RESEARCH FINDINGS REPORT

AI in Traffic Enforcement: Authority Mandate or Vendor Offer?

An Analysis of 152 Validated Traffic Enforcement Programmes Across Five Markets, June 2021 to May 2026

Study Reference: Study CV-0226: AI Language and Mandate Audit, Dataset v16.1
Published: September 2026 | Researcher: Dudi Cohen · dudi.cohen@curvidia.com | Classification: Research Use

This report presents factual findings from a validated dataset of 152 traffic enforcement procurement programmes. No projections or forecasts are made. All statistics are derived directly from the underlying dataset. Claims are cited to record counts and base totals. The concluding section sets out the study author's assessment of what the findings imply for procuring authorities and is identified as such.

1. HEADLINE FINDINGS

Artificial intelligence is already in operation in traffic enforcement. Computer vision and image analysis now track a vehicle across lanes and frames, classify it by type, read its plate at highway speed in poor light, and determine whether the driver is holding a phone or wearing a seatbelt.

Radar and LIDAR have followed. Learned models applied to the returned signal separate vehicles in dense traffic, hold a track through occlusion, and reject the artefacts that used to produce false detections.

None of this is speculative. It is in production, on sale in every market covered by this study, and the road safety case for it is argued at ministerial level across three continents.

This study asks a narrower question, and a harder one. Not whether the technology exists, and not whether it works, but whether the authorities buying it are demanding it. Are traffic authorities writing AI capability into their procurement, and holding vendors to it? Or are they taking delivery of it without asking?

Procurement documents are where a capability becomes an obligation. A brochure claim is marketing. The same claim inside a specification is a requirement the supplier must meet, a standard the authority can test, a term that survives a change of vendor, and the line an evidentiary challenge will be argued around.

That gives the question a direction, and the direction is the subject of this report. If AI capability enters a programme because an authority demanded it, adoption is led from the top, against a published standard. If it enters because a supplier included it in what was offered, adoption is pushed from the bottom, by the market, against no standard at all. On the road the two are indistinguishable.

This study covers the core automated enforcement functions: speed, red-light and average speed. It measures the gap between what the market can do and what the market is asked to do, across 152 validated enforcement procurement programmes in five markets, three continents and 30 countries, published between June 2021 and May 2026.

1.1 The AI Language Rate

9 of 152 programmes (5.9%) contain any reference to artificial intelligence, machine learning or computer vision in the procurement record. 143 of 152 (94.1%) contain none. The rate does not move in a single direction across the five-year study window (June 2021 to May 2026).

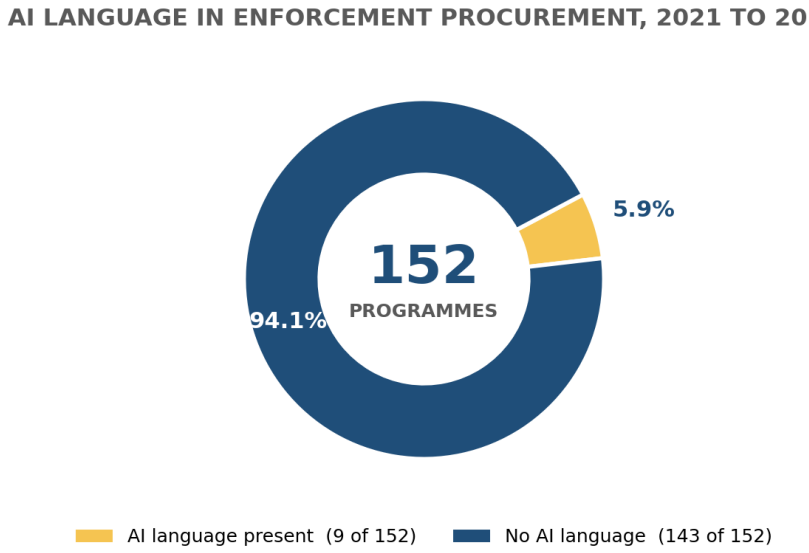


Figure 1: AI language in traffic enforcement procurement, 152 programmes, June 2021 to May 2026.

1.2 Mandate Strength

Where AI language is present, the dataset records the force with which it is framed. 7 of 152 programmes (4.6%) specify AI capability as a mandatory requirement, 1 of 152 (0.7%) as a required capability, and 1 of 152 (0.7%) as a passing mention.

Mandate Level	Definition	Programmes	Share of Total
Mandatory	AI capability specified as a compulsory element of the delivered system	7 of 152	4.6%
Required	AI capability named as a requirement without compulsory framing	1 of 152	0.7%
Mentioned	AI capability referenced without any requirement attached	1 of 152	0.7%
None	No AI, machine learning or computer vision language in the record	143 of 152	94.1%
TOTAL		**152**	**100.0%**

1.3 Evidence Specificity

The 9 AI-positive programmes are not equally specific. 6 of the 9 (66.7%) record a single four-word phrase, "artificial intelligence enabled", and no other term. 3 of 152 programmes (2.0%) record language specific enough to identify what the AI performs.

