this technology to starve those rapacious governments and toll road operators of revenue until they find it completely uneconomical to keep trying to rip off motorists.

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## **VICTORIAN SPEED AND RED-LIGHT CAMERAS A REVENUE BONANZA**

A report in August 2011 revealed that more than 1.3 million motorists paid almost \$250 million in speed and red light camera fines in the past year. That boosted Victorian Government coffers by \$475 for every minute of 2010-11. Most motorists were fined for doing less than 10kmh over the limit.

By far the biggest revenue raisers of all 435 traffic cameras in Victoria were the four speed cameras mounted on the Melbourne-bound side of Forsyth Road bridge on the Princes Freeway at Hoppers Crossing. They collected \$4.14 million from 24,410 motorists. The second biggest earners were the cameras mounted across three lanes of the Frankston Freeway off-ramp at the intersection of Dandenong-Frankston Road. They snapped 16,425 motorists who paid \$3.19 million in fines. The top-earning red light camera was on the corner of Elizabeth and Victoria Streets in Melbourne: 9229 motorists were pinged in 12 months.

However, motorists paid particular attention to cameras at the intersections of Cemetery Road West and Royal Parade in Parkville, and Maroondah Highway and Springvale Road in Nunawading - each booked only one driver in the entire year.

Of the 585,405 motorists caught by fixed speed cameras in 2010-11, 462,730 were fined for doing less than 10kmh over the limit. Of a further 579,184 nabbed by mobile speed cameras, 465,640 were doing less than 10kmh over the limit. The \$249 million raised by traffic cameras in 2010-11 is \$13 million more than in the previous financial year.

### **CARR Comments**

It is obvious that state governments are increasingly reliant on revenue from speed and red-light cameras and are using these devices to literally tax motorists. The Victorian government in particular has reduced the tolerances of these cameras so much that even a slight inaccuracy of a car speedometer can result in being booked, which is most unfair.

Not unexpected is the hypocrisy of politicians. For a solid decade when they were in opposition, the Victorian Liberals continually lambasted the Labor government for using speed and red-light cameras as revenue-raisers. When Ted Baillieu and Peter Ryan were in opposition, they were adamantly against those cameras, yet now that the Baillieu Liberals are in power, are those revenue-raisers going to be removed? Of course not, simply because governments are hooked on revenue and politicians are liars and hypocrites.

But what is truly amazing is that motorists have the power to deny governments this revenue by using simple, readily available and inexpensive technology to avoid paying a single cent in fines. If all motorists used GPS receivers with camera Point-Of-Interest (POI) databases with audible and visual warnings when approaching these highway robbers, then they would never be booked. CARR has been advocating this for years, yet it is amazing that so many motorists fail to protect themselves from being booked by the simple expedient of using cheap GPS receivers every time they drive.

It's the same with motorists who foolishly talk on their mobile phones held to their ears while driving. This is the offence that is most easily spotted by police and yet the most easily avoided. Bluetooth earphones and hands-free car kits are so cheap (Aldi sell a Bluetooth hands-free car kit for only \$29.95), that it is astonishing that motorists still get booked for driving and talking on their hand-held mobile phones when this can be avoided for an outlay of less than \$30. It proves that stupidity cannot be cured.

Motorists have the most powerful weapon against rapacious state governments using speed and red-light cameras - the power of the boycott. No motorist is ever forced into being fined by a speed camera when he can be forewarned of the camera by his GPS receiver. No motorist is ever forced into being fined for talking on a mobile phone if he uses a hands-free Bluetooth device. CARR advises all motorists to just use this inexpensive technology and deny governments their hard-earned money. It's all too easy, yet it is frustrating to see so many motorists fill government coffers for no good reason when it can be so easily avoided.

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## **PERTH RED-LIGHT CAMERA TORCHED**

In August 2011, a red-light camera was firebombed in the Perth suburb of Wilson. The camera at the intersection of Leach Highway and Bungaree Road was badly damaged when an unknown person hurled a Molotov cocktail at it. Firefighters were called but the flames were out by the time they arrived.

### **CARR Comments**

This is what happens when people are victimised and used as cash cows by greedy governments and become so incensed by this blatant entrapment, that they are pushed to take retaliatory action. At one stage there was a spate of incidents in Victoria where speed cameras were torched and it is very hard to blame aggrieved motorists for doing this.

If all state governments admit that they use speed and red-light cameras primarily for raising revenue and they know that those cameras do not prevent accidents, that would be a start. Based on that, those governments should remove every single camera and put a visible police presence on the roads to prevent accidents, not fleece motorists. Just because corrupt and greedy governments devise means of ripping off motorists does not mean that motorists should just be passive victims.

Every motorist should use GPS with current camera warnings to be aware of where those cameras are situated and slow down and deny revenue to greedy governments. But CARR unashamedly admits that it will not shed one single tear for any speed or red-light camera that is destroyed by motorists who have had enough of being victims and are reduced to taking the law into their own hands.

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## **TOLLS ON M2 TOLLWAY COULD BE SCRAPPED**

In August 2011, it was reported that tolls on the Hills M2 Motorway could be scrapped by the state government as frustrated drivers continue to abandon it because of delays caused by roadworks. Transurban, the operator of the toll road stated that it had raked in \$455 million from tolls in NSW in the last financial year, and would demand compensation if Roads Minister Duncan Gay followed through with a threat to stop tolls.

The company said it would open new ramps earlier than expected in a bid to return lost revenue to the company's shareholders. Duncan Gay flagged the idea of reducing the toll and said that he was still in talks with the RTA. The \$550 million widening project will take two years and include the creation of another lane and new tolled ramps at Baulkham Hills and Macquarie Park.

Hills Transport Working Group, which represents commuters in the northwest, said the M2 was already at capacity. "It takes some residents more than two hours to travel to work in the mornings and afternoons and they pay for the privilege," chair James Fiander said.

Drivers will pay \$12 for a return trip on the M2 by the time the project is finished and trucks will pay \$17.60.

### **CARR Comments**

This is exactly what CARR is all about - encouraging motorists to avoid toll roads in order to send them broke and become freeways, as they should have been in the first place. By the time the upgrading to the M2 tollway is finished, drivers will pay \$12 return for the privilege of sitting in a mobile parking lot - that's \$60 per working week.

Imagine if your boss came up to you and said that he was going to reduce your weekly pay by \$60. You would not tolerate this, but this is exactly what driving on the M2 will cost workers - the same as a reduction in their income of \$60 per week. So why tolerate this daylight robbery when it can be so easily avoided?

The power of the boycott really does work. The fact that the government is considering scrapping the toll on the M2 because of drivers abandoning this expensive piece of tarmac shows that this could be done to every tollway. If motorists just used their GPS to route themselves to avoid using toll roads, the toll roads would all go broke and eventually become freeways. CARR encourages all motorists to just completely boycott all toll roads and send them to the wall.

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## **POLICE WARNINGS HAD LITTLE EFFECT ON CAMERA REVENUE**

In August 2011, it was reported that Victoria Police warnings about speed cameras appeared to have had little impact on fine revenue. Fines dipped by only 1.9% after police began using flashing patrol car lights to warn drivers about the presence of cameras.

Police took the unprecedented action as part of a wages row with the State Government, believing it would cost the Government millions of dollars. But speed camera office data shows the number of fines fell by just 1820 in the 30 days after the action began, a loss of about \$290,000 in fine revenue.

The Victorian state budget relies heavily on traffic fines, with cameras raking in \$191 million last year. In the 30 days before the police action began on 07 June 2011, there were 95,886 fixed and mobile speed camera fines. In the next 30 days there were 94,066.

Police Association secretary Greg Davies stated that speed camera operators had said that where police warned motorists, bookings fell from 23-25 an hour to just two to three an hour. "It's certainly having enough of an effect on the company concerned that they've had to abandon some areas where they were previously making plenty and go somewhere else," he said.

### **CARR Comments**

Many drivers must really be stupid to get booked by speed cameras after being warned by police cars flashing their lights. But what is interesting is the comment that the Victorian state budget relies heavily on traffic fines. It is an utter disgrace when any government has to resort to entrapping motorists to raise revenue, rather than operate a fiscally responsible budget that does not rely on automated revenue-raisers and police hiding in bushes with laser speed guns.

Having said that, motorists have one major power to stymie this ripoff - the power of the boycott. Every motorist can deny rapacious governments this revenue, simply by using their heads and using modern technology. GPS receivers are extremely cheap and virtually every smartphone has a built-in GPS receiver and GPS software applications such as TomTom Navigator or Co-Pilot are available either for free or at a minor cost.

Virtually every GPS system has Point Of Interest databases, including the locations of speed and red light cameras with audible and visible warnings. Motorists using this technology are alerted to the presence of those cameras well before they reach them, therefore can completely avoid being booked. It is amazing to think that so many motorists still get booked by these cameras, when they could eliminate this risk completely by purchasing and using a GPS receiver for less than the cost of a speeding fine.

The same goes for the huge number of motorists who are booked for talking on a cellphone while driving. In 2011, the penalty for this offence in NSW is \$265, yet a Bluetooth hands-free car kit can be purchased for no more than \$30 - one-eighth of the price of the fine. CARR advises all motorists to keep their hard-earned money in their pockets by denying greedy governments the revenue from fines by using technology such as GPS and Bluetooth car kits and of course avoiding all toll roads using that GPS to plot routes around them.

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## **NSW MOTORISTS SCAMMED BY O'FARRELL**

In July 2011, NSW Premier Barry O'Farrell installed 27 new safety cameras that would swell the state government's annual revenue from the speed traps to \$28 million. The cameras were due to go live at the beginning of August, just days after the RTA was ordered to remove 38 speed cameras the auditor-general found had failed to improve safety.

Roads Minister Duncan Gay said he would review the 27 new sites, conceding the government did not know whether they would boost safety. The cameras were quietly set up in April and have caught more than 15,000 motorists speeding or driving through red lights. Statewide there are already 67 safety cameras which earned the government \$22 million in 2010. Mobile speed van numbers will be bolstered from six to 40 and with the new safety cameras, the government will more than make up for the revenue lost from switching off the 38 cameras.

Minister Gay denied the new cameras and vans were introduced to fill the coffers. "The auditor-general said the safety cameras were too new to conclude if they have reduced crashes, although early results indicate drivers might be speeding less," he said. "We have asked the Roads and Traffic Authority to further review the statistics and will consider those in the near future."

