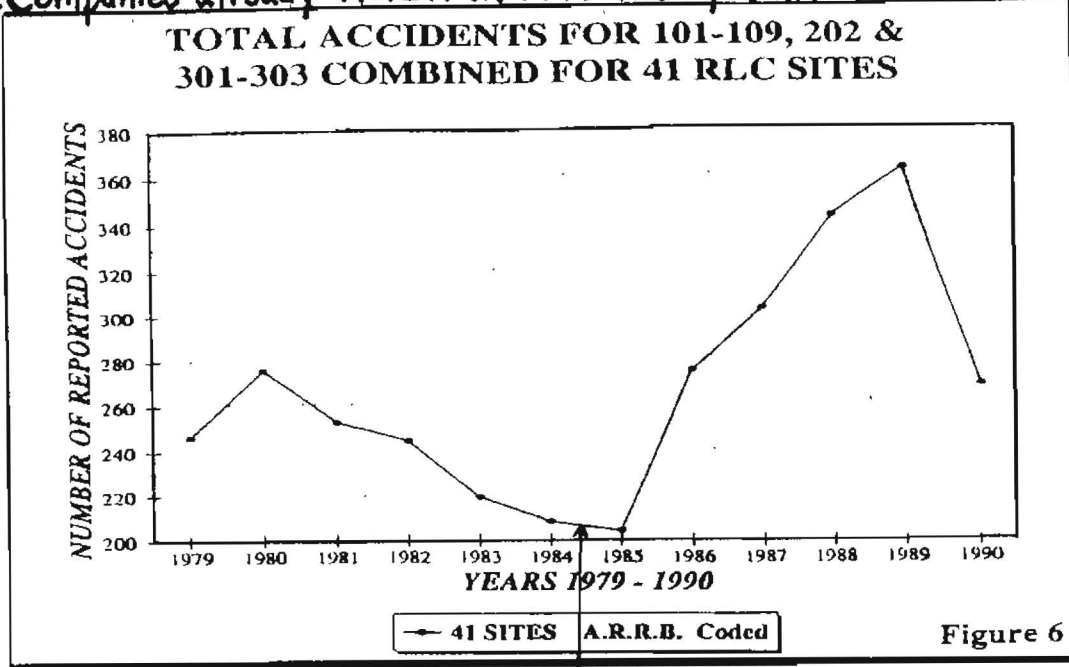


Camera Companies already KNEW in 1995 their product was a FRAUD!



Camera enforcement begins.

Andreassen (1995) Melbourne, Australia  
Before RLTC's, crashes decline - 20%  
After RLTC's, crashes increase +70%

Also in 1995, a comprehensive report on RLTCs was completed in Melbourne, Australia. Analysis of 41 camera sites, over an eleven year period, proved that RLTCs caused a +70% increase of all crashes and a +100% rise in rear-end collisions. Before cameras, crashes were declining. See graph.

Since this irrefutable study was Australian and NOT on the Internet, it was covered up. Like the FHwASLS, facts were NOT going to stand in the way of monetary profits. Retting (IIHS) referenced this study in "Automated Enforcement of Traffic Laws" (1999). However, the report failed to mention the fact that cameras cause more crashes, injuries and fatalities. He did not report the angle crash increases, while the serious increase of rear-end collisions remained underreported, down played and dismissed as a temporary nuisance. Five years after cameras, there still occurred a +90% increase of rear-end crashes. Furthermore, Andreassen refuted all previous studies claiming cameras reduced crashes. The IIHS and camera companies ignored Andreassen's honest research and continued to promote the false studies that they had financed.

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7 "Camera Enforcement - How the Fraud Developed"  
[www.bhsapi.org/mauz](http://www.bhsapi.org/mauz)