This update regarding SPAD and TPWS performance for March 2014 is based on data available as at the date of issue and is subject to change as further information becomes known.

**SPAD & TPWS numbers**

**SPADs during March**

There were 30 SPADs during March. This is 11 greater than in March 2013. The three-year average for the previous three March’s is 22.3.

The moving annual total, which was 250 a year ago, is now 293; 11 greater than last month. An increase of 43 since last year.

**TPWS during March**

Of the 30 SPADs during March: 12 involved TPWS brake demands. Three were interventions¹ and nine were activations².

**SPAD risk³**

Two of March’s SPADs were risk ranked 16+; of which none were risk ranked 20+. There are currently three SPAD Risk Rankings outstanding for March.

The green line in the chart below shows the trend in underlying SPAD risk since the Sept 2006 benchmark date. At the end of March, the underlying level of SPAD risk was estimated to be 73% of the Sept 2006 baseline.

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¹ A TPWS intervention occurs when TPWS applies the brakes before, or in the absence of, the driver doing so.

² A TPWS activation occurs when a driver has already applied the brakes before the TPWS operates.

³ The SPAD Risk chart includes SPADs which come within the definition of ‘On or affecting a running line’. This is a slightly different set of SPADs to those on NRMI reported on elsewhere. A definition of OORL March be found in the quarterly SPAD/TPWS report.

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*Please note: We have recently been informed of a number of SPAD events which have since been reclassified, this has caused the notable reduction in AMT from the previous report.*