### **CARR Comments**

Just as NSW motorists thought that the new Liberal government might have been a change from the previous corrupt, inept money-grubbing Labor regime, it appears that they have been taken for a gigantic ride. Roads Minister Duncan Gay stated that the government did not know whether the 27 new speed cameras would boost safety, but the government went ahead and installed them anyway, obviously to reap revenue in place of the cameras that were decommissioned.

On top of that, the NSW government is boosting mobile speed cameras from 6 to 40, proving that no matter the colour of a government, all politicians care about is how to fleece the people. Promises and pledges from politicians are completely worthless and NSW Premier Barry O'Farrell has merely proven to the people that he can't be trusted.

Motorists are ideal targets because it's easy for them to stray over a speed limit because they cannot drive with their heads buried in their speedometers. Most motorists booked for speeding don't do this deliberately, but governments target them and reap the revenue by using technology. Well it's time for the motorists to fight back by using technology.

All motorists need to have GPS receivers with current speed and red light camera databases that warn them when they are approaching those cameras and they can check their speeds and not get booked. All motorists need to keep their eyes out for mobile speed cameras and warn oncoming vehicles that they are approaching a speed trap. The same goes for police using hand-held radar or laser guns.

CARR makes no apology for advising motorists to use every means at their disposal to avoid being booked and to help other motorists from being booked as well. There is no law against telling motorists to slow down or to check their speed - Victoria Police blatantly did this during their industrial campaign in July 2011. We all need to help each other avoid being booked and we all need to deny rapacious governments the revenue that they scam from motorists by using these iniquitous cameras as highway robbers.

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## **MOBILE SPEED CAMERAS INCREASED**

In July 2011, hot on the heels of the announcement by the NSW Liberal O'Farrell government that it was removing 38 speed cameras because they were outed as being revenue-raisers, it was revealed that ramped-up mobile speed camera operations could make at least \$20 million a year for the government.

Six mobile speed vehicles issued 10,425 fines worth \$1.58 million in the last financial year, although they worked only 1000 hours each month. That will increase to 12,200 hours once the operation is in full swing, with up to 40 vehicles.

Each of the 40 vehicles will operate mobile speed cameras for two- or three-hour sessions at locations yet to be chosen. The RTA will deploy approximately 6100 hours per month as two-hour enforcement sessions and approximately 6100 hours per month as three-hour enforcement sessions.

### **CARR Comments**

It was probably too good to be true to expect the NSW government to just shut down those rapacious revenue-raising speed cameras without imagining that they would not be replaced with something else to keep the money flowing from fines. Mobile speed cameras don't do any more to save lives than fixed cameras, simply because if they don't indicate at the time of the offence that a motorist is booked, that motorist has no idea that he has transgressed and may go on and kill a number of people.

The government calls the operation of those cameras "enforcement" but this is nonsense. Enforcing the speed limit means making motorists stick to it, not fine them one month later for breaking it. Enforcement means putting a visible police presence on the road to make motorists check their speed and stick to the posted limits, not entrap them by cameras that don't inform them that they have been booked until many weeks later.

All motorists needs to help each other to avoid getting booked by these mobile cameras. A good technique would be to switch on headlamps whenever a mobile speed camera is spotted, to warn oncoming motorists to check that they are under the speed limit. An even better and perfectly legal way would be for motorists to purchase cheap LED flashing bike lights and tape them to the corner of their dashboards and flash oncoming traffic when a mobile speed camera van is spotted.

Such flashing LED bike lights or torches can be obtained in most supermarkets and dollar shops and only cost a few dollars at most. We need every weapon at our disposal to beat these highway robbers and the best way is to deny them revenue by warning others and they in turn will warn you. Don't hesitate - put flashing LED lights in your cars and help to kill off these mobile speed traps by helping your fellow motorists.

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## **NSW GOVERNMENT SHUT DOWN 38 SPEED CAMERAS**

On 27 July 2011, the NSW state government shut down 38 speed cameras, blasting the RTA for using them as revenue-raisers. The cameras were located across Sydney and the state and raised on average \$10 million per year. The cameras had been found by the Auditor General to have no significant road safety benefit.

The RTA had proposed to relocate the cameras or deactivate some of them, but the Roads Minister Duncan Gay overruled the RTA and ordered each of them to be turned off and removed.

"The Premier indicated with my support that if we found that cameras were not fulfilling a definitive road safety role and were just seen as a revenue-raiser, they would be removed," Gay said. "The report indicates that 38 of the 141 cameras in NSW are not fulfilling that role, their primary role is revenue-raising." However, mobile speed cameras could still operate at the locations.

The speed cameras turned off and to be removed are at the following locations:

SYDNEY				AREA
Carlingford		Road,	Road,	Epping
Delhi		Road,	Macquarie	Park
Eastern		Arterial	Road,	Gordon
Eastern	Valley		North	Willoughby
General		Holmes	Drive,	Botany
Great	Western	Highway,	Hume	Burwood
M4		Motorway,	Highway,	Wentworthville/Greystanes
President			Avenue,	GyMEA
Sherwood		Road,		West
Spit	Rd,		Beauty	Spit
Warringah		Road,		Forest
			Merrylands	
			Point/The	
			Frenchs	
OUTSIDE				SYDNEY
Balgownie		Road,	Fairy	Meadow
Bangalow				Clunes
Blackwall		Road,		North
Bolong		Road,	Woy	Heads
Brunswick		Valley	Shoalhaven	Shores
Brunxner			Ocean	Alstonville
Central		Coast		Bay
Hume			Bateau	Coolac
Hume				Tarcutta
Manns		Road,		Gosford
New		England	West	Llangothlin
New		England	Highway,	Murrurundi
New		England	Highway,	Quirindi
New		England	Highway,	Scone
New		England	Highway,	Tilbuster
Newcastle				Lambton
Ocean		Beach	Road,	Woy
Pacific		Highway,	Road,	Point
Pacific			Banora	Bundagen
Pacific		Highway,		Creek
Pacific			Heron	Kundabung
Pacific		Highway,		Urunga
Princes		Highway,		Angledale
Princes		Highway,		Broughton
Princes		Highway,		Nowra
Woy Woy Road, Kariong				

### CARR Comments

Finally we see a state government that is prepared to acknowledge the fact that speed cameras are indeed revenue-raisers and is willing to remove some of them. This is a start and the O'Farrell government that promised to do this has kept its election promise and must be heartily congratulated.

However, this is only the first step. Motorists need to continue to put pressure on the government to remove all fixed and mobile speed cameras, red-light cameras and then examine how to resume all the toll roads and turn them back into freeways, as they should have been in the first place. But what Barry O'Farrell and his NSW Liberal government have done is put the first nail into the coffin of speed cameras and this is exactly the opposite of the money-grabbing tax and punish policies of the previous NSW Labor government, very similar to the rapacious federal Labor regime.

## HYPOCRISY OF POLICE OVER SPEED CAMERAS

A secret report by senior police that was supposed to detail how to publicise speed camera locations instead focused on the success of covert cameras. Victoria Police advised the government against releasing secret mobile speed camera locations in the weeks before it was forced to implement the new state government's policy of greater transparency.

More than 30 pages of briefing notes and emails between police command and Department of Justice officials show strong support for Victoria's "covert" mobile speed cameras as Police Minister Peter Ryan pressed ahead with an election commitment to reveal

locations. Asked to prepare advice for a confidential briefing with Mr Ryan about implementing the Coalition's policy last December, the then Deputy Commissioner Ken Lay provided a lengthy report about the benefits of the secret operations.

But Victoria Police refused to release sections of Mr Lay's report headlined "Opportunities to Increase Transparency" as well as his recommendations, claiming the information could reveal police speed camera tactics.

A Government spokeswoman said the implementation of its policy to publish speed camera locations followed extensive consultation with relevant agencies, which took into account a range of views. "The Coalition came to government with a firm commitment to adopt a more open and transparent approach to road safety camera enforcement and the publishing of speed camera locations is a key part of this approach," she said.

### **CARR Comments**

It was less than one month prior to this secret report being exposed, that Victoria Police officers ran an industrial campaign against the government, part of which was alerting motorists to the location of speed cameras in an effort to deny revenue to the government. On the one hand police trumpeted about the success of covert speed cameras, yet on the other hand, they were prepared to negate their effect by exposing their locations by flashing their emergency lights.

This is hypocrisy on a grand scale. The police advised the government not to release details of secret speed camera locations, yet had the nerve to expose those locations to try and blackmail the government into succumbing to their industrial demands. If those cameras were so important to safety and saving lives, then police would have had the moral responsibility to not reveal their locations, so it is more than obvious that those cameras are nothing more than revenue-raising highway robbers and the police are complicit in operating as a taxation arm of government unless it suits them to use the money-collecting aspect of those cameras as a weapon in an industrial relations campaign.

There is no credible evidence that speed cameras save lives or prevent accidents. Many authorities around the world have removed these cameras because it was clearly shown to them that they were used for revenue-raising and not for any form of road safety. All motorists should actively lobby their state governments to force their removal and make it a condition of voting for candidates and parties contingent on written promises to abolish these roadside tax collectors.

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## **CARBON TAX WILL HIT MOTORISTS DESPITE GOVERNMENT LIES**

In July 2011, the federal Labor government of Julia Gillard announced details of the proposed carbon tax and claimed that because petrol was exempt from the tax, motorists would be unaffected. However, the Australian Greens insist that motorists will still be slugged for their fuel use.

Deputy Greens leader Christine Milne stated, "We want Australians to drive less, and when they do drive, to drive more efficiently. We need to restructure the fuel excise to reflect the fuel energy content of fuel." Senator Milne said that a basic tax that increased according to energy consumption would provide transparency for motorists as well as a good outcome for the environment. Greens leader Bob Brown said that despite petrol's exemption, it was inevitable that all fossil fuels would be under a tax.

Prime Minister Julia Gillard announced, "For the many, many Australians who drive long distances, maybe to work, maybe driving their kids on the weekend or going on holidays with the family, this will be a big help. This means that families, tradies and small businesses won't pay a cent more at the petrol pump because of the carbon price."

### **CARR Comments**

Firstly, the one thing to understand about Julia Gillard is that she is prepared to lie and mislead in virtually any way to push her agenda for this completely iniquitous tax. Prior to the federal election, Gillard stated, "There will be no carbon tax under the government I lead" and literally as soon as she formed government after the election, she announced the introduction of the carbon tax. It is a certainty that Labor would have been trounced in the election if Gillard had included a carbon tax in the Labor platform, so Gillard became Prime Minister on the basis of a blatant lie and a deliberate misleading of the people of Australia.