The terms "machine learning", "deep learning" and "neural network" appear in 0 of 152 programmes (0.0%). No programme in the dataset attaches an accuracy threshold, a detection rate, a false-positive tolerance, a model validation requirement, a revalidation trigger, or an audit provision to an AI function.

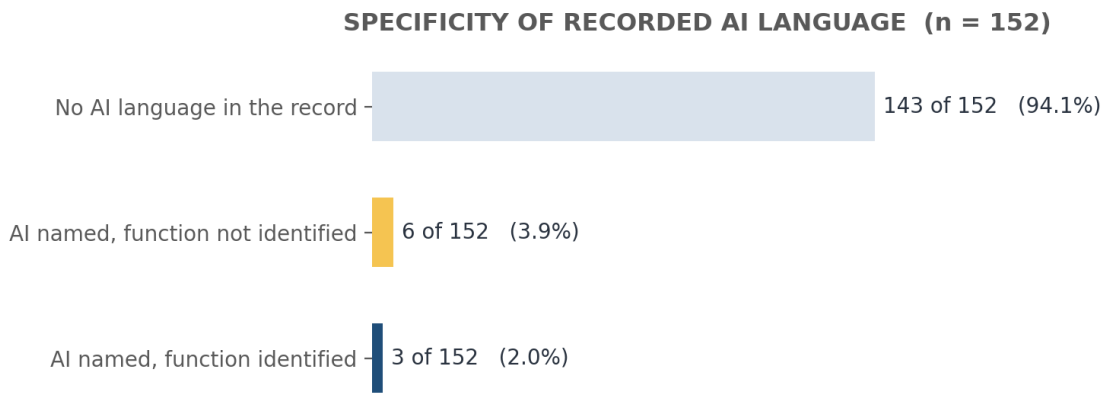


Figure 2: Specificity of recorded AI language across the 152 programmes in the dataset.

1.4 Five-Year Rate

The share of programmes containing AI language, calculated separately for each year, shows no sustained movement across the study period. Over the same five years, supplier product ranges in this sector moved from optional AI modules to AI as the default configuration.

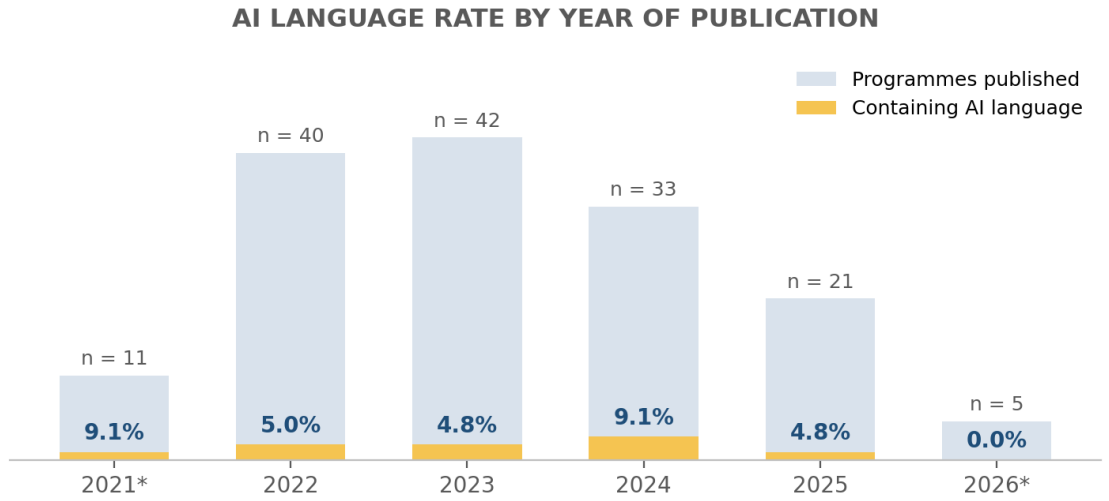


Figure 3: AI language rate by year of publication. 2021 covers June to December 2021; 2026 covers January to May 2026.

Year	Programmes	With AI Language	Rate
2021 (partial)	11	1	9.1%
2022	40	2	5.0%
2023	42	2	4.8%
2024	33	3	9.1%
2025	21	1	4.8%
2026 (partial)	5	0	0.0%
TOTAL	**152**	**9**	**5.9%**

Caveat: annual bases range from 5 to 42 programmes. Differences between individual years fall within the range produced by single-record variation and are not reported as a trend.

2. FINDINGS

2.1 AI Language Prevalence: 9 of 152 Programmes

9 of 152 active programmes (5.9%) are classified as AI-positive: the procurement record, or the primary source document cited for it, contains at least one term referring to artificial intelligence, machine learning or computer vision applied to any detection function, whether image-based, radar-based or LIDAR-based. 143 of 152 (94.1%) are classified as AI-negative.

