



Metropolitan Transportation Authority

Safety Committee Meeting February 2023

Committee Members

J. Lieber, Chair

A. Albert

N. Brown

S. Chu

M. Fleischer

B. Lopez

D. Mack

H. Mihaltses

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

N. Zuckerman

Safety Committee Meeting

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

Tuesday, 2/21/2023

8:30 - 9:00 AM ET

1. Public Comments

2. Approval of Minutes -

Safety Committee Minutes - Page 3

3. Safety Committee Work Plan

Safety Cmte Work Plan 2023 - Page 6

4. Safety Metrics

Safety Committee Key Performance Metrics - Page 8

5. Committee Presentation

Safety Committee Slides Feb 2023 - Page 22

NYCT Agency Safety Plan - Distributed separately

MTAPD Operations Update

Date of Next Meeting: April 2023

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

**Tuesday, November 29, 2022
8:30 AM**

The following Board Members were present (*Attended remotely):

**Hon. Andrew Albert, Chair
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Blanca Lopez
Hon. Lisa Sorin
Hon. Vincent Tessitore*
Hon. Neal Zuckerman**

The following Board Members were absent:

**Hon. John Samuelsen
Hon. Samuel Chu
Hon. David Mack
Hon. Michael Fleischer
Hon. Frankie Miranda**

The following agency safety & security officers were present in person or by video conference:

Patrick Warren, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Carl Hamann, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Robert Diehl, MTA New York City Transit (“NYCT”)
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)
Shelly Prettyman, Metro-North Railroad (“MNR”)
Pashko Kamaj, MTA Bridges and Tunnels (“B&T”)
Ausberto Huertas, MTA Construction and Development (“C&D”)
Steven Hansen, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Donald Look, MTA Bridges and Tunnels (“B&T”)
Mike Metz, Metro-North Railroad (“MNR”)
Bob Murphy, MTA Long Island Rail Road (“LIRR”)

Andrew Albert chaired the November meeting and called the meeting to order.

Andrew Albert asked Patrick Warren if there were any public speakers.

PUBLIC SPEAKERS’S SESSION

The following public speakers commented:

Lisa Daglian, PCAC

Christopher Greif, PCAC
Murray Bodin
Charlton D'Souza, Passengers United
Jason Anthony, Amazon
Andy Pollack, Passengers United

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for the content of speakers' statements.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the July 2022 Safety Committee were approved with 2 corrections. Board Member Mack's name was corrected, and Board Member Lopez' name was added to the attendance.

SAFETY COMMITTEE WORK PLAN

Board Member Albert asked if there any changes to the work plan. Patrick Warren stated there were no changes to the work plan.

Board Member Albert turned the meeting over to Patrick Warren to go through the Safety & Security Committee meeting agenda.

SAFETY POLICY:

Mr. Warren stated that the safety statistics can be viewed in the Committee Book starting on page 8. Also, in the book you find the status of NTSB recommendations, our agency wide drug & alcohol program and efforts installing CCTV cameras.

Mr. Warren stated given the significance of subway security the meeting time will be spent detailing the efforts of safety & security in the system. Increase in police in the system and the announcement of the presence of police in the system.

Mr. Warren also discussed the gate guard program to keep the gates closed to help combat Fare Evasion and provides an extra sense of security.

Board Member Albert asked if there was an electronic message sent somewhere when one of these gates remained open. Mr. Diehl responded that there was not. Mr. Warren and Mr. Diehl stated that station staff physically check to see if gates are closing daily. Board Member Albert stated that he's see the same station gate not closed. Mr. Diehl asked to provide him the location and he would follow up on it.

Mr. Warren went on the discuss the efforts on Commuter Rail, most notably the reinstatement of the train patrol program and the pursuit of transit bans. and use of cameras.

Board Member Albert asked about the ban of a Suffolk County person and what is the penalty if they are caught riding while banned. Mr. Warren responded at the very least arrested for trespass, but the law is still new, and we are working through what we can and can't do.

Mr. Warren went on to discuss the use of cameras throughout the system.

Board Member Albert asked a question about the location of the cameras in fare control areas versus the platform.

Mr. Diehl explained about the diversity of camera locations and type in the system.

Mr. Warren moved on to the care program for those homeless, suffering from mental illness and using the transit system as a source for shelter. He discussed dedicated beds, 9.58 training, focused care management and the end of line outreach.

Board Member Zuckerman asked about small stuff approach. Mr. Diehl said from his experience in law enforcement if you stop the small crimes, it does help deterring the big crimes. Mr. Warren also commented on how looking at the small incidents. Board Member Zuckerman referenced the small impact the announcement of police at certain stations.

Board Member Albert commented on how the cameras have an impact by capturing the face of a fare evader and the photos are posted and have an effect.

Board Member Bringmann stated there should be someone there from MTAPD. He commented on police clustering and how they should be spread out. He also commented that would have Safety Committee every month.

Board Member Brown asked a question about the staffing looking at camera footage/feeds. Mr. Warren commented on how we look at the cameras. Mr. Warren responded to Board Member Brown and how we use our resources. Mr. Diehl also commented on how the use of cameras in both forensic and real time use.

Board Member Lopez asked about the Care Program and the End of Line program in respect the number of people that receive the services. Mr. Warren responded to the board member's question and the various ways the public can seek these services.

Board Member Albert asked what percentage of the cameras will be monitored real time. Mr. Warren responded.

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 and detailed comments.

ADJOURNMENT

Board Member Albert asked for a motion to adjourn the meeting. A motion was made and seconded and the meeting was adjourned.

2023 Safety/Security 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

Responsibility

February 2023

- | | |
|------------------------------|-----------------------------|
| - Approval of 2023 Work Plan | MTA Chief Safety & Security |
| - NYCT Agency Safety Plan | MTA Chief Safety & Security |
| - MTAPD Operations Update | MTA Police Department |

April 2023

- | | |
|--------------------------------|-----------------------------------|
| - Agency Safety Program Update | MTA Chief Safety & Security |
| - CCTV Camera Program Update | MTA Office of Security Operations |

July 2023

- | | |
|---------------------------------------|-----------------------------------|
| - Grade Crossing Enhancement Projects | MTA Office of Safety Management |
| - Security Grant Program Update | MTA Office of Security Operations |

November 2023

- | | |
|---------------------------------|------------------------------|
| - Drug & Alcohol Program Update | MTA Corporate Health Officer |
| - NTSB Recommendations Update | MTA Chief Safety & Security |
| - Worker Assault | MTA Chief Safety & Security |
| - Fare Evasion | MTA Chief Safety & Security |

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

February 2023

Approval of the 2023 workplan

The committee will receive a discussion on the 2023 workplan and be asked to approve.