Even worse, Gillard and her Labor cronies and stooges are continuing to lie and mislead the Australian people about the carbon tax. Firstly, Gillard calls it a carbon tax, trying to insinuate that the substance to which she refers is that black sooty stuff that is found in chimneys. Gillard has never told the truth, that the tax has nothing whatsoever to do with carbon, but is a tax on carbon dioxide (CO<sub>2</sub>), a gas that is vital to life on Earth, the gas that plants photosynthesise to produce the oxygen that we humans require. The so-called carbon tax is really a levy on the air we breathe.

Secondly, in relation to this tax, Gillard constantly refers to carbon pollution. That is a blatant lie and an attempt to mislead the people. There is no carbon pollution because virtually no carbon is emitted by those 1000 companies that have been referred to as Australia's largest polluters. Sure, they emit CO<sub>2</sub>, the same gas that tomato growers pump into their greenhouses to promote crop growth, but CO<sub>2</sub> is not a pollutant - it is a pillar of life. None of the companies emitting CO<sub>2</sub> will pay the tax, but will merely act as tax collectors for the government and pass the tax onto the end-users by tacking it onto the price of their goods and services.

The worst aspect of this stupid and useless CO2 tax is that it actually won't do anything to stop human emissions of CO2 and it won't affect the global environment in any way. CO2 exists in our atmosphere as 380 parts per million - it is essentially a trace gas that is produced by oceanic and volcanic activity. It is a greenhouse gas, trapping the sun's heat and without the greenhouse effect, there would literally be no life on Earth, as there would be a permanent ice age.

So CO2 is essential for life on Earth, but Gillard and her cronies continue daily to lie to the people that they are taxing carbon and trying to reduce carbon pollution, when they are not doing anything of the sort. But the most ludicrous aspect of the CO2 tax is that it will not do a solitary thing to reduce the global greenhouse effect. Gillard's tax aims for a 5% reduction in CO2 emissions by 2020, which is unachievable anyway, but even if it was achieved, it would reduce global greenhouse gases by one-millionth, a completely insignificant and unmeasurable amount. In any case, we need the greenhouse effect anyway for life on this planet.

This CO2 tax is a gigantic scam that will not do what it purports, but will be inflicted on Australians to raise revenue to replenish the billions of dollars that the Labor government has squandered on their failed schemes, such as the Building the Education Revolution (BER), the insulation scheme that has cost the lives of at least four people and has been scammed by unscrupulous crooks, the solar energy scheme that has seen most of the installed solar panels deemed a hazard or of poor quality because of the cowboys jumping onto the solar energy bandwagon to make a fast buck and of course the set-top box lunacy that has seen \$40 set-top boxes supplied to people at a cost of \$350.

The other main reason for this CO2 tax is ideological, merely a vehicle for the redistribution of wealth, a Labor and Greens quasi-communist plan. Journalist Richard K Moore has written a fascinating and very detailed analysis of this situation called "Prognosis 2012: Towards a New World Social Order" that explains why governments around the world have pushed for emissions trading schemes and carbon taxes, even though they all know that such taxes will not reduce emissions. It can be found on the Internet.

This very long-winded explanation of this CO2 scam is necessary to understand that although Gillard claims that petrol is exempt from the CO2 tax and motorists will not be affected, that is absolute rubbish. Every petrol station uses electricity - lots of it - and if the price of electricity goes up, the cost of petrol will go up to cover this. Tolls will go up, although CARR hopes that motorists avoid toll roads completely. Car servicing will rise, because car repair shops and mechanics need electricity to operate. Petrol is transported by tankers that use diesel fuel that is not exempt from the CO2 tax, so the cost of delivering it to petrol stations will rise and will be tacked onto the price of petrol to the motorist.

The list goes on and on and the CO2 tax will do absolutely nothing for the atmosphere, but will make motorists much poorer, despite the lies and misleading statements from Gillard and her Labor and Greens acolytes. It is probably the greatest scam ever perpetrated on the Australian people that will achieve nothing except making us all poorer. We all need to protest against the CO2 tax at every step and get rid of Gillard and the Greens before they impose the tax, but if this cannot be achieved, vote Labor and Greens into oblivion at the next election and force the incoming government to abolish the CO2 tax in every form.

CARR is not a political organisation - it exists to help motorists avoid being ripped off by all governments and private toll road operators. Road tolls and speed cameras are known highway robbers and can be avoided, but the CO2 tax will be applied to everything, even the goods and services that the lying Prime Minister claims are exempt from the tax. So motorists will be very badly affected by the CO2 tax scam and this is why CARR urges everybody to fight it at every step and remember the lies, misleading propaganda and the wastage and failures of the socialist Rudd-Gillard Labor-Greens coalition and get rid of them and their scam as soon as possible.

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## **YET ANOTHER NEW SLUG FOR MOTORISTS SUGGESTED**

Motorists could face paying a toll on the Pacific Highway to ensure the Hexham-to-Queensland stretch is upgraded to a dual carriageway by 2016. Infrastructure Australia, the federal infrastructure advisory body, has suggested the pay-as-you-drive approach after revealing the cost of finishing the highway upgrade has blown out to between \$8 billion and \$9 billion.

The tollway strategy could extend the length of the east-Australian corridor, taking in the Hume and Bruce highways and could also be applied to the New England Highway, the Infrastructure Australia report said.

The new Infrastructure Australia report acknowledged some people may consider the toll proposal controversial or perhaps unfair. The NRMA has been one of the first to condemn the suggestion, arguing governments should simply honour their commitments to duplicate the Pacific Highway.

A spokesman for NSW Roads Minister Duncan Gay said the government had not ruled a toll out but it is not in their plans. "Before any decision is made it is something that would have to go to cabinet," he said.

### **CARR Comments**

Here we go again, yet another piece of softening-up before motorists are hit with another slug to their hip-pockets. This is generally the way governments prepare people before ripping them off.

With the amount of money the government raises from fees, charges, those iniquitous fines from speed and red-light cameras and many other ripoffs, there should be more than enough to pay for freeways. But of course every government squanders the money it raises on utter garbage and that is why this new toll road proposal is just another tax on drivers.

The people of Australia are already under threat from that completely ridiculous and unjustified carbon dioxide tax, so this toll proposal is just as unjustified. We all need to resist it completely by opposing it with every politician in the land.

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## **POLICE WARN MOTORISTS OF SPEED CAMERA TRAPS**

On 24 June 2011, Victorian peak-hour drivers will be warned to slow down at the state's most lucrative speed traps. Police will up the ante in their fight for a 4.5 per cent pay rise, warning motorists to slow down at five sites between 7.30am-8.30am.

Patrol cars with emergency lights flashing will be at a number of critical locations in Melbourne to alert motorists of upcoming speed cameras. The Police Association said the speed cameras collectively captured more than 81,000 motorists speeding in the last financial year. Police Association secretary Greg Davies has flagged similar concentrated efforts to dent government coffers as the campaign progresses.

Davis stated, "Actions such as these are necessary because our members have lost patience with the government after months of delays and avoidance. We'll continue to apply the bans to their fullest extent so that they have maximum impact."

### **CARR Comments**

Here is yet more hard evidence to prove that speed cameras are nothing more than revenue-raising devices. If as the government and police have always stated, those cameras are crucial to road safety and saving lives, why then are police preventing speed enforcement by those cameras by warning motorists to slow down? If the locations where those cameras are established are danger spots, why don't police do this every day, instead of using this tactic only as an industrial relations ploy?

Of course what the police are doing is trying to deny revenue from those cameras to the government and they can never again say that those cameras are there primarily to save lives. With evidence like this, all motorists need to contact their state members of parliament and demand that every speed and red light camera be removed because they are not there to save lives, but to rip people off. People have the power of the vote and politicians are scared of this, but motorists have to be organised in lobby groups to achieve this.

But in the meantime, all motorists should arm themselves with GPS receivers with up-to-date camera databases that trigger alerts when approaching those devices and deny the government revenue from fines. Mobile speed cameras are also a danger, so motorists ought to do everything in their power to warn other motorists that are driving towards these devices, so that they don't get booked by them. There is no law preventing people from warning motorists to slow down and in fact this is exactly what the police are doing in their industrial campaign.

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## **VICTORIAN SPEED CAMERAS WRONGLY BOOK MOTORISTS**

In June 2011, speed cameras on the Hume Highway will be switched off indefinitely after a top-level inquiry found drivers were wrongly booked. A high-tech fault led to fines being wrongly issued nine times, according to a \$131,000 report by accounting firm Deloitte. Thousands of motorists pass the disabled point-to-point cameras every day.

The report found the false bookings happened because the time on a camera clock was out of synchronisation with its global positioning system's time. Cameras at the centre of the investigation imposed 3657 fines in the three months to June 2010, reaping an average minimum of \$53,000 a week. The point-to-point system records vehicle details and the time it takes to pass between cameras. Critics said the system was less trustworthy than fixed cameras because it did not have the same capability to check for mistakes.

The Deloitte investigation was sparked when a Wallan woman was served with an impoundment notice after being clocked travelling at 154km/h in a 110km/h zone in a Mazda 2. The P-plater, who faced a 12-month licence suspension, was able to persuade a local police officer she was telling the truth. Results of the report have been passed to the Auditor-General, who is investigating the state's speed-camera network.

No decision will be made on returning the Hume Highway cameras to operation until the Auditor-General hands down his report, expected in September 2011. Police Minister Peter Ryan said most of the \$131,000 cost of the Deloitte report had been covered by a fine on the operator Redflex. In May 2011, the government introduced legislation to appoint an independent road-safety camera commissioner.

Victoria's speed camera system has been bedevilled by problems for years. More than \$13 million in fines was refunded over 19 faulty cameras on Western Ring Road in 2003. In 2006, cameras on West Gate Bridge were shut down amid worries about the quality of images. Many drivers continue to dispute fines from cameras on the EastLink freeway.

### **CARR Comments**

Apart from the fact that everybody knows that speed cameras are nothing more than revenue-raisers, the way they are administered places motorists at a complete legal disadvantage when it comes to disputing their bookings. Completely abrogating the well-established principle of the presumption of innocence, motorists pinged by speed cameras are deemed to be guilty and must go to court to prove themselves innocent.

