



Metropolitan Transportation Authority

Safety Committee Meeting January 2018

Committee Members

J. Lhota, Chair

A. Albert

N. Brown

F. Ferrer

C. Moerdler

M. Pally

J. Samuelson

V. Tessitore, Jr.

J. Vitiello

P. Ward

N. Zuckerman

Safety Committee Meeting

**2 Broadway, 20th Floor Board Room
New York, NY 10004**

**Wednesday, 1/24/2018
8:30 - 9:30 AM ET**

1. Public Comments

2. Approval of Minutes - December 13, 2017

Safety Committee Minutes - Page 3

3. Safety Committee Work Plan

2018 Safety Cmte Work Plan 2018-1-24 - Page 7

4. Safety Metrics

MTACC Safety Metrics - ESA and SAS - Page 10

MTACC Safety Metrics - Cortlandt and No 7 Line - Page 11

MNR Safety Metrics - Page 12

LIRR Safety Metrics - Page 13

NYCT Safety Metrics - Page 14

B & T Safety Metrics - Page 15

5. Safety Assurance: Job Safety Briefings - Vision Zero Update (Presentation)

6. Safety Promotion: Winter Challenges (Presentation)

Next Committee Meeting: April 25, 2018 @ 8:30 AM

**Metropolitan Transportation Authority
Minutes of
Safety Committee Meeting
2 Broadway, 20th Floor
New York, NY 10004**

**Wednesday, December 27, 2017
8:30 AM**

The following members were present:

**Hon. Joseph Lhota, Chair
Hon. Fernando Ferrer, Vice Chair
Hon. Mitchell Pally
Hon. Andrew Albert
Hon. Charles Moerdler
Hon. John Molloy
Hon. Peter Ward
Hon. Ira Greenberg**

The following safety officers were present:

David Mayer - MTAHQ
Cheryl Kennedy - NYCT
Loretta Ebbighausen - LIRR
Justin Vonashek – MNR
Anne Kirsch – MTAHQ
Peter Kohner - MTA-CC
Eric Osnes – B & T

Ronnie Hakim, Interim Executive Director, Metropolitan Transportation Authority, Patrick Foye, President, Metropolitan Transportation Authority, Philip Eng, Chief Operating Officer, Metropolitan Authority, Helene Fromm, Deputy General Counsel, Metropolitan Transportation Authority, Patrick Nowakowski, President, Long Island Rail Road (“LIRR”), Albert Rivera, Acting Executive Vice-President, Bridges and Tunnels (“B&T”), Darryl Irick, Acting President, New York City Transit (“NYCT”) and Steven Vidal, Acting President, MTA Bus also attended the meeting.

Chairman Lhota called the meeting to order at 8:32 a.m.

PUBLIC SPEAKERS

There was one public speaker, Omar Vera.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the September 27, 2017 Safety Committee were approved.

DRAFT 2018 COMMITTEE WORK PLAN

Mr. Mayer stated the work plan for 2018 was included in the Committee book and that it follows the four principals of Safety Management. Mr. Mayer encouraged Committee members to provide any suggestions as to topics they may want included since the principals are fairly general.

REVIEW OF SAFETY COMMITTEE CHARTER

Mr. Mayer stated the Committee Charter was included again in this month's book. It is advanced from the Governance committee to the full Board. Mr. Mayer stated it is there for information and if anyone has any suggestions or ideas please pass them along. Chair Lhota stated the Charter was mentioned at the Governance committee and that work on Charters will continue into at least the January meeting, if not beyond.

SAFETY METRICS

Mr. Mayer stated that there is no specific report this month however all of the metrics included in the Safety Committee book are the same metrics reported in the Agency Committee books on Monday. Mr. Pally mentioned the Grade Crossing increase and stated it was better to have that conversation in the Grade Crossing presentation. Chair Lhota and Mr. Mayer agreed.

SAFETY ASSURANCE: RAILROAD EMERGENCY PREPAREDNESS

Mr. Mayer introduced agenda item #6 and the three presentations.