NYCT ASP

The committee will be briefed on the NYCT Agency Safety Plan.

MTAPD Operations Update

The committee will be briefed on MTAPD operations.

April 2023

Agency Safety Program Update

The committee will receive a briefing on Agency safety programs.

CCTV Cameras Update

The committee will receive an update on CCTV Cameras.

July 2023

Grade Crossing Enhancement Projects

The committee will be briefed on the railroad Grade Crossing Enhancement Projects.

Security Grant Program Update

The Committee will receive an update on the Security Grant Program.

November 2023

Drug & Alcohol Program Statistics

The committee will receive an update on Drug & Alcohol Statistics.

NTSB Recommendations Update

The committee will receive an update on the status of Recommendations issued to the MTA by the NTSB.

Worker Assaults

The committee will receive an update on MTA worker assaults.

Fare Evasion

The committee will receive a briefing on fare evasion across the system.

MTA Safety Committee

Key Safety Metrics

February 21, 2023

Long Island Rail Road

For the current 12-month reporting period, January 2022 through December 2022, the reportable employee lost time injury rate increased largely due to increases in soft tissue injuries. Based on our analysis of 2022 accidents, we are strategically targeting initiatives to address specific crafts and tasks contributing to the most lost time injuries. This includes increasing awareness and conducting job task hazard analyses. Grade Crossing incidents also increased due to both trespasser events and an increase in vehicle operators violating crossings. We are strategically deploying Corporate Safety resources to conduct observations and community outreach in partnership with MTA Police. Broken gate data is shared monthly with MTA Police who target enforcement to address locations of concern.

During the last quarter 2022 the Corporate Safety Department Operations Division performed 279 inspections in yards, facilities, and along the right of way; conducted 1,340 observations of employees for compliance with safety and operating rules; investigated two on track safety incidents; conducted six training programs for employees; and lead three Confidential Close Call Reporting Labor Management Partnership Peer Review Team Meetings. The Investigations and Analysis Division conducted five rail investigations, issued three safety bulletins, and closed seven recommendations.

The Occupational Safety Division conducted 23 assessments and finalized eight job task hazard analyses to support employee safety. The Environmental Safety Division performed 60 inspections of tanks as well as hazardous material storage facilities and treatment systems while supporting over 30 capitolly funded and internal construction projects.

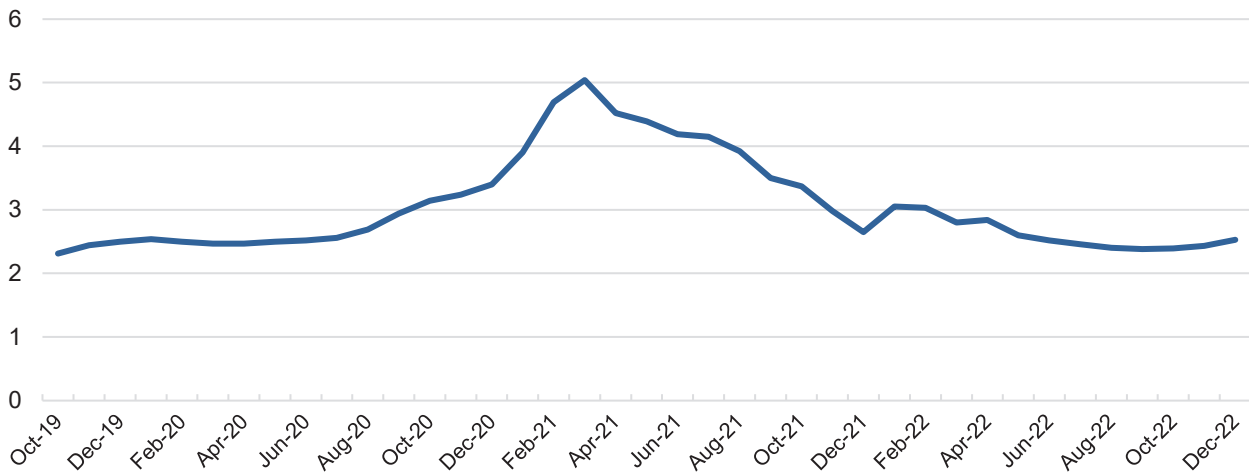
The Capital Project Safety Compliance Division supported 36 capital projects performing document reviews and 20 site safety inspections. The Office of the Fire Marshal trained 451 emergency responders; conducted 1,146 code compliance inspections of LIRR employee and tenant occupied spaces; supported 25 capital projects performing document reviews and site inspections for conformance to code requirements; and responded to 87 emergency call outs. In partnership with MTA Police, the Together Railroads and Communities Keeping Safe (TRACKS) Community Education and Outreach Program conducted 97 classroom training programs reaching 6,832 participants and 27 special events including Operation Lifesaver events at grade crossings.

The entire department provided daily support to megaprojects including Third Track Expansion, Penn Station Construction, and Grand Central Madison Service readiness activities including the opening of the new Mid-Day Storage Yard and Grand Central Madison Terminal.

Performance Metrics

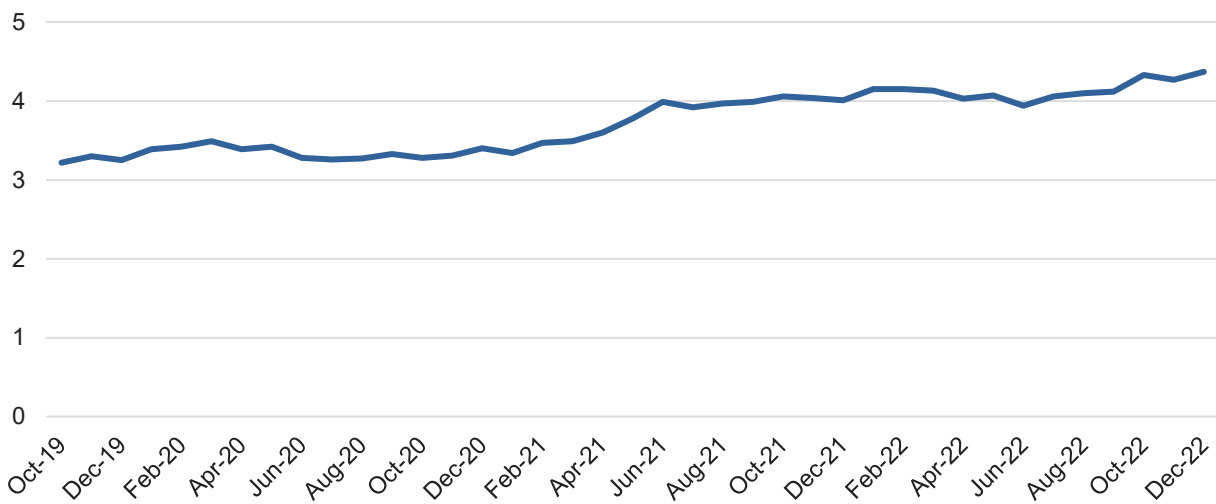
Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2020	2021	2022
Train Derailments	1	1	1
Train Collisions	1	2	0