It is a well-known fact that at any one time, at least 14% of all cameras are defective, yet motorists do not have many tools in their arsenals to prove that they have been wrongly booked. The government is the judge, jury and executioner and is the only provider of technical evidence to show that the camera in question is defective or has not been calibrated within the required period. Furthermore, these very unreliable cameras are deemed by government legislation to be scientific instruments that are always accurate, despite the fact that many of them are not.

The other problem for motorists booked by cameras is that the cost of fighting a booking far outweighs the fine. A motorist with a day job who personally takes the matter to court will have to appear to have a date set for the hearing, which could take up one working day. Then the motorist will have to appear at the hearing itself, hanging around a courthouse until his matter is called, which will take up another working day.

The problem is that the motorist is out of pocket for lost wages for two days and has absolutely no guarantee of winning the matter, as the government holds all the evidence and in most cases, the speed camera is deemed to be accurate, unless it can be proven that it was faulty at the time of the booking, which is almost impossible. Even if the motorist does win and has the fine dismissed, he is not entitled to be compensated for the two days wages lost, which far outweigh the speeding fine.

This is why the speed camera system is so wrong. The government holds all the aces, the cameras which are inaccurate and often faulty are deemed to be scientific instruments and motorists who choose to represent themselves in court are inexperienced and virtually always lose because of this. In other words, speed cameras are a deliberate scheme to raise revenue for the government and make it as difficult as possible for anybody to challenge the system.

Apart from lobbying all politicians to have these dreadful revenue-raisers abolished, motorists should dispute every booking and make the government prove that their cameras are indeed accurate and then clog up the courts by refusing to pay the fines on the grounds that they are entitled to the presumption of innocence. The system will soon collapse when thousands of people show up to courts every day and tie them up.

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## **CONGESTION TAX PROPOSED TO SLUG MOTORISTS AGAIN**

In June 2011, a report being considered by Victoria's Baillieu government suggested that motorists should be slugged with a city congestion tax to unlock Melbourne's gridlock. The plan, which could see cars and trucks charged up to \$10 each time they enter the CBD and inner suburbs, is part of a state-wide infrastructure inquiry ordered by Treasurer Kim Wells.

"The economic case for congestion charging is strong, and the political challenge becomes easier if some or all of the revenue is channelled into road and public transport improvements," the report stated. The car-tax call, contained in the 188-page report released on Friday, highlighted Melbourne and Sydney as cities that would benefit from a congestion tax.

### **CARR Comments**

This report is obviously part of the softening-up propaganda to get the motoring public used to the idea of another tax on them. Sure, capital cities get congested and it is part of modern life that people need to drive into CBD areas. However, a congestion tax is merely just another revenue-raiser that will fill government coffers, but little of the money will see its way to improving roads and other infrastructure for motorists.

The one weapon that the people of Australia have is the power of the boycott. If such a congestion tax is imposed in Melbourne, motorists should point-blank never drive into Melbourne CBD and just do their business and shopping in suburban areas. When shops and businesses start going broke because of lack of customers, their owners will soon start leaning on the government to abolish the congestion tax. Motorists should take every opportunity to inform CBD businesses why they will not go there any more.

There is really nothing in Melbourne CBD that cannot be obtained in the suburbs and if something really needs to be bought in the CBD, it can be ordered by phone and a courier can pick it up and deliver it to the customer's door for around \$15 or so. The cost and the time wasted of driving in and out of the CBD, paying expensive parking fees and risking exorbitant parking fines is far more expensive than paying \$15 to a courier to do this. All motorists should start to do this now and show that they will not be cash cows for more government extortion. We have the power of the boycott and we should exercise it all the time.

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## PLAN TO TAX MOTORIST BY THE KILOMETRE

In June 2011, Labor Infrastructure Minister Anthony Albanese said that congestion taxes should be considered, even though Labor rejected the idea only in 2010. The Henry tax review proposed charging motorists for every kilometre they drove, with higher fees levied for driving into cities during peak hour.

The former Rudd government rejected the idea of a road congestion tax when it responded to the review, but Albanese said that a congestion tax and road charges for more frequent drivers needed to be considered, arguing technology could be used to calculate someone's road usage.

"We have to also look at, not just congestion charging, but also how new technology can be used in terms of charges," he stated. "New technology means we can have distance tolling, particularly where it comes to freight. In the longer term we need to have a community debate about those issues."

### CARR Comments

One can only be amazed and shocked as to the depths that the Federal Labor government will stoop. Not content to decimate the \$150 billion surplus that they were handed in 2007 and reduce it to a massive deficit with some of the worst bungling and inept failed schemes that this nation has ever seen, now the motoring public is being softened up for another new tax, this time a fee for every kilometre that they drive. The moronic carbon dioxide tax is bad enough, but this scrabbling around for new taxes is positively obscene.

Labor has always been renowned as the Tax And Spend Party, but Rudd and Gillard have made Gough Whitlam's regime in 1972 to 1975 look like right-wing rednecks by comparison. Nobody could be blamed for thinking that there must be departments full of public service people dedicated to dreaming up new ways to tax the Australian public and this pay by the kilometre tax is just another proposal to gouge the ever-suffering motorists, who already pay more than they should in taxes, charges and who are preyed upon by revenue-raising cameras and other ripoffs.

The people who voted for Labor and the Greens in the past two elections must be wondering what the hell they did, as most Labor and Greens voters are in the lower socio-economic sector and the least able to pay these increased taxes. The professional sector, such as doctors, lawyers and business owners on very high incomes can usually afford tax increases, but the blue-collar Labor voters are the ones who are going to get it in the neck from the party that they usually support. Hopefully they may learn something from this for the next election.

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## VICTORIAN POLICE WARN MOTORISTS OF SPEED CAMERAS

In June 2011, Victorian police have made good on their promise to warn drivers when they were heading for a speed camera. Police Association members were at dozens of locations using emergency police car lights to signify the presence of cameras. They are using the tactic to cut State Government revenue from fines as part of a pay row. Officers were everywhere from freeways to side streets, warning drivers to slow down and save themselves from penalties.

The union's leadership has said it is prepared to continue using the tactic for months or years to get a better pay deal. The State Government has offered a 2.5 per cent increase. The association wants 4.5 per cent.

Association secretary Senior Sergeant Greg Davies said the public response was overwhelming. "The public have given a green light for red light and speed camera action," he said. "People have been tooting at the troops and waving. It's been a massive response." Davies said the industrial action would stop when there was a realistic pay offer.

### CARR Comments

What amazing hypocrites the police are to be doing this. For years the cops have been trumpeting the safety value of these speed and red-light cameras, telling us all that they are not revenue-raisers, but are there to save lives. But to put pressure on the Victorian government, those same cops are warning motorists of those cameras to stop them from being booked and thus deny revenue to the government. So much for the safety aspect. Would a person get arrested for warning approaching motorists about speed cameras?

This action by police proves beyond a shadow of doubt that speed and red-light cameras are there primarily to raise revenue, otherwise the police would not compromise the lives of motorists by warning them like this. The people of Australia now need to put immense pressure on all state governments to remove all of those cameras, as Swindon did in Britain and found that the road toll dropped. Speed cameras are a blatant revenue-raising scam, but people have the power to avoid being booked by them by using GPS warnings.

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## AUTOMATIC NUMBER PLATE RECOGNITION SYSTEM DEPLOYED

Victoria Police have deployed automatic number plate recognition (ANPR) technology to identify unauthorised drivers. Each unmarked vehicle equipped with this device is linked to a number plate information database that instantly alerts operators to unauthorised drivers, such as those who were unlicensed or disqualified from driving, and with expired or defective registration.

The fines for driving an unregistered car are horrendous, with police being able to issue multiple infringements for one offence - one for having an unregistered vehicle, one for driving an unregistered vehicle and one for driving an uninsured vehicle. A person caught driving an unregistered vehicle can immediately be hit by over \$1500 of fines. It is expected that ANPR will be used in all Australian states.

### **CARR Comments**

One could say that this is another use of automated technology to raise revenue, however there is one aspect to driving an unregistered vehicle that is quite critical and that is - unregistered vehicles do not have Compulsory Third Party (CTP) insurance, commonly known in NSW as greenslips. This means that if an unregistered vehicle is at fault in an accident that severely injures and disables the other driver or passengers, they have absolutely no recourse to compensation for his disability unless they are covered by their own personal accident insurance or they can successfully sue the driver of the vehicle that caused the accident.

So there is a very valid reason for all motorists to ensure that they only drive registered vehicles that are covered by CTP insurance for the reasons that the fines for not doing so are extraordinarily high, which is rather unfair and more importantly, that victims of accidents caused by those motorists are protected financially. Of course there is an easy way for motorists to avoid all this risk and that is to just ensure that their vehicles only go on the roads when fully registered and insured.

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## **NSW SPEED CAMERAS RAISED ALMOST \$350 MILLION REVENUE**

In June 2011, a report showed that almost \$350 million had been reaped from speed cameras in NSW over the past five years. Two cameras on Cleveland Street in Moore Park were the highest-earners in the state, generating \$20 million. A camera on the Great Western Highway at Parramatta raised more than \$7 million, followed by the Hume Highway at Bankstown with almost \$6.5 million.

Next was the camera on King Georges Road at Beverly Hills (southbound) with almost \$6 million, then the M2 Motorway at North Epping (westbound) with \$5.8 million, and the Princes Highway at Kogarah (southbound) with \$5.7 million. The figures were from a speed camera audit being done by the Auditor-General, Peter Achterstraat.

Roads Minister Duncan Gay suggested that the former Labor government had used the devices as revenue-raisers. "The public has long expressed concern to us that under the former state Labor government some of these cameras had become cash cows and were simply there to generate revenue, instead of being used to improve road safety," he said. The government has promised to rip out cameras found to have no effect on road safety.

### **CARR Comments**

Everybody knows that speed cameras are revenue-raisers. How on earth can a speed camera modify the behaviour of a speeder who does not receive the infringement for at least one month after being booked and continues speeding and possibly killing others? But can the people of NSW rely on the new Liberal state government to not get hooked onto this cash grab from these highway robbers?

The people will see whether the NSW government has the integrity to do what it has promised - rip out those speed cameras that don't improve road safety - in fact this can be said about all of them. Just as the British town of Swindon found a reduction in accidents and speeding after it had torn out all its speed and red light cameras, the NSW government will find that the road toll may reduce if it abolishes these taxation devices.