DEEP STATION EGRESS

Mr. Mayer introduced Cheryl Kennedy to present on Deep Station Egress. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's presentation.

Mr. Moerdler asked if the signs pointing to the emergency exits are sufficiently illuminated in the event of a problem. He asked that the illumination aspect of the signs be reviewed by staff.

Mr. Albert asked why the 191st St Station on the 1 line, as the deepest station in the system, was not part of the presentation. Ms. Kennedy answered, that specific station has stairways and that the stations identified in this presentation were those where the primary means of access was an elevator and where stairways were not available.

GRADE CROSSING SAFETY

Mr. Mayer introduced Anne Kirsch to talk about a project on grade crossing technology designed to impact motorist behavior. Ms. Kirsch described efforts to test the effect of a new Active Stopped on Tracks Warning (ASTW) system that detects the presence of stopped vehicles and warns motorists to get off the tracks. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's remarks.

Mr. Pally said the intent of the technology is to ensure a motorist does not go onto the tracks without the ability to get off the tracks and get to the other side. He asked about the location of the traffic lights at these type of grade crossings and their integration to reduce the possibility the vehicle will get stuck or stop on the track. Ms. Kirsch responded that part of the overall effort with the grade crossing consultant along with state Department of Transportation and local municipality is to perform a comprehensive review of grade crossing locations throughout our system.

Mr. Pally asked about coordinating the traffic light access point with the train itself. Ms. Ebbighausen noted the long-standing relationship with many municipalities regarding preemption and we have over 50, if not 60 grade crossings on the Long Island Rail Road that have some preemption technology in place.

Mr. Pally noted the need for rules similar to buses regarding grade crossing for cars. Chair Lhota noted the “don’t block the box” law and its lack of enforcement.

Ms. Kirsch discussed grade crossing education and also noted the MTA has done work with New York State Department of Motor Vehicles (DMV) and now the DMV 2017 driver test now includes questions on grade crossing safety.

Mr. Pally stated grade crossing incidents on the LIRR system have nearly doubled and Global Positioning System navigation (GPS) has played a role in some incidents. Ms. Kirsch noted on a Federal level the Federal Railroad Administration is working with Google and Waze to introduce grade crossing warnings into those apps. Chair Lhota noted a discussion he had with a driver who was involved in a grade crossing incident believed to be partly caused by GPS. Ms. Ebbighausen noted they are focused on data driven decision making as well as working closely with MTA Police Department for more education and enforcement as well as the TRACKS and Operation Life Saver programs.

OBSTRUCTIVE SLEEP APNEA PROGRAM UPDATE

Mr. Mayer stated the intent of this presentation was to provide an update on where the MTA stands with the program as we close out the year. Mr. Mayer stated there are no Federal rules, regulations or guidelines that really guide us in this program. This is very much a program that we are inventing and leading the way on. Mr. Mayer described how the MTA screens employees for sleep apnea and ensures that those who are diagnosed with the condition receive the therapy they are prescribed. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker’s remarks.

Mr. Albert asked what percentage of the employees that will need to be screened through this program have been screened. Mr. Mayer responded that about 55% have been screened thus far. We are working toward completing the screening of the Tier 1 employees by about May 2018 is the goal.

Mr. Pally asked what job categories are included in the testing. Mr. Mayer responded the specific job titles reported on here are Bus Operator, Train Operator in the subway system and Locomotive Engineers on the two railroads. Mr. Pally noted that the intent is that by May 2018 everybody that moves a vehicle will be done. Mr. Mayer responded that the intent is to have the job titles mentioned, Bus Operator, Train Operator and Locomotive Engineers completed by May 2018.

ADJOURNMENT

Chair Lhota asked for a motion to adjourn the meeting. A motion was made and seconded and the meeting was adjourned at 9:13 a.m.

