

**Submission  
No 565**

## **MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW**

**Name:** Mr Guy Wernhard

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**Submission re:****Changes to Speed Camera signage in NSW - addressing AI & driver education**

Author: Guy Wernhard



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**An overview**

Over the past decade or so it has become increasingly evident that digital technologies and telematics or Artificial Intelligence (AI) have fundamentally challenged both the personal and professional communication spectrums, traditional thinking and associated practices within Corporatised governance and industry. Here it is interesting to note that the major premise of telematics has been claimed to lay within the power of prediction. However, predictive technology, when moved beyond a closed system to an open one, evolves into a Cloud based system which, when integrated with an increasing number of hardware accessories, software, and mobile apps, delivers real time telemetric oversight and insights into what were previously private or even personal practices.

Within the transport industry and on our roads today the trade-off to the costs of AI was never based within the wellbeing of drivers since AI was designed purely to provide a detailed oversight of individual operations and other environmental contingencies to both authorities and or third parties to improve profit/costs ratios. Today, it is also necessary to note that while the algorithms oversighting AI mine, manipulate and extract information from technology this business model still refuses to be answerable to human ethics. Therefore, it is reasonable to allege that AI has advanced the means to exploit and gather information, break apart the social and workplace bindings of companionship, trust and compassion and to punitively punish transgressions in the workplace to shift perceived costs onto those who can least afford it, for it is those who can be silenced. Specifically, the utilisation of telematics today is to gather, develop and integrate all the raw data necessary to provide for the development of automated systems which, when expanded across workplaces will increase profits by reducing payrolls. This means therefore that workers (in this instance drivers) are being increasingly captured within this web of technocracy, whereby every minute of every day, they are being measured, watched, assessed and even punished by remote control.

This submission argues therefore that decades of professionalism have been gradually stolen and appropriated by corporate governance which has pragmatically sought to replace professional workforces with workplaces which are oversighted by robotics and automation. This development of AI means workers (drivers) are being ranked, relegated and punished by technological baselines, baselines that have been exposed as forms of psychological and social engineering. It is appropriate therefore to utilise these viewpoints

to challenge the marketing of AI as a tactical means of ‘educating’ human operators or as a way to ‘restructure’ workplaces to improve working conditions while, in reality, these organisational sleights of hand and thefts are merely diverting the wages of human knowledge, skills, talents and experience into bottom line profit margins without reference to a Duty of Care, a recognition of the democratic right to privacy nor even a nod towards adequate occupational wellness and safety in the workplace.

This submission will now turn to the issue of the importance of signage with regard to Speed Cameras as a point in case and an examination of how the above thefts and toxicities have and are impacting on the social and emotional wellbeing of drivers, operators and logistic workers in general. That the utilisation of AI, as an oversight of industry is controversial in that it appears to be in breach of both ethics and law, can be taken to demonstrate how deeply embedded the toxicity of corporate thinking is in governance. It will be argued by this submission that such toxicity today strikes at the very core of democracy, public privacy, social contracts, communal self-determination and even social identity. It will be argued therefore that while we reside in a technological world we must, as a strategic democratic principle, demand the human condition should never be controlled by an unfettered technology. This is because there exists an ethical imperative that human principles, guidance, control and a limitation of reach must always stand ready to restrict the corruptive influences of technology and the social engineering such engenders.

### **The Case in Point - the importance of Speed Camera signage**

Speed Cameras have always been controversial, simply because for many road users they appear to be simply ‘revenue-raisers’. However, in reality the argument for their usage has for many years been underpinned by both safety and educational applications.

The contemporary spread and reach of AI must now be addressed with regard to speed cameras for as has been previously addressed AI technology displays a number of worrying characteristics with regard to its usage and operation. As the NSW Government continues to maintain that a Speed Camera’s primary function is to mitigate and punish speeding it is this expectation which must now be deconstructed.

That speed cameras raise revenue via the fines for speeding levied by them is unquestionable however, the NSW Government argues this is merely one facet of their operation. Basically, the Minister has argued that as speeding is dangerous such breaches of public safety demands punishment. Hence the fines. At this level the argument highlights only the basic premise that speed cameras punish people who speed, but this premise must also beg the question was the speeding inadvertent, deliberate or a mistake for natural justice demands

that punishment should be applied appropriately. And so, it is this begged question that reveals the basic weakness in the argument that a blunt application of speed can be applied and punished.

However, if, as the Minister also argues, speed cameras are deployed as devices to remind and educate drivers (an argument that can be strongly advanced) then it can be argued comprehensively that the fine for speeding is also for failing to drive in a competent and safe manner. This however also begs the question how can such competency be assessed if there is only a blunt measurement of speed?

It was this begged question that was responsible for the requirement of signage in NSW for all cameras and speed checks for if a driver received a fine from a signed detection device they had also failed to pay reasonable and competent attention to the roadway, its verges and conditions as required by law. This argument can also be advanced by noting that there is a basic educational and legal principle that requires a prior warning be given so a mistake or fault can be mitigated. It is also an important educational principle that punishment only exists as a last resort. Again, it must be noted that natural justice demands that people who have made a mistake are granted the opportunity to correct that mistake and thus to learn from it for as the NRMA has argued via spokesman Peter Khoury<sup>i</sup>, “we support the use of cameras and we support the use of warning signs. We think they play an important role in education,”

It might also be noted when speeding is reviewed that fixed speed limits themselves are not educational because they do not cater or call for competency. For example, if speed signage provided a 10km span then competency would be improved. Speed signage could read - 40/50 - 60/70 - 70/80 - 100/110 so although fines would still be levied for exceeding this range the spread itself would mitigate the expectation of the maximum speed being sought and possibly also alleviating the road rage that is too often directed against slower drivers. This comment however begs the question whether a minimum speed limit should be applied on highways and motorways.

END

### **About the author**

Guy, as a consultant, works with first responders, unions and local communities to advance learning in crisis mitigation, leadership, social and emotional wellbeing and organisational strategies. His expertise and qualifications in communication, media, social development and capacity building has assisted communities and individuals to develop and support self-development & determination, sustainability and resilience. He is also a professional driver who owns and drives a heavy vehicle.

His qualifications include B.A. (Uni of Sn Qld), Diploma in Education (UON), Master of Social Development specialising in Organisational Leadership and Capacity Building (UON).

His book Walking into the Winds of Change is available from free-ebooks.net.

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<sup>i</sup> <https://thehub.nrma.com.au/drive/mobile-speed-camera-warning-signs-will-be-scraped-nsw>