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## **NEW TAX PROPOSED ON POWER USED IN ELECTRIC CARS**

In June 2011, a parliamentary committee stated that a tax on power used in electric cars should be considered by Treasury. An inquiry into the Government's plan to increase LPG fuel excise heard that electric cars should be treated similarly. The committee's report said while few cars run on electricity, it is an emerging issue.

The committee stated that Treasury should start consulting industry with a view to developing an excise equivalent tax for the electricity used by electric vehicles in the medium term. One of the key motivators behind the legislation would be to reduce distortions in the fuels sector. The Government said it would consider the report.

Blade Electric Vehicle director Ross Blade said the recommendation was breathtaking. "I find it extraordinary to think that's being talked about now, before people have an incentive to drive an electric car" he said. The recommendation comes as the heated debate on a carbon tax continues, and Australians are told to use cleaner fuels.

Professor Ross Garnaut sang the praises of electric cars in his final report into climate change. "Zero emissions road vehicles now seem set to be the most promising source of abatement in the transport sector," he wrote.

### **CARR Comments**

Here we go again with another tax grab against motorists, this time against those who are environmentally conscious enough to purchase electric cars. But how will such a tax be imposed? And what about people who install solar panels and use only solar generated electricity to charge up their cars? This method would avoid using power from polluting electricity generators, therefore a tax could not be justified on those grounds.

What this really is about is panic in a greedy government that can see a loss of revenue from cars that avoid using heavily taxed and excised petrol. Distortions in the fuel sector indeed. The Labor government is trying to impose a carbon dioxide tax to allegedly reduce pollution and should be grateful to see more electric cars on the road, but a proposal to tax such vehicles merely proves that this rapacious pack of Labor clowns only cares about collecting as much revenue by way of taxes as possible.

The Government said it would consider the report, but of course this is the start of the softening-up procedure and the propaganda that will filter about with nonsense about people who buy electric cars not contributing their fair share to the running of the nation like those poor bunnies who fork out extraordinary amounts of money in massive petrol tax and excise. One has to wonder how low this Labor government can stoop. But one thing is guaranteed - if a new tax can be invented and imposed, this Labor government will do it. It's an utter disgrace.

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## **POLICE ACTION PROVES THAT SPEED CAMERAS ARE REVENUE-RAISERS**

In June 2011, motorists could dodge red light and speed camera fines worth millions to the government when police begin industrial action. The Police Association confirmed that it intends to go ahead with protected industrial action. About 12,000 police will join in the work bans as part of demands to secure a 4.5 per cent annual pay increase.

Association secretary Greg Davies said the Victorian government made between \$4 million and \$5 million from speed and red light cameras each week and planned industrial action would target that revenue source. Davies said police were not being irresponsible in their actions, because they would use flashing lights on patrol cars to encourage drivers to slow down before reaching the cameras.

### **CARR Comments**

Well there's the evidence that speed and red light cameras are nothing more than revenue-raisers and the police action to deny revenue to the Victorian government by targeting these highway robbers proves it beyond a shadow of doubt. If these cameras were really there for safety only, then the police would not dream of preventing their operation, but if police use the denial of revenue from those cameras to hurt the government without considering any safety aspect, then we know that those cameras are just there to rip us off.

Knowing this, the voters have to start putting pressure on all state governments to either prove that those speed and red light cameras really are there to save lives and not operate as taxation collectors, or remove them all. There is plenty of evidence that these devices don't save lives.

For instance, the first town in Britain to scrap fixed speed cameras has seen no increase in accidents, but the number of motorists prosecuted for speeding there dropped by more than 40%. Swindon switched off its cameras over claims they were a blatant tax on motorists that did nothing to improve safety. But what motorists need to do is to convince state governments in Australia that this is the case and get those cameras abolished.

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## **PARENTS CHOKING ON PAYING ENORMOUS TOLL FEES FOR STUDENTS**

In May 2011, parents of university students were reported to be suffering because of the enormously high toll road costs for their children going to universities that are a long way from their homes. One student in Kenthurst estimated that her yearly toll road cost would be a whopping \$3000 per year. This was just unaffordable, so she has had to defer a number of subjects so that her parents could stop paying the e-toll cost.

The State member for Hawkesbury, Ray Williams, said that he was aware of the huge toll costs, but because toll road operators were private companies, there was no way that he could dictate to them to implement discounted tolls for students.

### **CARR Comments**

Just to demonstrate how high those tolls really are, that student in Kenthurst only used toll roads three days per week to get from her home to Manly. University semesters are quite short, so the \$3000 per year that her parents had been paying worked out to at

least \$100 per week if not more. To think that somebody could rack up such an expense just to drive around Sydney is extraordinary, but a person living in Kenthurst who used toll roads to travel to Sydney Airport five days per week to work would rack up a yearly bill of over \$5000.

This website has been campaigning for years to have these toll roads abolished. The former Labor government that supported the construction of these private roads knew that people would hurt badly from the cost of using them, but their cosy deals with private toll road operators allowed that government to avoid spending money on building free roads and of course the government just squandered what it had saved on failed programs and stupid ventures.

The comments of Ray Williams don't hold much water either. He stated that he wasn't able to force private toll companies to provide discounted student tolls, but there are many ways that the state government could do it. For instance, the government could prevent toll companies from fining motorists who did not pay the tolls, because only the government is permitted to impose fines. If this was implemented, those toll companies would then have to take every toll dodger to court by summons and sue them for the paltry fine, which would simply cost hundreds of times more than the actual toll that was evaded.

There are many ways that the government could get those student concessions implemented, however the best thing that could happen is that all toll roads should be resumed by the state and made into freeways with no tolls. Obviously the government will not do this, so it's up to motorists to send those toll roads broke by boycotting them until they go out of business and have to hand them over to the government. CARR strongly urges all motorists to do this by using GPS to avoid toll roads at all times.

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## **CHEAPER TO GET BOOKED THAN TO PARK LEGITIMATELY IN SYDNEY CBD**

According to reports in May 2011, parking in Sydney has become so expensive that it is cheaper to cop an \$86 fine than cough up for a few hours in a carpark. With Lord Mayor Clover Moore declaring war on cars and Transport NSW trying to slash new car spaces, it costs up to \$89 to park for more than three hours.

A state government parking tax has been blamed for making city parking a luxury that even cashed-up tourists can't afford. There are now no free carparks in the CBD, with global parking surveys naming Sydney as the fifth most expensive place to park in the world, costing up to \$35 an hour or \$142 a day.

Parking bosses are calling for an overhaul of the tax that forces hotels, councils and commercial carparks to pay up to \$2040 a space every year. The tax was imposed in a bid to clear congestion in Sydney CBD streets but city workers say that it is cheaper to park on the street and risk a fine.

Hotels want carparks to be made exempt from the levy - arguing that the policy keeps away tourists who drive their own cars. The tax was supposed to discourage daily commuter traffic congestion in the Sydney CBD. The levy was doubled in 2009 under Labor and will make \$105 million in 2011. The tax was intended to be used to improve public transport but the funds went into consolidated revenue.

### **CARR Comments**

How on earth can a tax on off-street parking help to clear congestion on Sydney CBD streets? Logically, encouraging off-street parking would help relieve the on-street parking situation, therefore the only conclusion that can be reached is that the off-street parking tax is just a blatant money grab. But Sydney City Council is notorious for inventing a myriad of ways to fleece motorists.

Of course the best solution for people is to stop being victims of this rapacious council and that is easy. Just don't go into Sydney CBD at all - do your shopping and business only in places that provide free parking and there are plenty of those. Let Sydney CBD businesses know that you are boycotting them because of the parking problem and they need to get this council kicked out before it destroys their businesses.

But if you really need to go into Sydney CBD, catch a bus or train and that way, Sydney City Council won't get a penny from you. If you need to pick something up from Sydney CBD such as a parcel, use a courier. By the time you factor your time, road tolls, fuel, parking fees and the risk of a fine, a courier is less than half the cost of a driving into Sydney CBD and wasting a couple of hours. A courier can deliver an average sized parcel right to your door for \$16 or less.

Motorists have one potent weapon in their armoury, the power of the boycott. If all motorists refused to allow themselves to be cash cows for rapacious governments, councils and toll road operators, they would be a lot better off financially. The best part would be that those ripoff merchants would find their revenue streams disappearing if motorists stopped being their victims.

On a personal basis, I ensure that I never pay parking fees, fines or tolls. I use my GPS to route me around toll roads and still get to my destinations in plenty of time and comfort. I don't shop in any area that requires paid parking - I just go to shopping centres with free parking and there are plenty of those. If I have to go to Sydney CBD or any such place, I use my Seniors Card concession and travel all day on trains and buses for \$2.50. And that is what every motorist should do - deny those money-grabbing bastards every cent and send them to the wall.

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## **SYDNEY CITY COUNCIL MAKES ANOTHER MONEY GRAB**

It was reported in May 2011 that the cost of meter parking in the city will rise to \$7 an hour in an attempt to recoup millions lost in falling fines. The 17% rise in parking costs is set to continue for the next decade with Sydney City Council banking its financial future on car-related revenue. It comes after wary motorists, avoiding driving into the city at all, have caused a \$3.5 million drop in parking fines so far this financial year.

Detailed income forecasts reveal plans to suck up to 30% more cash from car parks and off-street parking to \$58.8 million in 10 years. Sydney City Council will claw an extra \$1.9 million next financial year through increasing parking costs from \$6 an hour to \$7 an hour in Haymarket, Surry Hills and the south CBD to keep parity with expected increases in off-street commercial parking rates and increased demand.

Fines were down due to improved compliance and increased use of public transport, according to council reports. The increases in the compliance rates by motorists led to a lower number of parking penalty notices issued than expected. Revenue was expected to decline by \$3.5 million. The council plans to increase its gross enforcement income - half of which goes to the State Government - from \$41 million in 2012 to \$53.4 million by 2021.

### **CARR Comments**

This is both good news and bad news. The bad news is that the Sydney City Council has yet again exposed itself to be the rapacious organisation that cannot operate without using motorists as cash cows. One has to wonder how such a council operated before it discovered that milking motorists by excessive parking fees and fines was the way to finance its operations.

But the good news is that motorists are doing the one thing that really works - boycotting areas that charge those excessive parking fees and impose those excessive parking fines, sending a clear message to Sydney City Council that they refuse to be victims any longer. Parking fees and revenue from fines has dropped dramatically as motorists shun going into the Sydney CBD and go and do their business in motorist-friendly areas.