Prevention Metrics (Leading Indicators)

Training for First Responders and Employees; Customer & Community Outreach

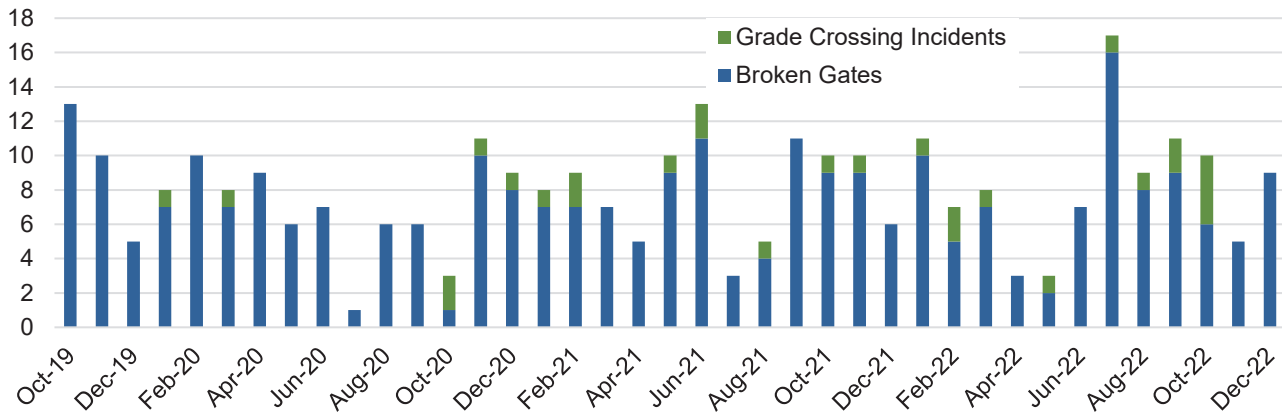
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022
First Responders	568	1,561
Employees	3,866	4,764
Customers and Community Members	36,058	59,213

Grade Crossing Safety Metrics

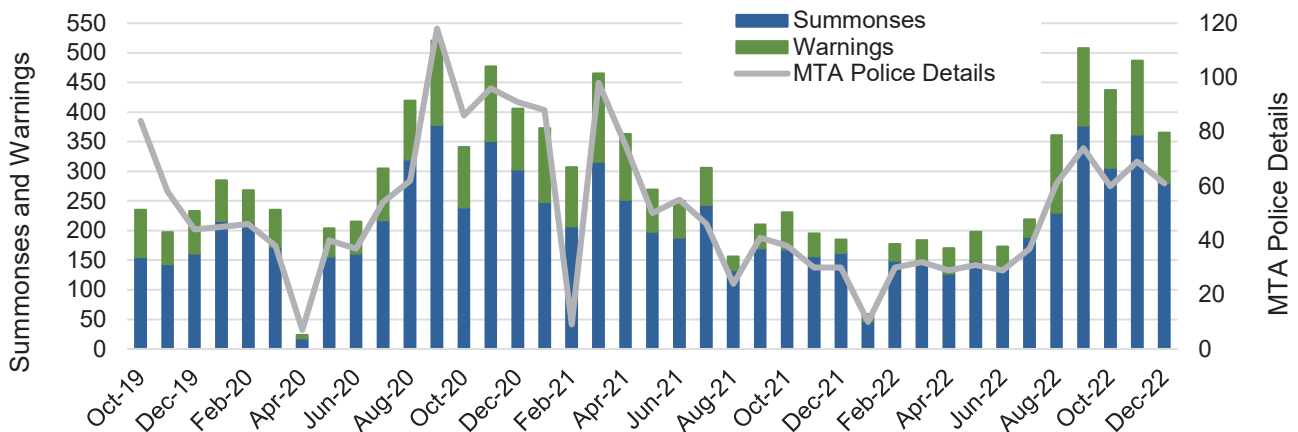
Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



Metro-North Railroad

For the current 12-month reporting period, January 2022 through December 2022, the reportable customer injury rate increased from 1.99 to 2.34 per one million customers, compared to the prior reporting period, January 2021 through December 2021. The reportable employee lost time injury rate increased from 2.00 to 2.18 per 200,000 working hours, compared to the prior reporting period. There were 2 reportable grade crossing incidents and 2 mainline reportable train derailments in 2022, compared to 0 in 2021. There were no mainline reportable train collisions in 2021 or 2022. Slips, Trips and Falls were the most frequent injury type for both customers and employees in 2022. Metro-North has continued to take steps to enhance customer and employee safety, such as the following.

The Office of System Safety (OSS) Field Safety team completed over 1,200 safety audits and inspections systemwide at shops, yards, stations, and along the right-of-way in 2022. Findings are shared with the operating departments for corrective action; examples include yard cleanups and coordination with the Metro-North Right of Way Task Force on concerns regarding trespasser activity and access along the right-of-way.

Customer and community outreach through the Together Railroads and Communities Keeping Safe (TRACKS) program totaled 52,606 in-person and virtual contacts for the year. The suicide prevention awareness campaign was updated to reflect the 988 dialing code to connect those in crisis with a trained counselor and now includes signage in both English and Spanish; QPR (Question, Persuade, Refer) suicide prevention awareness training was delivered to 90 employees.

Under the Roadway Worker Protection Audit program, operations and safety managers conducted 27 group audits, in which they scheduled a full shift to audit work on or about the tracks to ensure compliance with operating and safety rules and engage with field employees.

The OSS Environmental Compliance team completed over 300 field audit inspections at various Metro-North properties, including yards, repair shops and substations. These inspections assessed environmental compliance for hazardous waste, stormwater, petroleum bulk storage, and capital projects.

