The blue line in the chart above right shows the trend in underlying SPAD risk since the Sep 2006 benchmark date. At the end of January, the underlying level of SPAD risk was estimated to be 61% of the Sep 2006 baseline. The SPAD risk is mainly driven by events where a train has passed the conflict point and there is potential for a passenger train collision. The AMT of passenger SPADs which passed conflict points in the current year shows a reduction of 4 compared to the year ending Sep 2014.

### Key statistics

<table>
<thead>
<tr>
<th>Metric</th>
<th>AMT</th>
<th>Last month</th>
<th>Last year</th>
</tr>
</thead>
<tbody>
<tr>
<td>All SPADs annual moving total (AMT)</td>
<td>302</td>
<td>↑</td>
<td>290</td>
</tr>
<tr>
<td>16+ SPADs annual moving total</td>
<td>76</td>
<td>↑</td>
<td>71</td>
</tr>
<tr>
<td>20+ SPADs annual moving total</td>
<td>12</td>
<td>↓</td>
<td>13</td>
</tr>
<tr>
<td>Multi-SPAD signals (two or more SPADs in five years)</td>
<td>132</td>
<td>↑</td>
<td>128</td>
</tr>
</tbody>
</table>

### Monthly performance

**SPAD Numbers**

```
          F M A M J J A S O N D J
18 29 31 29 23 29 26 23 19 22 23 29 24 29
```

**SPAD Risk**

```
0 50 100 150 200 250 300 350 400
Sep-06 Sep-08 Sep-10 Sep-12 Sep-14
```

- **100%**
- **61%**

There were 29 SPADs during January. This is 12 greater than in January 2014. The three-year average for the previous three Januaries is 17.7.

The annual moving total, which was 285 a year ago, is now 302; 12 greater than last month; 17 more than last year.

Of the 29 SPADs during January: 15 involved TPWS brake demands; 6 were interventions and 9 were activations.

8 of January’s SPADs were risk ranked potentially significant (16-19); and none were risk ranked as potentially severe (20+). There are no SPAD risk rankings outstanding for January.

The blue line in the chart above right shows the trend in underlying SPAD risk since the Sep 2006 benchmark date. At the end of January, the underlying level of SPAD risk was estimated to be 61% of the Sep 2006 baseline. The SPAD risk is mainly driven by events where a train has passed the conflict point and there is potential for a passenger train collision. The AMT of passenger SPADs which passed conflict points in the current year shows a reduction of 4 compared to the year ending Sep 2014.

This update regarding SPAD and TPWS performance for January 2015 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.