All motorists who think of driving to the Sydney CBD should think long and hard before doing so and figure out whether they actually need to do so. Virtually anything available for sale in the city is available in most regional shopping centres with free parking. But if people really need to go into the city, the best way is to park in a nearby suburb in a street with no parking restrictions and catch a bus or a train. Then there is no risk whatsoever of being booked or penalised in any other way.

But if something needs to actually be picked up from Sydney CBD, the way to do it is by courier instead of driving in and picking it up personally and paying enormous parking fees and risking fines. Most motorists don't realise what it really costs to do this. For instance, a round trip from Castle Hill to Sydney CBD is 35km each way - 70km. So if the vehicle uses 10 litres of petrol per 100km, this will cost the motorist around \$10, not taking account of tyre wear and other car expenses. If that motorist has to then pay \$7 to park for one hour, this brings his costs to \$17.

And if that motorist is silly enough to drive on toll roads instead of avoiding them, that little journey to and from the Sydney CBD using the M2 toll road, the Lane Cove Tunnel and Sydney Harbour Tunnel will incur a cost of nearly \$20 in tolls. So if a motorist chooses that option, that trip into Sydney CBD and back would cost a whopping \$37 total. But getting a parcel via courier door to door from a Sydney CBD address to Castle Hill is \$16 and less. Even without toll road fees, that is still cheaper than driving into Sydney CBD and wasting valuable time, because the return trip would take at least 45 minutes each way plus the hour in the city being a total of 3 hours minimum that could be better spent.

Boycotts do work, especially if a large percentage of people participate. Toll road operators have found this out, with the NSW Cross City and Lane Cove Tunnel tollways going broke. The same applies to Melbourne CBD. All motorists should now cease to drive into Sydney and Melbourne CBDs and do their business and shopping in car-friendly areas or get their goods delivered to them by courier. It won't take long before businesses in those CBDs will turn onto their councils and demand an end to this rapacious money grab before they go broke too.

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## **ULTIMATE PROOF THAT SPEED CAMERAS ARE JUST REVENUE-RAISERS**

In May 2011, it was reported that police are planning to flash their lights to warn drivers about speed cameras as their pay row with the State Government deepens. The unprecedented industrial action, to be voted on by officers on 02 May 2011, would cost the Government millions of dollars every week.

Under a resolution to be put to the meeting, police would use their patrol car lights to flag the presence of speed cameras, giving motorists adequate notice to slow down. The action would apply to fixed and mobile cameras, which raked in a combined \$191 million last year. Speed camera revenue will be shown to be a major income source in Victoria's State Budget in May 2011.

### **CARR Comments**

Here is the absolute rock-hard evidence which shows that the Victorian Police know that speed cameras are nothing more than revenue-raisers. Police warning motorists of speed cameras has only one desired effect - to deny revenue to the government as leverage in their industrial dispute. So where's the safety aspect of these cameras?

Logic dictates that if police consider that preventing motorists from being booked by speed cameras will hurt the government's revenue stream, then all those arguments from police and government about those cameras being there only to save lives and prevent accidents are just blatant lies.

If the Victorian Police do take this action, every motorist should be prepared to make a video recording of any police they see flashing their lights to warn motorists of speed traps and cameras. Then when they are booked for doing this at a subsequent time, they can produce the video recording with time, date, location and police car numberplate to the court and demand to know if the policeman responsible for doing this was also booked and if not, why not.

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## **ANOTHER CASH GRAB BY SPEED CAMERAS**

In April 2011, it was announced that councils could start booking motorists for speeding on local streets under a federal plan to help reduce the national road toll. The far-reaching National Road Safety Strategy also proposes bans on mobile phone hands-free kits - meaning mobiles would not be able to be used at all while driving - and random drug testing for those who drive for a living.

But some of the proposals, such as giving councils the power to operate speed cameras on local roads, do not have the full support of all transport ministers, although some local government authorities are lobbying hard for the measures.

The draft said considerations should be given to "investigating the scope for provision of enforcement powers and speed cameras for local government management of road safety on local roads".

NSW Premier Barry O'Farrell has vowed to remove any speed cameras on NSW roads which do not improve road safety and are used purely as revenue cash cows. Despite the audit, the Roads and Traffic Authority is still planning to install an extra 200 speed cameras by 2013. The RTA has defended its safety cameras, which detect both speeding and red light infringements at traffic lights, saying they prevent fatalities.

### **CARR Comments**

One can only marvel at the utter garbage that our governments come out with, in their attempts to gouge more and more money from motorists. Firstly, the baloney that the RTA comes out with, that its "safety" cameras save lives. This has been proven to be untrue, where in the UK, it was shown that after such cameras were removed, the death toll and accident rate reduced.

Councils are notorious for trying to raise money, with parking infringements being a massive source of revenue, but the lure of speed cameras operated by councils would be too hard to resist. But how many people speed through back streets? Most of those streets in Sydney and Melbourne are far too narrow and full of obstructions to even try and drive fast through.

This incessant money grab by using speed camera has to stop. Most people wouldn't condone criminal activity, but one cannot imagine many motorists being upset if vigilante groups started destroying those cameras as a rebellion against this constant attack on motorists. In fact most motorists would let out cheers at the news of another speed camera being torched, as they were in Victoria recently.

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## **INVESTORS SUE ON WRONG TOLL ROAD FORECAST**

Institutional and retail investors will join a \$700 million class action against traffic modelling forecaster AECOM over allegations that its forecasts for toll road operator RiverCity Motorways were deceptive and misleading. RiverCity, which listed on the ASX in June 2006 and collapsed in February 2011 owing banks \$1.3 billion, became a financial black hole after traffic flows failed to live up to forecasts. The forecasts were included in a product disclosure statement to raise capital from shareholders. A different set of traffic forecasts were provided to the banks.

Litigation funder IMF will bankroll the class action, claiming AECOM failed to provide investors with proper disclosure on the various sets of figures it prepared. Investors including James Fielding Infrastructure, Lift Capital, which collapsed during the global financial crisis and various ABN Amro funds are listed as the top 20 shareholders in the initial RiverCity float. AECOM said that the proposed claim lacked merit and any action would be defended.

The collapse of RiverCity follows a long line of toll roads placed into receivership, including Sydney's Lane Cove Tunnel and Cross City Tunnel, costing investors and banks billions of dollars.

### **CARR Comments**

This is terrific news - yet another toll road has gone broke and hopefully the Queensland government will eventually have to take it over and turn it into a freeway, as it should have been in the first place. It is a disgrace when state governments reap so much money from motorists in fines, registration fees and other charges, that they can't even build a decent road infrastructure, but have to engage private companies to build those roads and charge motorists for using them.

All motorists in Queensland should now completely boycott the CLEM7 Tunnel and all other toll roads. By using GPS to bypass toll roads and travel on freeways and regular roads, motorists will find that not only will they arrive at their destinations within a few minutes and save themselves a lot of money.

For instance, the CLEM7 Tunnel toll is \$3.95 each way, so a motorist using it for a return trip to work five days per week will pay \$39.50 per week. In a 50-week work year, that toll mounts up to nearly \$2000. If that motorist earns \$50,000 per year, he will be spending 4% of his wages just on that toll, probably more than the fuel for his car. Most motorists don't realise the impact that regular use of toll roads has on their income. These highway robbers are not cheap.

Motorists who do the smart thing and boycott all toll roads will save a lot of money, merely for spending a few minutes extra each day in their cars, listening to nice music or talkback radio. This website has shown a number of people in Sydney how to save up to \$6000 per year merely by using GPS to route around toll roads and that's not chickenfeed.

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## **MOTORISTS WILL SUFFER IF A CARBON TAX IS IMPOSED**

In April 2011, it was reported that Victorian motorists could be hit with extra household bills of \$50 to \$150 a year under a \$30 a tonne carbon tax if petrol is included. Fears of the added household hit have strengthened calls for a guaranteed fuel excise cut or for petrol to be excluded from the Federal Government's scheme.

Peak motoring body the RACV has crunched figures on motorists' petrol costs, based on average distances travelled each year and carbon tax-related price increases predicted by the Government's climate change adviser, Professor Ross Garnaut.

The RACV figures show people driving fuel-efficient cars an average 15,000km a year would escape with cost increases of about \$35 under a \$20 a tonne tax, or \$50 under a \$30 carbon tax. Motorists with gas-guzzling four-wheel-drives would be slugged \$108 or \$152 respectively. People forced to drive longer than average distances would suffer more if petrol was included in a carbon tax.

The Government is yet to unveil plans for petrol under its carbon tax. Under the Government's dumped carbon pollution reduction scheme, petrol was exempt. The Greens have previously argued for petrol to be included in the carbon tax mechanism but have recently signalled they could be open to compromise.

### **CARR Comments**

For starters, the carbon dioxide tax is a scam, because it will not reduce any CO2 emissions, but merely put a price on them. So the CO2 emissions will continue, but every person in Australia will be taxed for it. Prime Minister Gillard already admitted that 50 companies in Australia produce half the greenhouse emissions, not just CO2. So wouldn't the logical solution be to force those companies to change their operations and clean up their act and thus reduce all emissions by half, not just the lousy 5% CO2 that is the aim of this \$11 billion per year tax? But not just Victorian motorists will suffer - motorists throughout Australia will be hit.

Of course that would not raise the revenue that the government is trying to gouge out of everybody, so this is why the government is trying to introduce a tax on CO2, a gas that is essential to all life on the planet. CO2 is not a pollutant and the government's supposed aim to reduce CO2 emissions by 5% will - if it can even be measured - reduce total global greenhouse emissions by less than 5-millionths of 1% - in other words, no reduction at all.

Even the government's own former Climate Change Minister Penny Wong stated a number of times, "A carbon tax does not guarantee emissions reductions" and she was right. All that such a tax will do is allow CO2 emitters to add the tax to their products, thus consumers will pay more for everything and the government will reap the tax. Apart from Gillard's blatant lying before the 2010 election about not imposing a carbon tax - the worst part is that such a tax won't actually do what it purports.

There is only one answer to this. All people especially all motorists, need to band together and work towards kicking the Gillard Labor government out of office and ensuring that any incoming government will guarantee that there will not be a carbon tax or any emissions trading scheme imposed. If a government wants to stop greenhouse emissions, it just needs to stop the polluters, not impose a tax, knowing that the only result will be poorer Australians.