All 9 AI-positive programmes are award notices rather than tender notices, and all 9 are recorded at High confidence, the study's highest source-verification tier. The rate is not consistent across the five markets in the dataset.

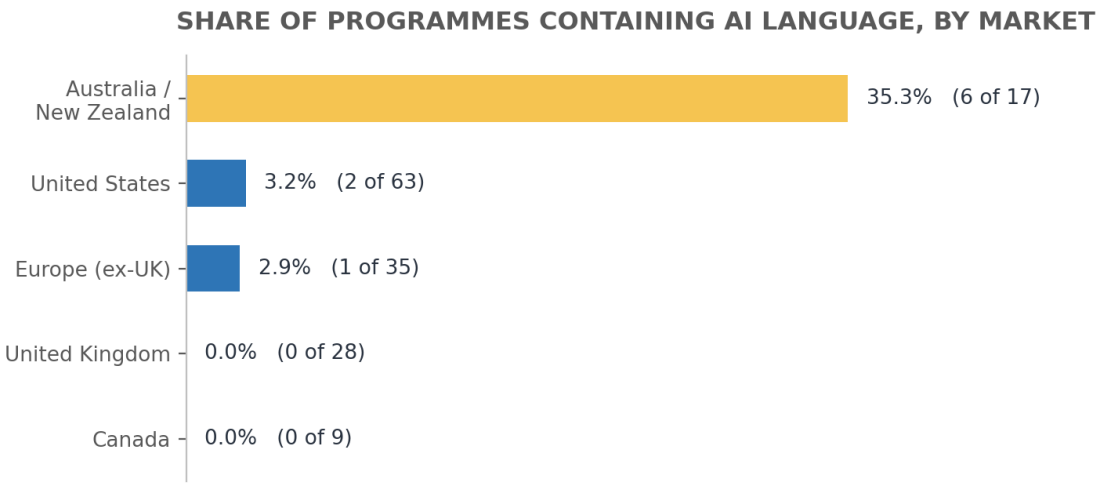


Figure 4: Share of programmes containing AI language, by market.

Market	Programmes	With AI Language	Rate	Share of Dataset
Australia / New Zealand	17	6	35.3%	11.2%
United States	63	2	3.2%	41.4%
Europe (excluding UK)	35	1	2.9%	23.0%
United Kingdom	28	0	0.0%	18.4%
Canada	9	0	0.0%	5.9%
Total	**152**	**9**	**5.9%**	**100.0%**

6 of the 9 AI-positive programmes (66.7%) are in Australia or New Zealand, a market accounting for 17 of 152 programmes (11.2%) in the dataset. The United Kingdom records 0 of 28 (0.0%) and Canada 0 of 9 (0.0%). Neither market produced a programme containing AI language within the study window.

2.2 Where the AI Language Attaches

The study scope covers AI applied to any core enforcement detection function: computer vision and image analysis, and equally the processing of radar, LIDAR and other sensor returns. Learned models are used across all of these in current products, and a reference to any of them would be recorded.

All 9 AI-positive programmes (100.0%) attach the reference to camera and image processing: the detection, capture or classification of a vehicle, a driver behaviour, or an image. 0 of 152 programmes (0.0%) attach an AI reference to radar signal processing, LIDAR processing or sensor fusion. One AI-positive programme is a radar modernisation contract, but its recorded terms are artificial intelligence and video analytics, so the reference attaches to the image stream rather than to the radar signal. 0 of 152 programmes (0.0%) are classified as ANPR or ALPR following the dataset review described in Section 5.4.

2.3 Recorded Evidence Terms

The study records the specific terms found in each AI-positive source. Across all 152 programmes, seven distinct terms appear.

Term Recorded	Programmes	Share of 152
artificial intelligence enabled	6	3.9%
artificial intelligence	2	1.3%
AI-based detection	2	1.3%
AI cameras	1	0.7%
computer vision	1	0.7%
video analytics	1	0.7%
Harmony Real Time (named product)	1	0.7%
machine learning	0	0.0%
deep learning	0	0.0%
neural network	0	0.0%

Note: A programme may record more than one term. Counts across terms therefore exceed the 9 AI-positive programmes.

6 of the 9 AI-positive programmes (66.7%) record the phrase "artificial intelligence enabled" and no further term. In these programmes the procurement record establishes that AI is present, but does not identify the function it performs, the sensor or image stream it operates on, the detection task it addresses, or any performance standard attached to it.

2.4 Delivery Model: 8 of 9 in Outsourced Programmes

82 of 152 programmes (53.9%) operate under an outsourced or managed service model, in which the supplier deploys, operates and maintains the enforcement system on behalf of the authority under a multi-year agreement. The remaining 70 of 152 (46.1%) are direct procurement, in which the authority purchases the equipment and operates or maintains it independently.