2018 Safety Committee Work Plan

I. RECURRING AGENDA ITEMS

<u>Topic</u>	<u>Responsibility</u>
Public Comments	Committee Chair & Members
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members

II. SPECIFIC AGENDA ITEMS

January 2018

Safety Assurance – Review of Safety Performance	Agency Safety Leads
Safety Promotion – Specific item TBD	Safety Staff

April 2018

Safety Policy – Specific item TBD	MTA Chief Safety Officer
Safety Risk Management	Safety Staff

July 2018

Safety Assurance – Review of Safety Performance	Agency Safety Leads
Safety Promotion – Specific item TBD	Safety Staff

September 2018

Safety Promotion – Specific item TBD	MTA Chief Safety Officer
Safety Risk Management – Specific item TBD	Safety Staff

December 2018

Safety Policy – Evaluation of Safety Committee Charter	Committee Chair & Members
Safety Assurance – Review of Safety Performance	Agency Safety Leads

January 2019

Safety Policy – Approval of 2016 Work Plan	Committee Chair & Members
Safety Risk Management – Specific item TBD	Safety Staff

Detailed Summary

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior meeting of the Safety Committee.

Committee Work Plan

The Work Plan will list, by meeting, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

II. SPECIFIC AGENDA ITEMS

Note: The SMS framework has four pillars: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. To facilitate general oversight of SMS activities at the MTA and its agencies, each agenda items will generally pertain to one of these pillars.

January 2018

Safety Assurance – Review of Safety Performance

The committee will receive a briefing and discussion will be invited pertaining to the safety performance of the agencies. This relates to the Safety Assurance SMS pillar, and provides an opportunity for deeper exploration of “lagging” indicators of safety.

Safety Promotion

The committee will receive a briefing and/or an action item pertaining to a specific aspect of the Safety Promotion SMS pillar.

April 2018

Safety Policy

The committee will receive a briefing and/or an action item pertaining to a specific aspect of the Safety Policy SMS pillar.

Safety Risk Management

The committee will receive a briefing and discussion will be invited pertaining to a specific aspect of the Safety Risk Management SMS pillar.

July 2018

Safety Assurance – Review of Safety Performance

The committee will receive a briefing and discussion will be invited pertaining to the safety performance of the agencies. This relates to the Safety Assurance SMS pillar, and provides an opportunity for deeper exploration of “lagging” indicators of safety.

Safety Promotion

The committee will receive a briefing and/or an action item pertaining to a specific aspect of the Safety Promotion SMS pillar.

September 2018

Safety Promotion

The committee will receive a briefing and/or an action item pertaining to a specific aspect of the Safety Promotion SMS pillar.

Safety Risk Management

The committee will receive a briefing and discussion will be invited pertaining to a specific aspect of the Safety Risk Management SMS pillar.

December 2018

Safety Policy – Evaluation of Safety Committee Charter

The Safety Committee Charter specifies that the Committee Chair & Members will review the charter annually. This relates to the Safety Policy SMS pillar.

Safety Assurance – Review of Safety Performance

The committee will receive a briefing and discussion will be invited pertaining to the safety performance of the agencies. This relates to the Safety Assurance SMS pillar, and provides an opportunity for deeper exploration of “lagging” indicators of safety.

January 2019

Safety Policy – Approval of 2019 Work Plan

The committee will be presented with and discuss the 2018 work plan and asked to approve the same. As the work plan governs the activities of the committee, this pertains to the Safety Policy SMS pillar.

Safety Risk Management

The committee will receive a briefing and discussion will be invited pertaining to a specific aspect of the Safety Risk Management SMS pillar.

SAFETY OPERATIONS REPORT

For East Side Access - November 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	0.71	0.2
Recordable Injury Rate	1.98	0.6

Performance Indicator - CM	Nov	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	217	2689	2380	113%
JHAT Audit	10	126	240	53%
Quarterly Safety Audit	0	15	40	38%
Bi Annual ACE Evaluation	0	13	20	65%
Safety Monthly Meeting	9	124	120	103%
Leading Indicators - Contractor	Nov	YTD	Goal	YTD as % of Goal
Training	22	268	200	134%
Toolbox Talks	76	721	480	150%
Site Inspections	180	3187	2380	134%
SWP Review/Audit	18	390	-	
New Employee Orientation	117	1876	-	
Emergency Preparedness	3	22	20	110%