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## **RAPACIOUS COUNCIL TO DEPLOY PARKING SENSORS**

In April 2011, it was reported that Melbourne City Council is set to reap almost \$3 million more a year in parking fines after the council approved new in-ground sensors to alert parking inspectors when motorists overstay time limits. The council made \$33,864,282 from parking fines in the 2009-2010 financial year. The new technology will be rolled out from July and is expected to

make the council an extra \$11.82 million over four years, even after the \$5.48 million price tag for introducing the new technology is deducted.

The in-ground sensors, which record when a vehicle moves in and out of a parking bay, will send a message to the nearest parking inspector when a motorist has overstayed the time limit by five minutes. The sensors will be installed in the city's 4619 single marked bays by the end of October 2011.

The council also plans to introduce new licence plate recognition technology to identify vehicles overstaying parking times in residential areas. The number plate recognition technology is fixed to a moving vehicle that records the presence of vehicles and then at a subsequent drive by, notifies the inspector if the vehicle has been there too long. The systems will be in place in Flemington, Kensington, North Melbourne and Carlton.

#### **CARR Comments**

As if motorists don't already pay more than enough in registration fees, road taxes, fuel excise, speeding fines and other imposts, governments and councils are doing their best to extort even more money out of them. Local councils that are notorious for squandering ratepayer's funds have now discovered new ways to raise money, instead of concentrating on providing essential services.

The same councils that fail to repair dangerous potholes and other road hazards in their jurisdictions are all too quick to implement any sort of technology that will squeeze the motorist. The people in areas where those rapacious councils exist should run campaigns to drive out the councillors that introduce such greedy measures, just as people should work to drive out those politicians who support those revenue-raising speed cameras that don't stop speeding or accidents.

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## **MORE SPEED CAMERAS ROLLED OUT IN NSW**

In April 2011, the RTA announced that it will be forging ahead with its plan to install 200 new speed cameras by 2013, despite Premier Barry O'Farrell declaring them "cash cows". The RTA has defended its safety cameras, which detect both speeding and red light infringements at traffic lights, saying they prevent dangerous fatalities.

O'Farrell announced last week he had written to the Auditor-General to investigate mobile, fixed and safety cameras for fear they were simply revenue raising machines. A spokesman for the RTA said it would continue to install safety cameras under the \$46 million program even if it had to remove them after the audit is complete.

Roads Minister Duncan Gay said the program would be halted after the installation of the next 24 safety cameras and no fines would be issued by the new cameras, only warnings. "No infringements will be issued. Contracts that have already been issued will stay in place but the audit will look to see how effective these and all cameras are into the future," he said.

#### **CARR Comments**

The NSW Premier realises that speed cameras are just revenue-raisers. The RTA also knows this, because they have been installed in places where there is literally no chance of accidents due to speeding, such as the notorious Cleveland Street 50kph cameras. Everybody on this planet knows that speed cameras cannot possibly affect the road toll when speeders are not issued infringement notices for a month after they are pinged by cameras, thus not modifying their speeding for that time and maybe killing people in the interim.

So why is the Premier and his government not putting an immediate stop to the rollout of all new speed cameras? Why is he allowing the squandering of \$46 million, when there is a good chance that those cameras will be removed? This sort of waste of taxpayer funds is just insane. The NSW government has the power and the mandate to deal with the rapacious RTA and its blatant revenue-raising exercises, so one would expect the Premier to do something about this, instead of just writing to the Auditor-General.

It seems that government of all political persuasions are much the same when revenue is involved. Once an incoming government is informed as to how much it can gouge from the misery of the people, such as revenue from lethal tobacco, alcoholic beverages, gambling and traffic fines, all good intentions seem to go out the window. One has to wonder if O'Farrell has the courage of his convictions regarding revenue-raising speed cameras and what he will really do about them.

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## **NSW ROADS THAT WILL NOT BE FIXED IN A DECADE**

In March 2011, the NSW RTA admitted that the following roads that desperately need upgrading or expansion will not be funded in the next decade.

#### **SYDNEY AND SURROUNDS**

**M5 East expansion  
M4 extension  
Construction of F3 to M2 connection  
M4 motorway widening  
M7 widening  
Sydney West and North West  
The Northern Rd upgrade  
Burns Road, Memorial Avenue  
Prospect Highway, Blacktown Road  
Werrington Arterial  
Works to support Penrith Lakes development  
Works to support WSEA and WSELIA  
Richmond Road  
Schofields Road, including extension to Richmond Road  
Garfield Road  
Sydney South West and South  
Elizabeth Drive  
The Northern Road  
Bringelly Road  
Raby Road extension  
Campbelltown Road upgrade  
Narellan Road widening**

#### **ILLAWARRA REGION**

**Princes Highway, Albion Park Rail bypass  
Princes Highway, Bulli Pass replacement  
Picton Road major works**

#### **CENTRAL COAST REGION**

**Manns Road  
Central Coast Highway, Wamberal to Bateau Bay  
Avoca Drive, additional stages  
Pacific Highway south of Wyong  
Roads supporting Warnervale Development and Wyong employment zone such as Sparkes Road  
Brisbane Waters Drive**

#### **HUNTER REGION**

**John Renshaw Drive duplication  
Tourle Street-Cormorant Road duplication  
Cessnock Road duplication  
Lookout Road-Russell Road intersection  
Hillsborough Road duplication  
Newcastle Inner City bypass Rankin Road to Jesmond  
Pacific Highway widening to Hexham  
Newcastle Link Road Improvements  
Adamstown Rail Crossing  
Bridges Road-St James Road to Lambton Road**

#### **CARR Comments**

The motorists of NSW pay far more in taxes, fees and fines than in any other state, yet the benighted government and their taxation arm, the RTA, cannot even organise the funding of major road improvements, many of them for safety reasons. Why? The answer is very simple.

For the past 14 years, the NSW Labor regime has squandered billions of dollars of taxpayer money on useless and failed schemes. This pack of negligent fools has literally brought NSW to its knees. Hopefully a new state government might at least try and do the right thing by the electorate and direct funds to essential infrastructure, instead of blowing it on absolute garbage, as the NSW Labor government had done for over a decade. The taxpayers and motorists of NSW can only hope.

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## **MORE LOCATIONS FOR MOBILE SPEED CAMERAS**

In March 2011 it was reported that the number of mobile speed camera sites is to explode across the state, with up to 3000 new locations where hidden vehicles can nab drivers. RTA documents revealed that the RTA plans to increase the number of locations

mobile speed cameras can be used, from 144 to between 2000 and 3000. The RTA boasts that the cameras can be up to 8 metres from a road's edge and still "enforce" four lanes of traffic.

A memo from RTA CEO Michael Bushby to Roads Minister David Borger stated that "by not providing advance warning the driver will not be able to slow down at the camera and then speed up past the point of detection". In fact the RTA originally only posted signs after the cameras, so motorists would be aware they had been potentially caught but after it was too late.

Fearing a backlash, in November 2010, Premier Kristina Kenneally ordered that signage be placed to give drivers warning of the mobile cameras. Yet even then the RTA attempted to argue that there were "safety concerns" around "the ability of operators to safely place and set up signs". And in an acknowledgement of the fury that the cameras cause drivers, the agency now uses removable magnetic signs for the camera vehicles so they are not spotted and attacked by angry motorists.

Opposition roads spokesman Andrew Stoner said that the rollout came despite questionable evidence that the existing cameras were even saving lives. "The Kenneally Government can't yet prove that mobile speed cameras save lives but they're already planning to increase the number of locations from 144 to at least 2000," Stoner said.

The RTA confirmed it was planning to ramp up the number of speed cameras but denied it was revenue raising. This was despite the initial justification the cameras would only be deployed at blackspots. The agency said it would publish the possible locations, but the number was so high it would likely be meaningless for most drivers.

### **CARR Comments**

This is yet another sick joke from the NSW state government in collusion with its taxation arm, the RTA. The mobile speed cameras were to be deployed at black spots that had a high accident rate, yet now the motoring public can see that these mobile camera cars will be placed anywhere that the RTA thinks will raise more revenue.

Like the proposed carbon tax scam that can't show that pollution from harmless and vital carbon dioxide will be reduced, there is not a shred of evidence to show that speed cameras reduce accidents or save lives on the roads. In fact many other nations are removing them because the people have pressured their governments into admitting that those speed cameras are just taxation devices and not lifesaving machines.

It will be interesting to see if the new NSW government will act to eradicate this blatant money grab by the RTA, but the motoring public should not expect too much, if anything. Governments of every political persuasion are addicted to revenue at the expense of lives and safety. If governments were really concerned about the welfare of people, they would immediately ban smoking that kills 20,000 people every year in Australia, but of course that won't happen, because there is far too much revenue to be raised from tobacco sales.

Imagine if all those mobile speed camera cars were highly visible police cars on the road around black spots. Motorists seeing them would immediately slow down and lives might be saved. But as the RTA bragged, mobile speed cameras can be parked up to 8 metres from a road and "enforce" four lanes of traffic. Note the word "enforce" that the RTA and the police use for this. It's like the spin the Americans use - "extraordinary rendition" meaning illegal kidnapping. The term "enforce" just means entrapment, not policing the roads to ensure the safety of motorists. It's yet another scam, courtesy of the revenue-seeking NSW government.

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## **SPEED CAMERAS PROVEN TO BE REVENUE-RAISERS**

In March 2011, a university study showed that speed cameras are nothing more than revenue raisers. The study showed that these cameras were not used in notorious black spots. The report, prepared by the University of Adelaide for Liberal MP Ivan Venning, calls for a greater police presence on the roads and for the police to take over management and placement of the cameras.

Venning has moved in the House of Assembly for a parliamentary select committee to investigate the use of speed cameras and other devices used South Australian police. He said the state's resources needed to be targeted at the most effective safety measures and that motorists do not become victims of the tax collector.

The report stated that a month-long study in 2010 showed that in rural areas, speed cameras were not being used where accidents occurred. It concluded that 37% of the cameras in the study were placed directly inside a rural town on a rural street even though only 4.2% of accidents occur in these areas.

Statistic released under Freedom Of Information laws in 2009 further revealed that only two of the top ten revenue-raising speed camera sites were located in South Australia's worst black spots. Police data found that black spots in Adelaide were on main arterial roads but major revenue-raising roads were in the Adelaide CBD and eastern suburbs.