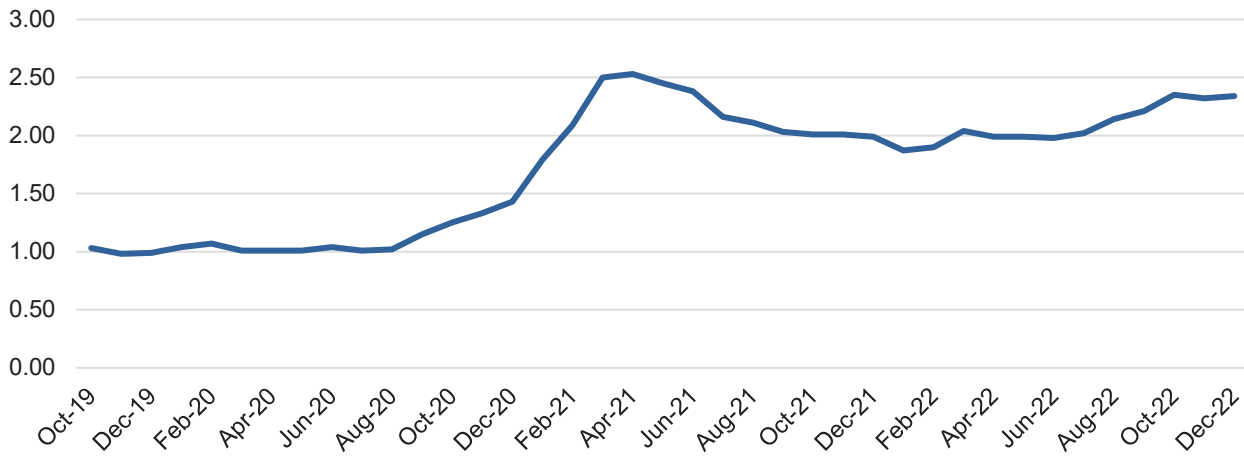
Metro-North held its federally mandated annual emergency preparedness exercise in New Haven; the exercise simulated a fire scenario on Amtrak Acela equipment operating in Metro-North territory. The OSS Emergency Management team delivered 98 Public Safety PTEP classes systemwide, with 1,900 first responders attending. These classes provide emergency response, safety, and railroad familiarization training for Police, Fire, and EMS departments.

The Grand Central Terminal Fire Brigade, which monitors fire life safety systems and responds to fire and EMS alerts throughout the Terminal 24/7, responded to 1,133 fire and EMS callouts in 2022, with an average response time of 2 minutes 28 seconds. With the opening of Grand Central Madison, the Fire Brigade has extended this ongoing operation to cover GCM as well.

Performance Metrics

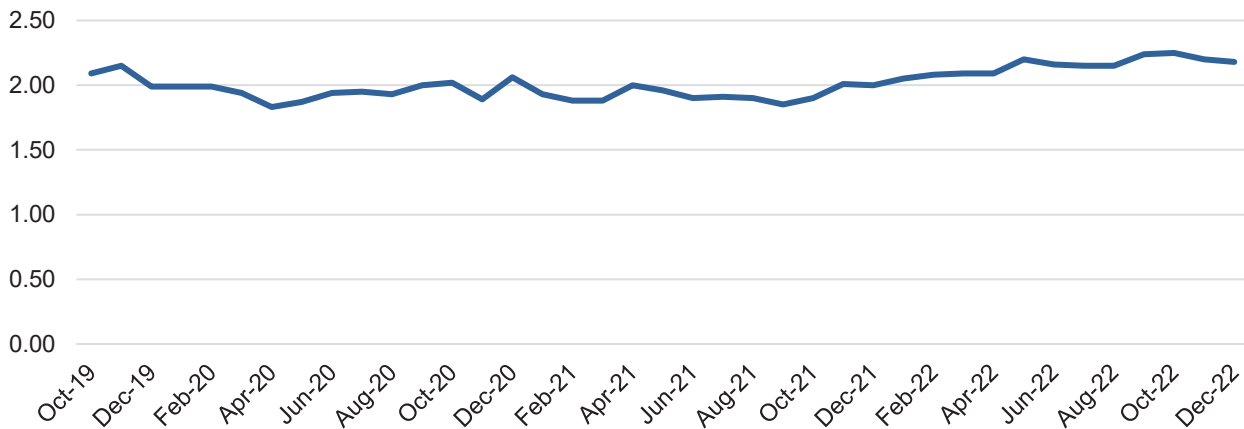
Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2020	2021	2022
Train Derailments	0	0	2
Train Collisions	0	0	0

Prevention Metrics (Leading Indicators)

Training for First Responders and Employees; Customer & Community Outreach

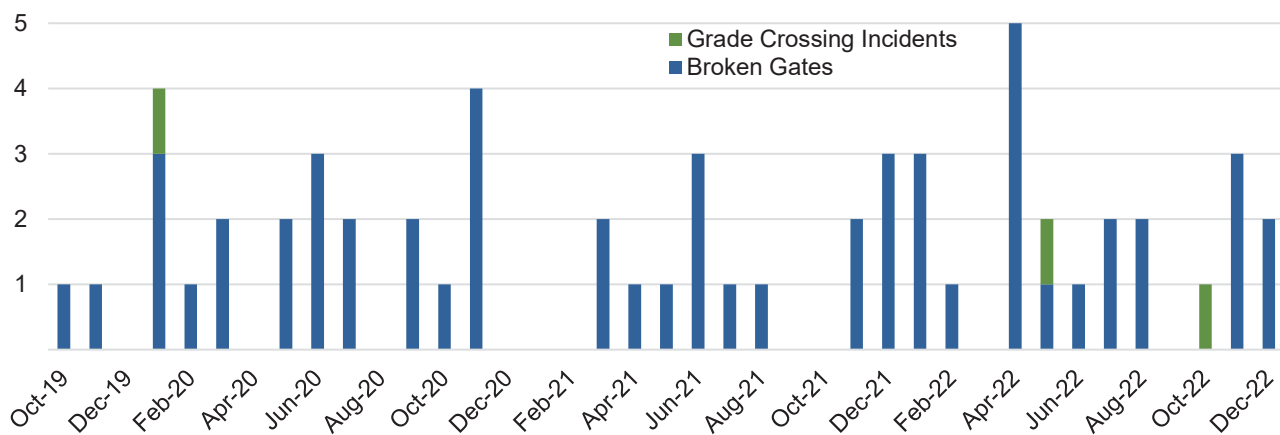
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022
First Responders	1,656	1,868
Employees	2,787	3,080
Customers and Community Members	17,605	52,606