Delivery Model	Programmes	With AI Language	Rate
Outsourced / managed service	82	8	9.8%
Direct procurement	70	1	1.4%
Total	**152**	**9**	**5.9%**

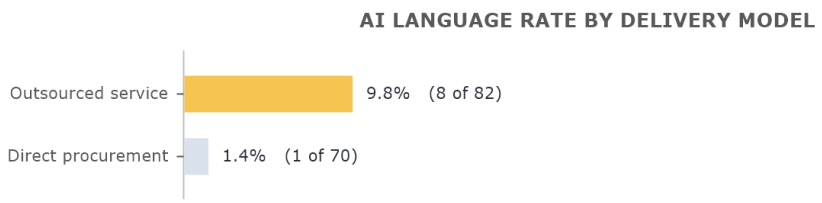


Figure 5: AI language rate by delivery model.

8 of the 9 AI-positive programmes (88.9%) sit within outsourced arrangements. The rate of AI language in outsourced programmes (8 of 82, 9.8%) is almost seven times the rate in direct procurement (1 of 70, 1.4%). The single direct-procurement instance is recorded at the Mentioned level, the weakest of the three mandate classifications.

2.5 Deployment Mode

The deployment modes below are the contexts in which the core enforcement functions, speed, red-light and average speed, are delivered. They are not mutually exclusive: a programme may deploy more than one mode and is counted in every applicable category. The table below therefore does not sum to 152.

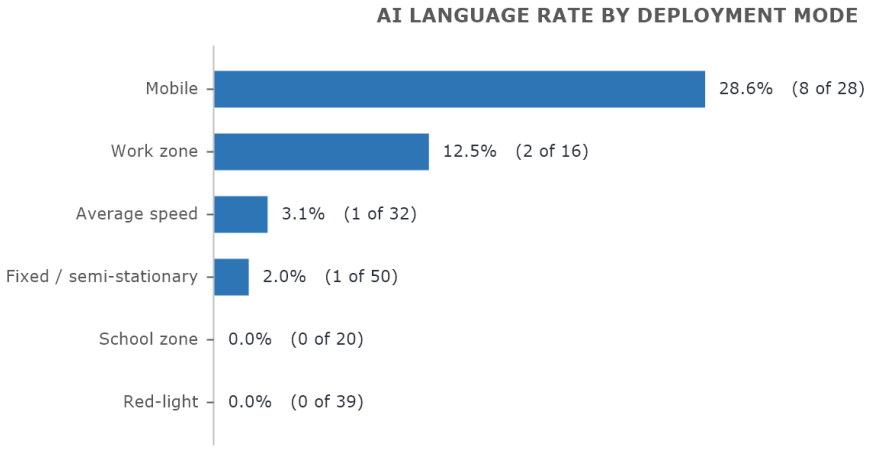


Figure 6: AI language rate by deployment mode. Categories overlap and do not sum.

Deployment Mode	Programmes	With AI Language	Rate
Mobile (including trailer-mounted)	28	8	28.6%
Work zone	16	2	12.5%
Average speed (ASE)	32	1	3.1%
Fixed / semi-stationary	50	1	2.0%
School zone	20	0	0.0%
Red-light	39	0	0.0%

Note: Enforcement scope categories are not mutually exclusive. A programme deploying more than one enforcement mode is counted in every applicable row. This is why the Programmes column sums to 185 rather than 152, and the With AI Language column sums to 12 rather than 9.

8 of the 9 AI-positive programmes (88.9%) include a mobile deployment component. 0 of 39 red-light programmes (0.0%) and 0 of 20 school zone programmes (0.0%) contain AI language. 1 of 32 average speed programmes (3.1%) and 1 of 50 fixed or semi-stationary programmes (2.0%) do.

3. CROSS-CUTTING ANALYSIS

3.1 AI Language and Secondary Detection Scope

8 of 152 programmes (5.3%) include a secondary detection function alongside the core enforcement scope of speed, red-light or average speed: mobile phone use, seatbelt non-compliance, helmet non-compliance, or driver distraction. In every case the secondary function is added to a core enforcement programme rather than procured on its own. These functions require the classification of driver behaviour from an image, a task that speed measurement by radar or LIDAR does not perform.

Programme Scope	Programmes	With AI Language	Rate
Core Enforcement + Secondary Detection	8	5	62.5%
Core Enforcement (no Secondary Detection)	144	4	2.8%
Total	**152**	**9**	**5.9%**

5 of the 8 programmes with a secondary detection function (62.5%) contain AI language, against 4 of the remaining 144 (2.8%). Of the 9 AI-positive programmes, 5 (55.6%) include a secondary detection function. AI language is concentrated where the scope requires something that traditional sensor hardware alone cannot deliver.

3.2 Secondary Detection Procured Without Specification

3 of the 8 programmes that add a secondary detection function to a core enforcement scope contain no AI, machine learning or computer vision language in the procurement record.

