There were 25 SPADs during July. This is 1 greater than in July 2013. The three-year average for the previous three July's is 21.

The annual moving total, which was 269 a year ago, is now 310; 1 greater than last month. An increase of 41 since last year.

Of the 25 SPADs during July: 13 involved TPWS brake demands; 10 were interventions and 3 were activations.

8 of July's SPADs were risk ranked 16+; of which 4 were risk ranked 20+. There are currently 3 SPAD Risk Rankings outstanding for July.

The blue line in the chart above right shows the trend in underlying SPAD risk since the Sept 2006 benchmark date. At the end of July, the underlying level of SPAD risk was estimated to be 80% of the Sept 2006 baseline.

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

The AMT refers to SPADs which have occurred in the last 12 months of the relevant period. Last month and last year are what the respective measure was at those points.

A TPWS intervention occurs when TPWS applies the brakes before, or in the absence of, the driver doing so. A TPWS activation occurs when a driver has already applied the brakes before the TPWS operates.