Grade Crossing Safety Metrics

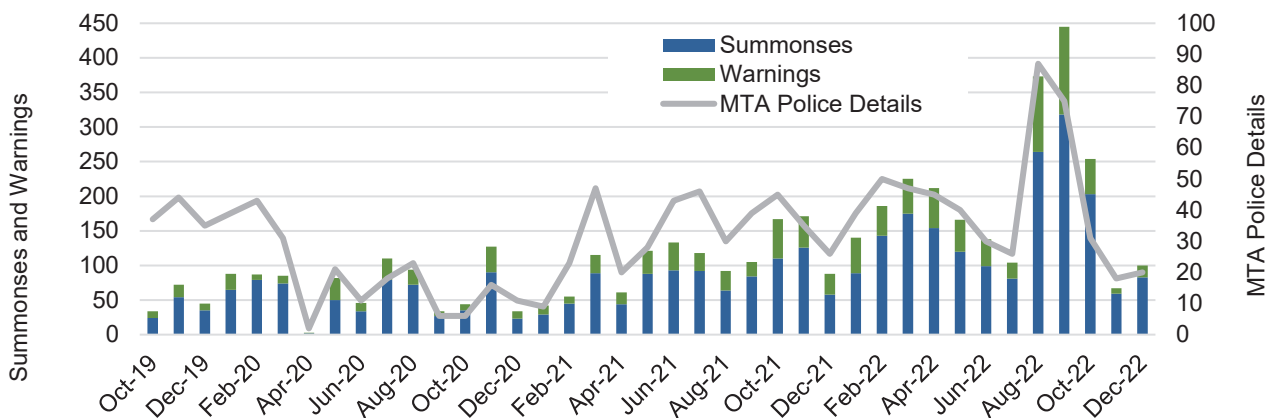
Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



New York City Transit

Subway customer accident rates decreased when comparing the recent rolling 12-month period to the previous one.

Bus collisions and collision injuries increased as well as customer accidents and injuries when comparing the recent rolling 12-month period to the previous one. Bus Safety and Training Department continues to address safe driving techniques to reduce the potential for traffic accidents and pedestrian knockdowns. We are developing and distributing Seasonal Challenges posters and handouts, and targeted posters and handouts according to current collision trends. We are also currently conducting clandestine observation rides. Safe driving techniques are continually reviewed with employees at the depot level as well.

Employee Lost Time Accidents for both Subways and Buses decreased when comparing the recent rolling 12-month period to the previous one.

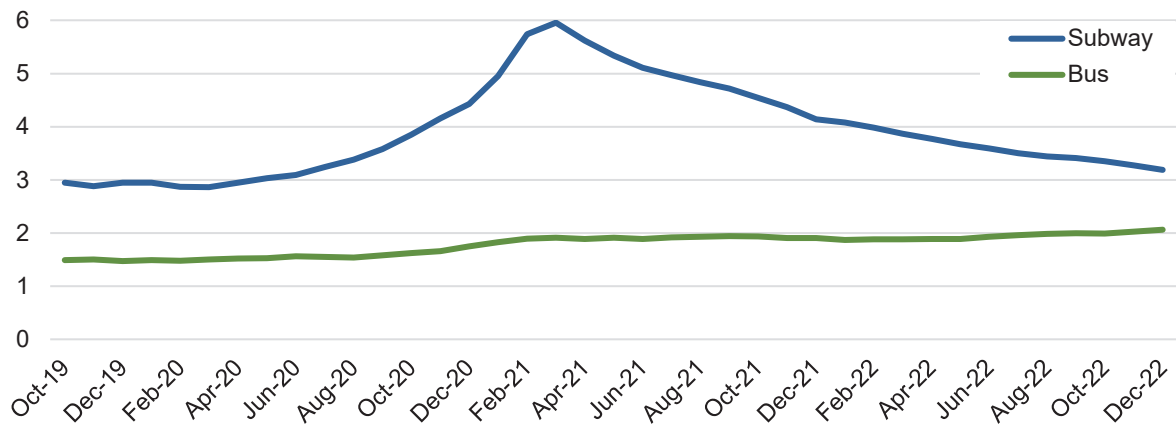
Department of Buses continues to provide safety tips and discussions regarding proper techniques for handling objects and/or equipment (lifting, pushing & pulling), use 3-point contact when ascending/descending ladders as well good housekeeping techniques to reduce accidents associated with slips, trips, and falls.

When comparing figures from the two most recent 12-month periods, subway fires increased. Two of the biggest categories of fires over the past 12 months were station and train debris, of which vandalism was the leading cause. We are working with NYPD to identify culprits. In addition, the Department of Subways is diverting resources to address trends as they're identified. It is worth noting that over 81% of December's fires were of low severity, which means that there was no interruption to service as a result.

Performance Metrics

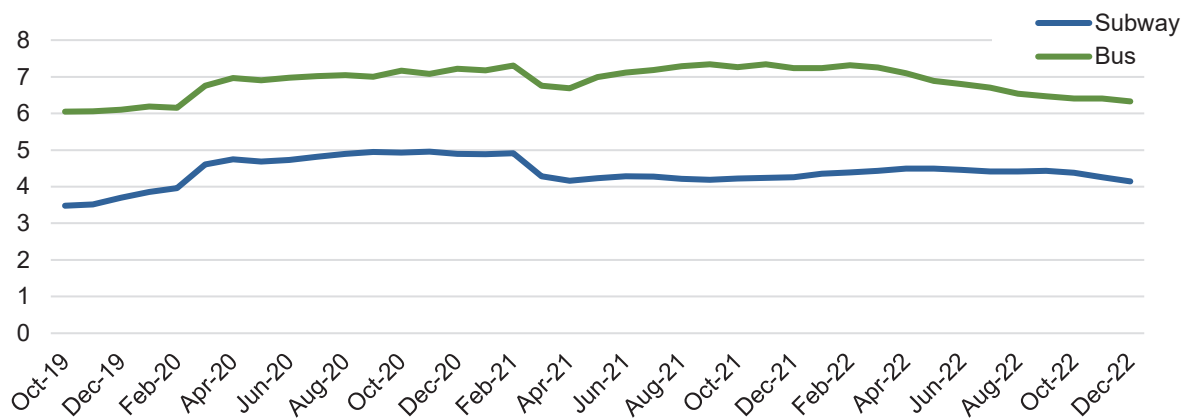
Subway and Bus Customer Accident Rate

The number of subway and bus customer accidents per million customers (12-month rolling average).



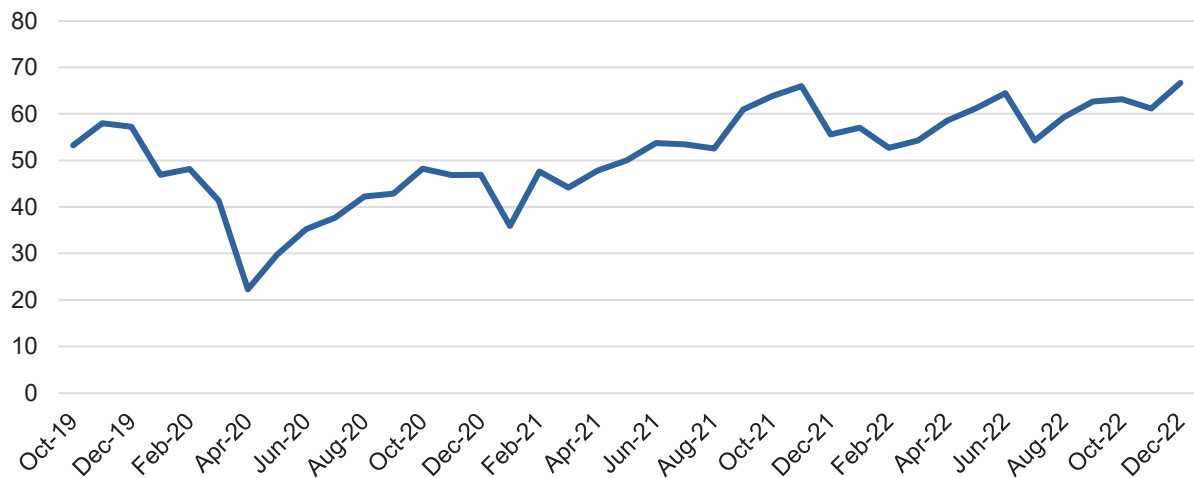
Subway and Bus Employee Lost Time Injury Rate