Record	Jurisdiction	Year	Secondary Detection in Scope	AI Language
REC-0017	Cyprus	2023	Seatbelt detection, helmet detection	None
REC-0111	Australia (Tasmania)	2023	Distracted driver detection	None
REC-0112	Australia (Tasmania)	2025	Distracted driver detection	None

In these 3 programmes the authority procured a detection function that cannot be delivered by traditional sensor detection or tracking alone, and the procurement record does not name the technology that delivers it. The dataset records the presence or absence of language, not the presence or absence of capability. These 3 records establish that the two are separable within this dataset, and that capability can arrive in a programme without a requirement having been written for it.

> *The dataset measures what procurement documents say, not what deployed systems do. Where a programme procures behaviour detection without AI language, the record shows an absence of specification, not an absence of technology.*

3.3 Delivery Model and Mobile Deployment as Joint Conditions

8 of the 9 AI-positive programmes (88.9%) are both outsourced and include a mobile deployment component. Neither condition appears alone in more than one AI-positive programme.

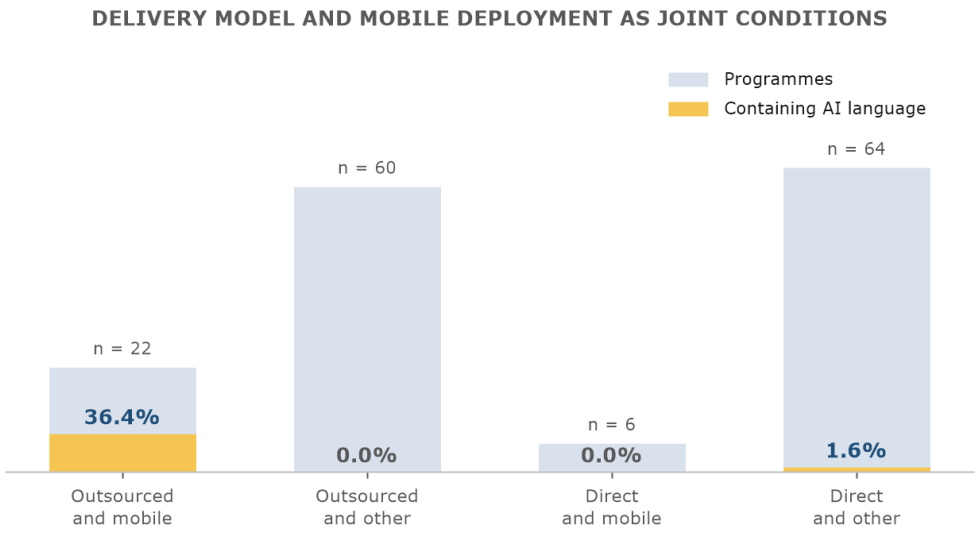


Figure 7: Delivery model and mobile deployment as joint conditions.

Condition	Programmes	With AI Language	Rate
Outsourced and mobile	22	8	36.4%
Outsourced and other	60	0	0.0%
Direct and mobile	6	0	0.0%
Direct and other	64	1	1.6%
Total	**152**	**9**	**5.9%**

Note: "Other" covers all non-mobile deployments, including fixed and semi-fixed installations, school zone, work zone, average speed and red-light programmes. Mobile and fixed are not complements in this dataset: 28 programmes deploy mobile and 50 deploy fixed or semi-stationary, against a base of 152.

22 of 152 programmes (14.5%) are both outsourced and mobile. 8 of those 22 (36.4%) contain AI language. Across the other 130 programmes, 1 (0.8%) does, and that instance is recorded at the Mentioned level.

The dataset does not establish that outsourcing or mobile deployment causes AI language to appear. 5 of the 8 AI-positive programmes in the outsourced and mobile group (62.5%) also carry a secondary detection function. The three conditions co-occur in the same records and the dataset does not separate them.

3.4 Absence of AI Language in Fixed and Intersection Enforcement

0 of 39 red-light programmes (0.0%) and 0 of 20 school zone programmes (0.0%) contain AI language. 1 of 50 fixed or semi-stationary programmes (2.0%) and 1 of 32 average speed programmes (3.1%) do. Taken together, 120 of 152 programmes (78.9%) include at least one of these four enforcement modes, and 2 of those 120 (1.7%) contain AI language.

These are the core enforcement modes that rely most heavily on sensor measurement instruments subject to type approval and legal metrology certification, and they account for the large majority of the market this study covers. Section 3.6 returns to this.

3.5 Specificity of the Recorded Mandate

7 of 152 programmes (4.6%) record AI at the Mandatory level. In 6 of those 7 (85.7%), the recorded evidence is the phrase "artificial intelligence enabled" and nothing further. The mandate level reflects the compulsory framing of the reference in the source, not the technical detail of what is required.