The report recommended:

**Increased police patrols because they can capture more serious accident-causing offences than cameras can.**

**Greater transparency so people can more easily access information about the operation of speed cameras and where they are in relation to accident black spots.**

**Transfer responsibility for camera enforcement to local police.**

The report highlighted that several other factors other than speeding can also contribute to road accidents. In SA, 36% of people who died in road accidents in 2009 had a blood alcohol reading of 0.05 per cent or higher and inattention was a contributing cause in 52% and 47% of fatal and serious injury accidents.

Road Safety Minister Tom Kenyon said what the Government was trying to achieve through the use of speed cameras was to lower the speed of motorists. "Research shows that the more often you are caught, the more effective it is," he said.

#### **CARR Comments**

Firstly, what South Australian Road Safety Minister Tom Kenyon stated about the government's aim to use speed cameras to use more frequent bookings to intimidate speeders is a load of utter tripe. Research suggests that most people speed inadvertently, not dangerously and are booked by those cameras, Police can use their discretion in regard to issuing infringements, such as not booking motorists who inadvertently go over the speed limit while rolling down hills, but cameras do not have this discretion.

This university study just adds to the mountain of hard evidence that proves that governments are using speed cameras as a form of taxation, not for reducing motor accidents. Why would the SA government place only two of the ten cameras were placed on accident black spots and the rest were placed on busy CBD and suburban roads that would reap the most revenue? The answer is that those speed cameras are there to raise revenue and not there to reduce accidents.

If it is known that 36% of people who died in road accidents had blood alcohol level exceeding the legal limit, logic dictates that such accidents could be greatly reduced by reducing legal blood alcohol limit of drivers to zero, just like for pilots. But of course such a move would also reduce government revenue from alcohol beverage sales, so no government will do this. The end result is more people being killed on the road because of alcohol and more speed cameras being installed to tax those who are still alive.

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## **THE REVENUE-RAISING CONTINUES**

In February 2011, RTA data revealed that in just four months from November 2010, fines from controversial new safety cameras have exploded, with the revenue raked in monthly by the State Government leaping from just \$40,000 to more than \$1.8 million. More than 50 safety cameras which detect both speeding and red light infringements were installed in NSW, with the most lucrative collecting an extraordinary \$298,977 in just its second month of operation.

Two other cameras on Parramatta Road at Petersham and Newbridge Road at Milperra also collected more than \$200,000 just in November 2010.

The State Government said there were plans to install 200 cameras on intersections where a high number of crashes occur. But many drivers are fuming as the new cameras, which now snap a motorist every five minutes, require just one small, easily concealed, warning sign.

#### **CARR Comments**

There can be absolutely no doubt that the NSW government is using so-called safety cameras as nothing more than a means of taxation, despite the mealy-mouthed rubbish emanating from Roads Minister David Borger. He claims that his government would be happy not to collect one cent if it meant a reduction of the 160 speed-related fatalities on NSW roads in 2010.

But what Borger never mentions is how many of those fatalities occurred in places where those cameras were installed, which is probably none at all. What Borger does not mention either is that many of those speed-related fatalities occurred due to other factors as well. The truth is that the NSW government, having squandered billions of dollars on failed or cancelled projects, is short of money and is hooked on revenue-raising outside of the normal taxation sphere.

Motorists need to defend themselves against this rapacious government, knowing that those alleged safety cameras do not actually engender safety, but are there to rip motorists off. However, motorists have a number of tools at their disposal, the best one being a GPS receiver with a current traffic camera database that they should use whenever driving anywhere, just to warn them of those cameras. Then motorists should do what they can to warn oncoming motorists of any mobile cameras that they see.

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## **SPEED CAMERAS ARE AN ATTRACTIVE REVENUE SOURCE FOR BANKER**

In February 2011, it was announced that Macquarie Bank will install and operate hundreds of new speed cameras across the state after winning a \$300 million takeover battle for the current operator, Melbourne-based Redflex.

If the \$307 million bid is approved, Macquarie Bank will take over the company in June. It will then install and operate a large chunk of the state's fixed digital speed cameras and safety cameras, and will have the monopoly contract for all mobile speed cameras, point-to-point cameras, bus lane cameras and vehicle emission cameras. There are currently 58 safety cameras located at intersections across the state, but that number will grow to 200 over the next four years.

Revenue is rapidly increasing in line with the new additions, with \$1.75 million worth of infringement notices sent out during the month of January 2011, compared to \$27,716 in January 2010. Safety camera revenue raised for the last seven months was \$7.23 million, including 31,175 drivers caught. The estimated NSW state budget revenue from fines will almost double from \$295 million in 2008-09 to \$570 million in 2011-12.

### **CARR Comments**

If there was any doubt whatsoever that speed cameras were not revenue raisers, this buyout by Macquarie Bank should lay that fable to rest. Macquarie Bank would not think about buying Redflex and operating speed cameras if there was not a fortune to be made.

Of course that fortune will come from the hapless motorists, who are always a very convenient cash cow for governments. In this case, the NSW government will reap hundreds of millions of dollars and split the take with Macquarie Bank, a very cosy partnership indeed.

Motorists need to become more organised and work harder to warn other motorists of these revenue-raising highway robbers. Although many motorists are now more aware of how to avoid getting booked, there are still too many of them being caught by these cameras.

All motorists should be using a GPS receiver with a very current speed and red-light camera database to warn them when approaching those cameras so they can ensure that they remain on or under the speed limit. Motorists should warn oncoming drivers of mobile speed cameras if they are spotted on the side of roads.

Motorists should take every measure to deny the rapacious government of their hard-earned money from these iniquitous devices, simply because it is a fact that speed cameras do not save lives, but are merely a taxation device.

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## **MOTORISTS WISING UP TO SPEED CAMERAS**

In February 2011, it was reported that NSW motorists appear to have adapted to the introduction of mobile speed cameras by slowing down, leaving the state government facing a revenue shortfall from speeding fines of tens of millions of dollars. Figures published by the Office of State Revenue reveal mobile cameras have raised less than \$900,000 in their first four months of operation, issuing fines to 5834 motorists.

At that rate, the cameras will raise about \$2.5 million in a full year. But it's a far cry from the \$137 million the six vans were forecast to help rake in this financial year.

The state government's budget papers predicted this money would come from a mobile speed camera program and a five per cent increase in speeding fines. The Office of State Revenue showed the cameras snapped 767 motorists in September last year, 1761 in October, 1330 in November, 1136 in December and 832 in January, reaping \$876,597 in fines.

Roads Minister David Borger refused to disclose what had been earned from the five per cent fine increase this financial year, but it has been reported that the Government will enlarge the fleet from six vans to 40 in July to raise fine revenue and encourage safer driving behaviour.

However, the mobile cameras have caused controversy state-wide. Some councils, including Gosford City Council, have ordered rangers to issue parking fines to the vans whenever possible in an attempt to ban them from their streets.

Shadow roads minister Andrew Stoner said that if the Coalition were elected, he would review the effectiveness of mobile speed cameras before paying for more of them. "It doesn't make sense to sign up carte blanche to a full-scale roll-out of mobile speed cameras without knowing whether they're saving lives, but that's exactly what the incompetent Kenneally Labor government has done," Mr Stoner said. "If the evidence shows that mobile speed cameras aren't saving lives, we ought not to be rolling out another 34 cameras."

### **CARR Comments**

Everybody knows that speed cameras cannot possibly save lives, simply because they do not modify driver behaviour at the time of speeding offences. A driver pinged by a camera does not know he has been booked, thus keep speeding for the weeks and months before he receives the infringement notice. In that time, he could cause an accident and kill a number of people. Therefore those fixed and mobile speed cameras are nothing more than revenue-raisers and tax gatherers.

It is good to see that motorists are wising up to these highway robbers and denying revenue to the government. Motorists ought to use every means at their disposal to avoid getting booked. With fixed cameras, this is rather easy, because most GPS receivers have speed and red-light databases and can warn motorists that there are cameras ahead before they reach them, thus being able to slow down.

Unfortunately, mobile speed cameras are a little harder to avoid, however motorists spotting a mobile speed camera car ought to warn oncoming traffic and save those motorists from being cash cows to a hungry and rapacious government. This can be done by flashing headlights, but if this is deemed illegal, motorists should equip themselves with high-intensity LED torches and flash them. Once most motorists start actively fighting back and making those mobile speed cameras lose a lot of money rather than making it, they will disappear.

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## **TOLL ROAD OPERATOR MAKES MORE THAN \$1 MILLION PER DAY**

In January 2011, it was reported that toll road operator Transurban was collecting more than \$1 million in tolls from Sydney motorists every day. The company boasted that it had collected a staggering \$114 million in Sydney tolls in the three months to 31 December 2010.

Transurban has a 100% ownership of the M2 and Lane Cove Tunnel, 75% of the Eastern Distributor and 50% of the Westlink M7 and the M5. The company said it had enjoyed a 10% rise in revenue on the M7 to \$50 million, compared to the same quarter last year, with 155,000 vehicles using the road every workday.

Transurban also took \$37 million in revenue from an average 100,000 workday trips on the M2 and \$15 million from its new investment in the connecting road the Lane Cove Tunnel. Other big jumps include a 13% rise in revenue on the Eastern Distributor to \$23 million, with 56,000 cars clicked every work day.

### **CARR Comments**

It's hard to believe that the motorists of NSW have been so gullible and so easily led like lambs to the slaughter by these iniquitous toll roads. It's all social engineering, because of the use of electronic tags instead of toll collectors. If a motorist had to dip into his pocket every day and fork out \$24 in cash for a return trip from Castle Hill to Sydney Airport five days a week, he'd soon notice that \$120 missing from his wages and it would hurt.

But the social engineering by the government and toll road operators means that this motorist will not really notice that he's racking up a \$120 debt every week to save himself 10 minutes every day if he's lucky. The anguish comes when he sees \$1440 (based on a 48 week working year) deducted from his credit card every quarter for the privilege of driving on those mobile parking lots. That's a pretty expensive price to pay for saving a few minutes in the car every day.

That same motorist could use a cheap GPS receiver and plot an efficient route from Castle Hill to Sydney Airport and save himself a whopping \$5760 per 48 week working year by avoiding toll roads. That's like getting a 10% rise in pay for doing nothing more than keeping money out of the hands of toll road operators and using the roads that we have already paid to use in our taxes.