The number of employee lost time accidents per 100 employees (12-month rolling average).



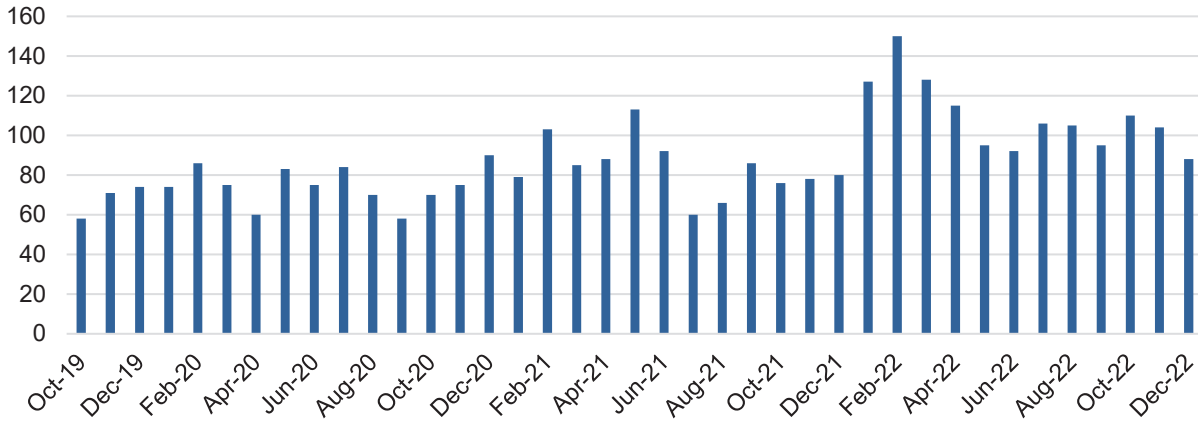
Bus Collision Rate

The number of bus collisions per million miles.



Subway Fires

The number of fires in the subway system including along the right-of-way, in stations, and on trains.



Subway Derailments and Collisions

The number of subway derailments and collisions on the mainline right-of-way and in rail yards.

Year	2020	2021	2022
Mainline Collisions	0	0	0
Yard Collisions	2	3	3
Mainline Derailments	5	0	1
Yard Derailments	4	10	6

Prevention Metrics (Leading Indicators)

Joint track safety audits review critical on-track safety items such as flagging, third rail, and lighting. Continuous welded rail installations significantly reduced the number of rail joints to lessen the occurrence of broken rails. Friction pad installations reduces broken rail incidents and rail defects. Audible Pedestrian Turn Warning Systems produce an audible voice alert to pedestrians when a bus is making a left- or right-hand turn. Vision Zero Employee Training provides pedestrian safety training to all bus operators.

	2022
Joint Track Safety Audits Completed	311
Continuous Welded Rail Installed (Feet)	23,228
Friction Pads Installed	28,122
Audible Pedestrian Turn Warning Systems Installed	610
Vision Zero Employee Trainings Conducted	4,977

MTA Bridges and Tunnels

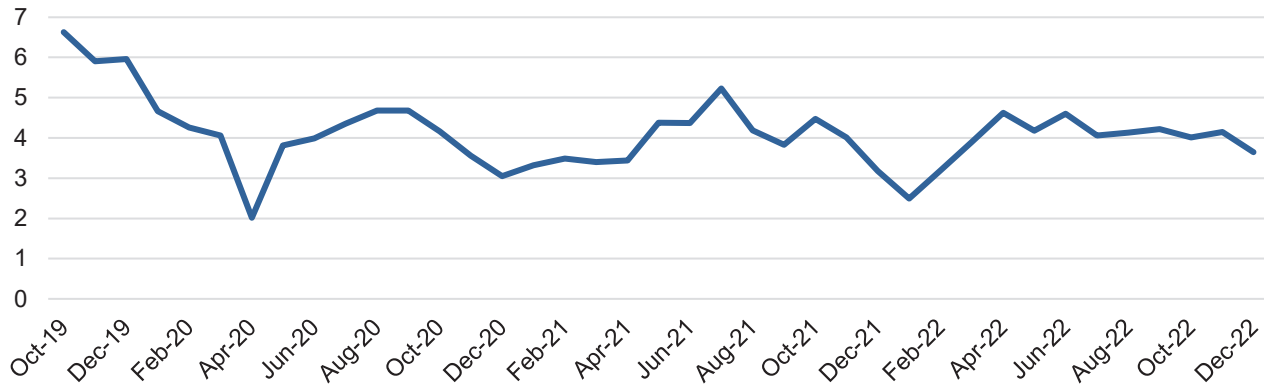
Several months ago, Bridges and Tunnels completed a five-year milestone of conversion to Open Road Tolling (ORT), representing a major shift in how B&T conducts business and how customers connect with our crossings. ORT in conjunction with Construction and Development's engineering modifications, designed to enhance travel efficiencies, in addition to B&T's customer communication strategies and law enforcement initiatives, have contributed to a significant reduction in the relative risk of collision on our roadways. B&T's Safety and Health Unit has unified these actions by systematizing activities as part of the safety management function underscoring Engineering, Education, and Enforcement. As a result, the current total collision rate of 3.97 represents the lowest sustained trend going back to 2015 with traffic indicative of 2019, pre pandemic record volumes.

The lost time injury rate as well as the total number of lost time injuries has dropped in comparison to the last two rolling years. Upon analysis of injury type, results indicate that most of our incidents are associated with soft tissue sprains related to lifting. Safety and Health has responded by establishing a communications campaign on proper lifting techniques and working with front line managers to observe and reinforce employee positioning when performing these tasks. Safety and Health will continue to monitor these trends to initiate further corrective actions.

Performance Metrics

Customer Collision Rate

The number of customer vehicle collisions per one million vehicles.