Across the full dataset, 3 of 152 programmes (2.0%) record language identifying an AI function: the seventh Mandatory programme, and the one programme each at the Required and Mentioned levels. Together with the 6 generic Mandatory records, these make up the 9 AI-positive programmes. No programme in the dataset records an accuracy threshold, a detection rate, a false-positive tolerance, a model validation requirement, a revalidation trigger following a model update, or an audit provision attached to an AI function.

On the evidence in these records, a supplier could satisfy every AI obligation in the dataset by asserting that artificial intelligence is present.

3.6 The Direction of Adoption

The findings above bear on the question in the title of this report: whether AI capability enters enforcement programmes because authorities demand it, or because suppliers offer it. Five observations in the dataset speak to that question.

- 8 of the 9 AI-positive programmes (88.9%) are outsourced arrangements, in which the supplier selects, deploys and operates the technology. 1 of 70 direct procurements (1.4%) contains AI language, and that instance is recorded at the Mentioned level.
- 6 of the 9 AI-positive programmes (66.7%) record the same four-word phrase and nothing further. Identical wording across independent jurisdictions is the signature of language reproduced from what was offered, not drafted for what was required.
- 0 of 152 programmes (0.0%) record an accuracy threshold, a validation requirement or an audit provision attached to an AI function. Requirements written by a buyer generally carry a test. These do not.
- 3 programmes procure a behaviour detection function that cannot be delivered without learned classification, and record no AI language at all. The capability arrived without a requirement being written for it.
- 0 of 152 programmes (0.0%) attach an AI reference to radar, LIDAR or sensor fusion, although learned processing is standard in the equipment procured. Authorities are not describing the systems they are buying.

Taken together these are consistent with adoption led from the supplier side rather than specified from the authority side. This is a reasonable inference from the distribution, not a measured finding: the dataset records procurement language, and does not record who proposed a given term or at what stage of the procurement it entered the document. It is offered as the study's assessment and is open to challenge on the record-level data, which is available for review.

3.7 Continuous Learning and the Certification Question

Section 3.4 records that AI language is close to absent from the core enforcement modes most tightly bound to legal metrology: 2 of 120 programmes (1.7%) across fixed, average speed, red-light and school zone enforcement. One explanation deserves to be stated, tested and either confirmed or discarded by later work.

An enforcement instrument is certified as a metrological device. Type approval fixes a configuration and validates it at a point in time, and the resulting certificate is the legal foundation on which penalty notices and prosecutions rest. A machine learning model does not hold still. It is retrained on new data, updated to handle new vehicle types, lighting conditions and mounting geometries, and improved between releases. A model that has been retrained is arguably not the configuration that was certified.

If that tension is what suppresses AI language in certified enforcement modes, then the low rate recorded in this study is not evidence of technological conservatism. It is evidence that the certification framework has no mechanism for a system that changes after approval, and that authorities and suppliers have responded by leaving the learned component out of the written specification rather than resolving the question.

This study did not assess type approval frameworks, which are jurisdiction-specific and outside its scope. The hypothesis is untested here and is labelled as such. What the study does record is that 0 of 152 programmes (0.0%) contain a revalidation trigger, a model version control provision, or an audit right following a model update. Whatever the reason for the low rate of AI language, no programme in this dataset has addressed what happens when the model changes.

4. CONCLUSION

Across 152 validated traffic enforcement programmes published in five markets over five years, fewer than one in sixteen contains any reference to artificial intelligence, machine learning or computer vision. Where the reference appears it is a phrase, not a specification: 6 of those 9 programmes record four generic words and nothing more, and not one of the 152 attaches an accuracy threshold, a validation requirement, a revalidation trigger or an audit right to an AI function.

Over the same five years the equipment being bought changed considerably. Learned models now sit inside camera processing, radar tracking, LIDAR profiling and sensor fusion in mainstream products. The procurement record did not change with it. The rate of AI language in 2025 is no higher than in 2021.

The pattern in the data points in one direction. AI capability is entering core enforcement programmes through the supplier, in outsourced service contracts where the technology choice belongs to the vendor, and in wording that reads as a description of what was offered rather than a statement of what was demanded. Three programmes in the dataset procure behaviour detection that cannot work without learned classification and mention no such technology at all. Adoption is being pushed from the bottom. It is not being pulled from the top.

The finding is not that artificial intelligence is absent from traffic enforcement. It is that in the overwhelming majority of published procurement programmes, the authority did not specify or demand it.

What follows from this

The remainder of this conclusion section is the author's assessment rather than a finding of the dataset.

Where a capability is acquired through the delivery model rather than the requirement, the authority holds no contractual standard for it. There is no specified accuracy to test at acceptance, no documented validation to audit during operation, no version control over the model producing the evidence, and no agreed position on what happens when that model is retrained. If a detection is challenged, the authority is defending a system it did not describe. If the supplier changes at recompete, there is no written baseline for the incoming vendor to meet. If a model degrades on a vehicle class or in a lighting condition that was not in its training data, nothing in the contract requires anyone to notice.

