This update regarding SPAD and TPWS performance for May 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 May

There were 23 SPADs during May. This is three greater than in May 2013. The three-year average for the previous three May’s is 19.7.

The moving annual total, which was 261 a year ago, is now 306; three greater than last month. An increase of 45 since last year.

TPWS during May

Of the 23 SPADs during May: 12 involved TPWS brake demands. Seven were interventions\(^1\) and five were activations\(^2\).

SPAD risk\(^3\)

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

The green line in the chart below shows the trend in underlying SPAD risk since the Sept 2006 benchmark date. At the end of May, the underlying level of SPAD risk was estimated to be 67% 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 May 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.