Employee Lost Time Injury Rate

The number of employee lost time accidents per 200,000 hours worked.



Prevention Metrics (Leading Indicators)

Workforce development provides safety and skills training to all operations, maintenance, and staff personnel. Safety task force inspections are conducted at each facility to improve customer and worker safety. Fire code audits include reviews of fire prevention activities and firefighting and suppression equipment, as required by the NY Uniform Fire Prevention Code. FDNY liaison visits include FDNY facilities tours to become familiar with fire equipment available in structures and buildings.

	2021	2022
Workforce Development	0	486
Safety Task Force Audits	14	14
Fire Code Audits	14	14
FDNY Liaison Visits	34	29



MTA Construction & Development

C&D Safety continues to monitor reported contractor incidents, including those classified as lost time and recordable for all capital projects, to identify trends related to work-related occurrences. C&D covers all capital construction across all MTA agencies, including MNR, LIRR, NYCT, B&T, and C&D-integrated mega projects (ESA, Second Ave Subway Phase 2, Penn Station Access, Penn Gateway, Harold Interlocking, 3rd Track).

The reported information for 2022 includes the following: Slips, Trips and Falls accounted for the highest number of reported lost time incidents, which equates to 37% overall. Struck-By/Against accounted for the highest number of reported recordable incidents, which also equates to 37% overall. As a result, outreach has been provided during the incident to assist in mitigating and preventative measures with the contractors and the project team. The reported Lost Time Incidents for 2022 are 26% lower than 2021, while the reported Recordable Incidents for 2022 are 5%, slightly higher than 2021.

Overall total inspections for 2022 totaled 8,437. These inspections consisted of internal inspections/audits, totaling 2,173, and external inspections performed by Third-Party Safety Consultants and OCIP, totaling 6,264. The inspections included general positive and negative observations, including Housekeeping, Site Security & Public Protection, Fall Protection, Stairs, and Ladders for negative observations. Positive observations included Tools (Hand & Power), Fire Protection/Prevention, Supervision/ Organization, and Electrical.

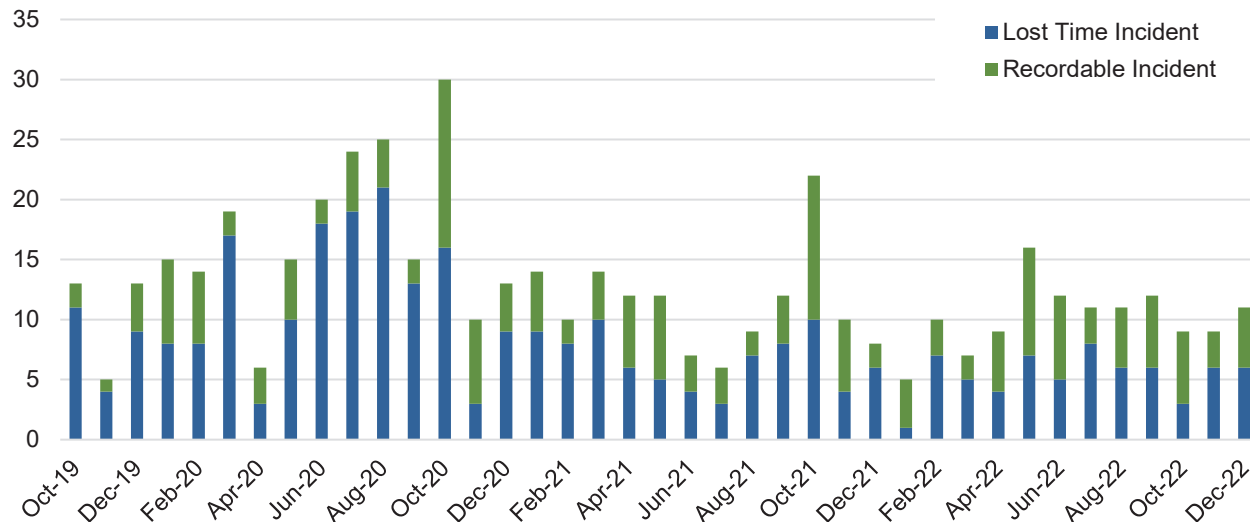
Staffing remains a high priority in filling critical organizational roles within Safety Oversight and the C&D Business Units. The availability of qualified candidates continues to be challenging as Contractors and PMCs also need qualified personnel to staff their projects. As an augmentation to C&D staffing, a short-term RFP for independent 3rd party Safety Inspectors has been finalized to allow for increased oversight inspections.

AECOM Safety Assessment Initiative is to produce a standard safety management system for C&D. The AECOM team has provided a draft of the Safety Management System document for review and comment. Workshops to review the submitted documents have been held with Senior MTA C&D Leadership. Safety Oversight continues working with AECOM to review and revise the draft document to ensure all items align with the proposed implementation phasing plan. This initiative includes a digital solution to capture project and contractor safety data. This solution has been included as part of the overall MTA ESS Digital Platform initiative and continues moving forward.

Performance Metrics

Contractor Lost Time and Recordable Incidents

Lost time incidents measure the number of contractor safety-related incidents leading to lost time. Recordable incidents measure the number of safety-related incidents recorded that do not result in contractor lost time.



Serious Incidents

The number of serious safety-related incidents.

	2022
Struck by / Against	4
Slips, Trips, Falls	5
Electrical Shock	1
Laceration	2

Prevention Metrics (Leading Indicators)

Inspections and Audits

The number of inspections and audits performed at construction sites. Inspections are conducted in-house (internal) and by third-party safety consultants and Owner Controlled Insurance Program teams (external).

	2022
Inspections and Audits - Internal	2,173
Inspections and Audits - External	6,264

Safety & Security Committee

MTA Safety & Security Office

February 21st, 2023



MTA

NYCT – Agency Safety Plan (ASP)