These are solvable problems, and they are solvable in the specification. An authority that states what the AI function must detect, to what measured accuracy, under what conditions, with what false-positive tolerance, subject to what revalidation on model change and what audit right over model versions, converts a supplier claim into an obligation it can enforce. Nothing in this dataset suggests that is technically difficult. What it suggests is that almost nobody has done it.

The same gap extends to the sensing layer. All 9 AI references in the dataset attach to camera and image processing, and 0 of 152 programmes (0.0%) attach one to radar, LIDAR or sensor fusion. In enforcement, the radar or LIDAR sensor produces the detection and speed reading on which a penalty rests, and it is that sensor which type approval certifies. Where learned models are used to separate vehicles, hold a track or reject false detections in the returned signal, a specification that addresses only the camera leaves the evidential measurement itself unspecified. Authorities should state which detection and measurement functions, image-based or sensor-based, may use learned processing, and to what tested standard.

The regulatory framework needs to move in the same direction and sooner rather than later. Type approval and legal metrology regimes were designed for instruments that are fixed at the point of certification, and they have no established route for a system whose behaviour is updated after approval. Until that route exists, the rational response for both authorities and suppliers is to leave the learned component out of the written specification, which is close to what this dataset shows. The consequence is that the most consequential part of a modern enforcement system is the part with the least regulatory coverage. Resolving this before AI-based detection becomes the default configuration is materially easier than resolving it afterwards, and on current product trajectories that default is not far away.

For procuring authorities the conclusion is direct. The technology is ready, it is deployed, and it is already producing enforcement evidence. The specification has not caught up. Authorities that write AI requirements into their programmes now will set the standard the market builds to. Authorities that do not will continue to buy the capability regardless, on terms written by someone else.

This report establishes a baseline as at May 2026 against which subsequent procurement rounds can be measured. It makes no forecast about the direction of that baseline.

5. METHODOLOGY

5.1 Study Scope and Objectives

This study audits core traffic enforcement procurement programmes published between June 2021 and May 2026 across five markets: the United States, Europe (excluding the United Kingdom), the United Kingdom, Australia and New Zealand, and Canada. The core enforcement functions in scope are speed, red-light and average speed, in any deployment context, including fixed, mobile, school zone and work zone. The objective is to establish a quantitative baseline for how often, and at what mandate strength, artificial intelligence, machine learning and computer vision are referenced in enforcement procurement documentation.

The scope covers AI applied to any enforcement detection function, including computer vision and image analysis, and the processing of radar, LIDAR and other sensor returns. Back-office functions such as notice processing, evidence review and adjudication are outside the scope of this study and are not assessed.

The study measures recorded language. It does not assess whether a deployed system uses artificial intelligence, nor whether a supplier possesses the capability. A programme with no AI language may be delivered using AI, and the dataset contains 3 documented instances in which behaviour detection is procured without AI language appearing in the record.

5.2 Data Sources

Portal	Scope	Notice Types
TED (Tenders Electronic Daily)	European Union member states	Award notices, prior information notices
UK Find a Tender	United Kingdom above threshold	Contract award notices, contract notices
UK Contracts Finder	United Kingdom below threshold and call-offs	Award notices
SAM.gov and US state portals	United States federal and state agencies	Award notices, RFPs
AusTender and Australian state portals	Australian federal and state contracts	Award notices
GETS	New Zealand	Award notices
CanadaBuys, MERX, BCBID	Canada federal and provincial	Award notices
Supplementary sources	Supplier press releases, regulatory disclosures, government announcements	Supplementary confirmation only

35 distinct source designations are recorded across the 152 programmes. Record collection was supplemented by automated retrieval tools including Apify and Tavily, and by portal API queries.

5.3 Inclusion and Exclusion Criteria

Records are included where all of the following hold.

- The programme concerns the procurement, supply, installation, operation or maintenance of automated traffic enforcement systems.
- The primary enforcement function is one or more of the core offences: speed, red-light or average speed. Deployment context, whether fixed, mobile, semi-fixed, school zone or work zone, does not affect inclusion.
- The publication or award date falls within June 2021 to May 2026.
- The programme is publicly documented with a source URL or reference number.
- The jurisdiction falls within the five study markets.

Records are excluded where the primary enforcement function could not be confirmed from public documentation, where a framework contract carries no associated call-off or award notice, or where validation determined the record to be unsupported. 37 records were rejected on these grounds and are retained in the Rejected Cases sheet of the underlying dataset for audit purposes.

5.4 Classification Framework

Each record is coded against three AI fields.