For Second Avenue Subway - November 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	0.37	0.0
Recordable Injury Rate	2.14	0.6

Performance Indicator - CM	Nov	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	44	1116	1415	79%
JHAT Audit	0	16	120	13%
Quarterly Safety Audit	0	17	20	85%
Bi Annual ACE Evaluation	0	6	10	60%
Safety Monthly Meeting	5	55	60	92%
Leading Indicators - Contractor	Nov	YTD	Goal	YTD as % of Goal
Training	3	51	158	32%
Toolbox Talks	17	220	240	92%
Site Inspections	100	1725	1415	122%
SWP Review/Audit	10	124	-	
New Employee Orientation	6	96	-	
Emergency Preparedness	0	0	10	0%

SAFETY OPERATIONS REPORT

For Cortlandt - November 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	0.0	0.0
Recordable Injury Rate	0.0	8.9

Performance Indicator - CM	Nov	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	43	366	264	139%
JHAT Audit	2	27	24	113%
Quarterly Safety Audit	0	5	4	125%
Bi Annual ACE Evaluation	0	2	2	100%
Safety Monthly Meeting	12	83	90	92%
Leading Indicators - Contractor	Nov	YTD	Goal	YTD as % of Goal
Training	4	52	62	84%
Toolbox Talks	4	47	60	78%
Site Inspections	55	565	538	105%
SWP Review/Audit	3	34	34	100%
New Employee Orientation	11	178	189	94%
Emergency Preparedness	0	2	2	100%

For No. 7 Line - November 2017

Performance				
Injury Rate	2016	2017 YTD		
Lost Time Injury Rate per 200,000 worker hours	2.74	0.0		
Recordable Injury Rate	0.0	0.0		
Performance Indicator - CM	Nov	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	19	231	251	92%
JHAT Audit	1	9	11	82%
Quarterly Safety Audit	0	5	5	100%
Bi Annual ACE Evaluation	0	2	2	100%
Safety Monthly Meeting	1	11	12	92%
Leading Indicators - Contractor	Nov	YTD	Goal	YTD as % of Goal
Training	2	24	26	92%
Toolbox Talks	4	44	48	92%
Site Inspections	66	669	729	92%
SWP Review/Audit	1	7	9	78%
New Employee Orientation	13	114	124	92%
Emergency Preparedness	0	1	1	100%

November 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	December 2014 - November 2015	December 2015 - November 2016	December 2016 - November 2017
FRA Reportable Customer Accident Rate per Million Customers	1.87	1.25	0.80
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.19	2.99	2.89
Grade Crossing Incidents ¹	1	3	1
Mainline FRA Reportable Train Derailments	1	1	2
Mainline FRA Reportable Train Collisions	0	0	0

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Safety Training	2016		2017	
	November	Year End	November	Year to Date
First Responders Trained	-	1,314	72	1,403
Employee Safety Training Courses	-	307	135	312
Employees Trained	-	6,161	2,596	6,609
Employee Safety Training Hours	-	268,469	18,678	251,754
Customer and Community: Focus on Grade Crossings	2016		2017	
	November	Year to Date	November	Year to Date
Broken Gates	3	54	3	23
MTA Police Details	120	1,433	122	1,349
Summons	17	362	48	595
Warnings	1	101	3	154
Community Education and Outreach	5,849	44,227	4,650	71,643
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	202	21.13%	
Passenger Compartment Cameras	1,086	202	18.60%	

Definitions:

First Responders Trained - The number of first responders trained by MNR's Emergency Management to assist in crisis events, such as train evacuation.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

MTA Police Detail - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

Summons for Grade Crossing Violation and other Infractions- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of individuals reached at a TRACKS event. Program began in May 2016.

Cars Equipped with Cameras - Number of complete inward/outward and passenger compartment camera installations on rolling stock. Installation began in August 2016.

November Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	December 2014 - November 2015	December 2015 - November 2016	December 2016 - November 2017
FRA Reportable Customer Accident Rate per Million Customers	4.17	3.37	4.11
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.54	3.00	3.72
Grade Crossing Incidents ¹	11	7	17
Mainline FRA Reportable Train Derailments	0	2	1
Mainline FRA Reportable Train Collisions	3	1	2

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Focus on Safety Training	2016		2017	
	Year End		November	Year to Date
First Responders Trained	1,537		116	1,478
Employee Safety Training Courses	210		80	678
Employees Trained	6,013		888	9,816
Employee Safety Training Hours	223,736		18,284	241,407
Customer and Community:	November	Year to Date	November	Year to Date
Broken Gates	19	127	7	105
MTA Police Details	37	464	189	1,072
Summons	74	1,625	118	1,707
Warnings	53	793	78	814
Arrests	0	5	0	1
Community Education and Outreach	7,355	109,266	12,746	112,132
	Completed		Total	% Complete
Cameras on Rolling Stock	May - Installation complete on two M7 cars and one C3 for testing.		TBD	TBD

Definitions:

First Responders Trained - The number of first responders trained to assist in crisis events.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

Broken Gates - The number of events at grade crossing locations where a vehicle broke a crossing gate.

MTA Police Detail - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

Summons for Grade Crossing Violation and other Infractions- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

Cameras on Rolling Stock - Number of complete inward/outward camera installations on rolling stock.

Monthly Operations Report

Statistical results for the 12-Month period are shown below.

Safety Report			
Performance Indicators	12-Month Average		
	Dec 2014 - Nov 2015	Dec 2015 - Nov 2016	Dec 2016 - Nov 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.64	2.53	2.81
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	2	1	7
Subway Fires ²	1,033	943	928
Buses			
Bus Collisions Per Million Miles Regional	52.79	56.38	55.23
Bus Collision Injuries Per Million Miles Regional	6.50	6.68	6.17
Bus Customer Accidents Per Million Customers Regional	1.15	1.23	1.25
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.97	4.08	3.42

¹ 12-Month Average data from November through October.

² 12-month figures shown are totals rather than averages.

³ Data from December through December.

Leading Indicators				
Subways	December	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	29	356	340	104.7%
Joint Track Safety Audits -- Compliance Rate	98.6%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	21,022	100,499	49,814	201.7%
Station -- Emergency Communication				
Help Point Installations*	13	77	79	97.5%
Buses	December	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	0	225	225	100.0%
Collision Warning System Pilot	0	114	114	100.0%
Vision Zero Employee Training	540	6,628	5,600	118.4%

* The goal has been revised from 92 to 79 stations due to construction work at 13 Stations (9 on the Sea Beach line, 3 Enhanced Station Initiative locations, and Cortlandt Street) that will not be ready to accept HP installations in 2017. Atlantic Avenue was delayed and moved into 2018 due to an issue with the contractor.

Safety Report

Statistical results for the 12-Month period are shown below.

Performance Indicator			
Performance Indicator	12-Month Average		
	December 2014 - November 2015	December 2015 - November 2016	December 2016 - November 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.73	7.43	8.08
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.93	0.95	1.00
Employee Accident Reports	253	253	250
Employee Lost Time Injuries Rate per 200,000 worker hours	4.7	6.8	6.6
Construction Injuries per 200,000 worker hours	2.60	1.97	1.48

Leading Indicators				
Roadway Safety	2016		2017	
	November	Year End	November	Year to Date
Workforce Development (# of Participants)	61	740	86	923
Fleet Preventative Maintenance Insp.	141	1281	133	1334
Safety Taskforce Inspections	2	13	0	8
Construction Safety	November	Year End	November	Year to Date
Construction Safety Inspections	315	4161	303	3210
Fire Safety	November	Year End	November	Year to Date
Fire Code Audits Completed	2	13	2	13
FDNY Liaison Visits	0	25	1	24

Definitions:

Workforce Development provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TIMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).

Fleet Preventative Maintenance Inspections are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.

Construction Safety Inspections are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.

Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding to emergencies. Additionally, special drills and training exercises are conducted to drill on communications and special rescue operations should they be required.