Field	Values	Definition
AI Language Present	Yes / No	Whether the procurement record or its cited primary source contains any term referring to artificial intelligence, machine learning or computer vision applied to a detection function
AI Mandate Level	Mandatory / Required / Mentioned / None	The force with which the reference is framed in the source: compulsory element, stated requirement, or passing reference
AI Application Type	Camera / Image AI, ANPR / ALPR, N/A	The detection function to which the AI reference attaches

Terms counted as AI language are: artificial intelligence, AI, machine learning, deep learning, neural network, computer vision, video analytics, and named AI detection products, applied to any sensing modality. Automated number plate recognition and automated licence plate recognition are not counted on their own. Plate character recognition predates the technologies this study measures, and its presence in a specification does not evidence an AI requirement. Applying this definition during the dataset review removed 2 records from the AI-positive population. The AI Language Present field is modality-agnostic: a term referring to artificial intelligence, machine learning or computer vision is recorded regardless of whether it attaches to image processing, radar, LIDAR or sensor fusion. The AI Application Type field as coded offers two positive values, Camera / Image AI and ANPR / ALPR, because no record in the dataset required a third.

5.5 Confidence Levels

Level	Programmes	Definition
High	114 of 152	Confirmed award notice on a primary procurement portal with a verifiable reference
Medium	28 of 152	Confirmed from a secondary source: supplier press release, government announcement, regulatory disclosure
Low-Medium	9 of 152	Identified from supplementary sources; primary portal record not fully confirmed
N/A	1 of 152	Framework call-off or incomplete record where the classification does not apply

All 9 AI-positive programmes are recorded at High confidence.

5.6 Limitations

- The dataset is limited to publicly documented procurements. Direct awards, emergency procurement and contracts not published on procurement portals are not included.
- The study measures language in procurement records, not deployed technology. A programme classified AI-negative may use artificial intelligence in delivery. The 5.9% rate is a floor for capability and an accurate measure only of specification language.
- Where a procurement record was short or a full specification was not public, classification relied on the cited primary source. Full technical specifications and evaluation criteria were not available for most records, and an AI requirement stated in an unpublished specification would not be captured.
- 37 of 152 records (24.3%) carry source references that could not be resolved to a live portal entry at the time of the dataset review, including constructed reference formats and paths lacking portal identifiers. 1 of the 9 AI-positive records is in this group. These records have not been re-verified against primary sources.
- 120 of 152 publication dates (78.9%) are recorded at month precision. Year-level analysis is supported; finer date analysis is not.
- The Contract Value field contains 17 entries stored as text, several in currencies other than the column unit. No value-based analysis is presented in this report.
- Two pairs of records describe the same procurement at tender and award stage and are retained as separate records by owner decision. All four are AI-negative. Deduplication would reduce the base to 150 and raise the AI language rate to 9 of 150 (6.0%).

- All classification decisions were made by a single analyst. Records at the boundary of the term definition in Section 5.4 are subject to interpretation.
- Supplier distribution across the AI-positive population was not analysed and is not reported.
- The assessment in Section 3.6 that adoption is supplier-led is an inference from the distribution of recorded language. The dataset does not record who proposed a given term or when it entered the document.
- Type approval and legal metrology frameworks were not assessed. The hypothesis in Section 3.7 is untested by this study.
- Annual bases range from 5 to 42 programmes. Year-on-year differences in the AI language rate fall within the range produced by single-record variation and no trend is asserted.

APPENDIX: RAW DATA REFERENCE

A.1 Dataset File

Field	Value
File name	03a_Study1_AI_Audit_Template_v16.xlsx
Version	v16.1
Active records	152
Rejected records	37
Date range	June 2021 to May 2026
Markets	5
Countries	30
Sheet: active data	AI Audit Data Entry
Sheet: summary statistics	Summary - AI Audit
Sheet: rejected records	Rejected Cases
Researcher	Dudi Cohen · dudi.cohen@curvidia.com

A.2 Record Count Summary

Metric	Count
Total records examined	189 (152 active plus 37 rejected)
Active records included in analysis	152
AI language present	9
AI language absent	143
AI mandate level: Mandatory	7
AI mandate level: Required	1
AI mandate level: Mentioned	1
AI reference attached to camera or image processing	9
Programmes recording an AI term applied to radar, LIDAR or sensor processing	0
Programmes recording an accuracy or validation requirement	0
High confidence records	114
Medium confidence records	28
Low-Medium confidence records	9
N/A confidence records	1
Outsourced / managed service programmes	82
Direct procurement programmes	70

A.3 Citation

> *Cohen, D. (2026). AI in Traffic Enforcement: Authority Mandate or Vendor Offer? An Analysis of 152 Validated Traffic Enforcement Procurement Programmes, June 2021 to May 2026. Curvidia. Study CV-0226, Dataset v16.1.*

This report is based on publicly available procurement data. All figures are as at May 2026 and were recomputed from the record-level dataset. The dataset and underlying records are available for review upon request to the Researcher. This document is classified for Research Use and should not be reproduced without attribution. Curvidia is a trading name of MDC Vision PTY LTD, Victoria, Australia.