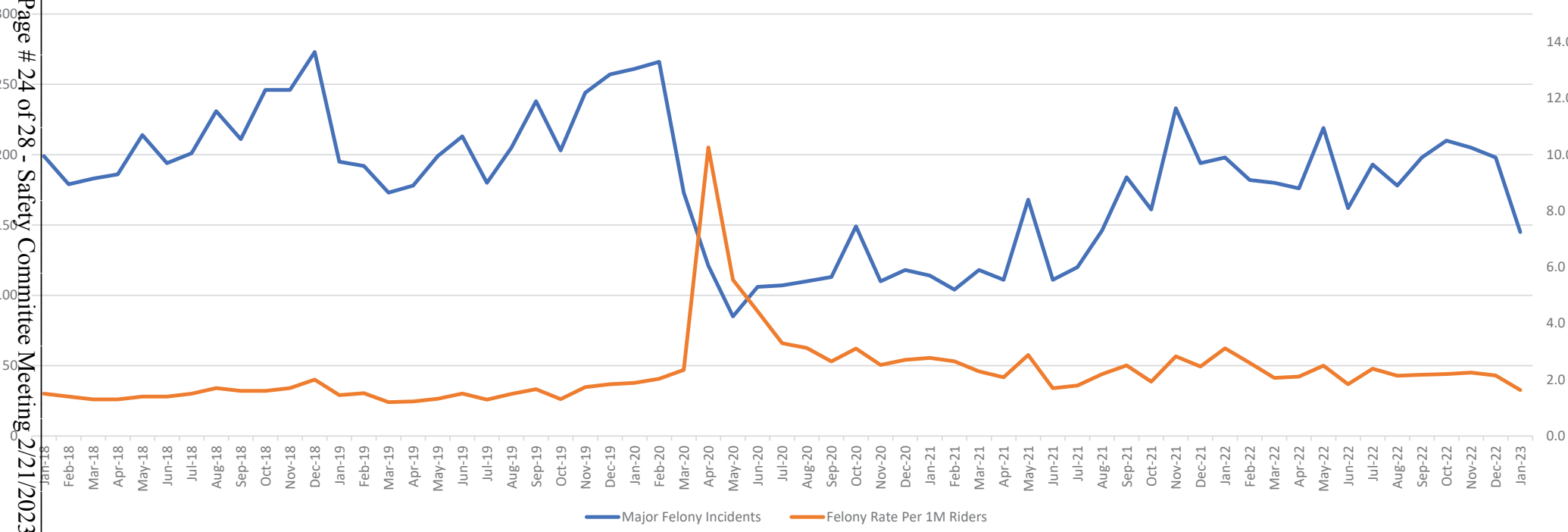
- Annual approval
- Two Plans
 - Buses
 - Subway



Historical Major Crime - Subway

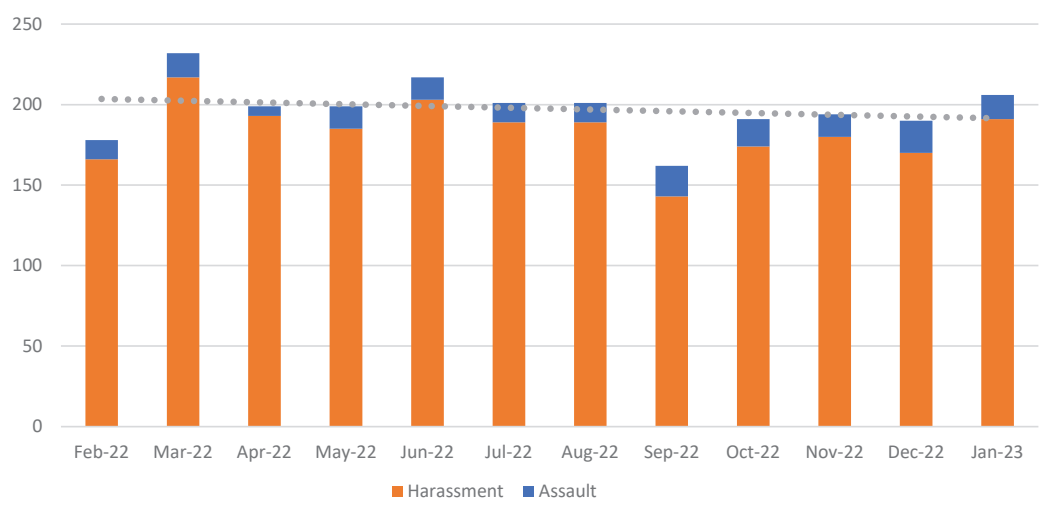
Major Felony Incidents v. Felony Rate Per 1M Riders

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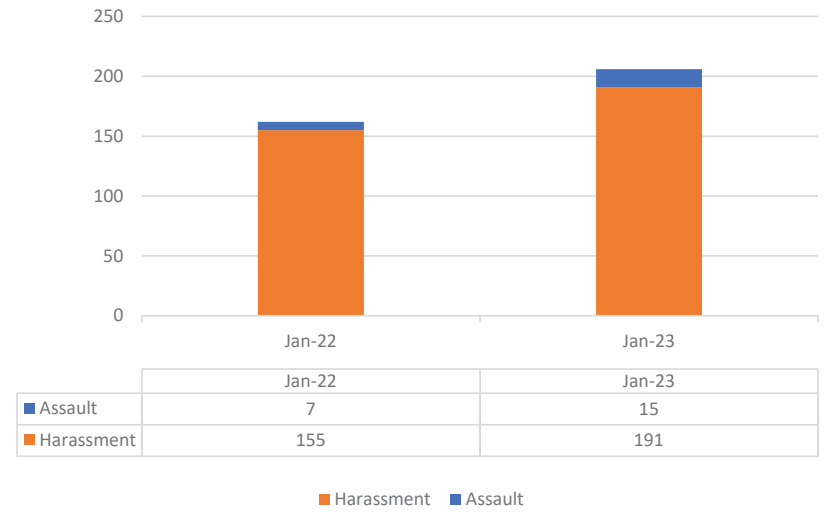


Employee Workplace Violence

All-Agency WPV Cases (Rolling 12 Month)

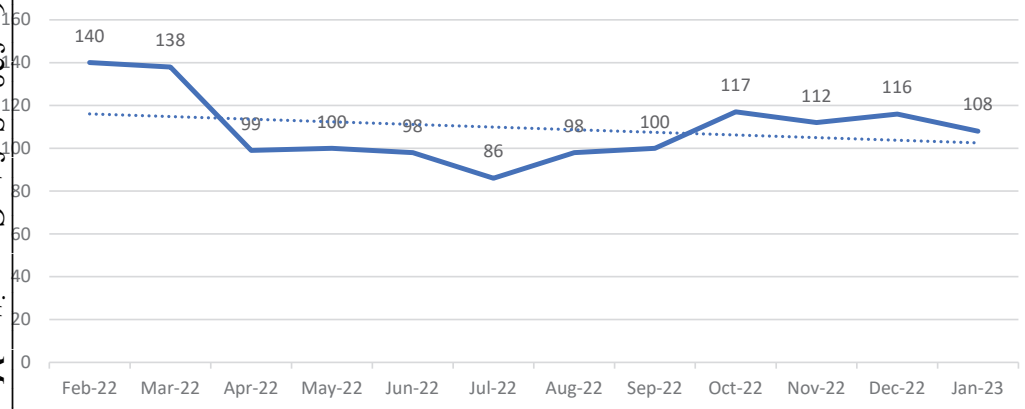


January 2022 v. 2023

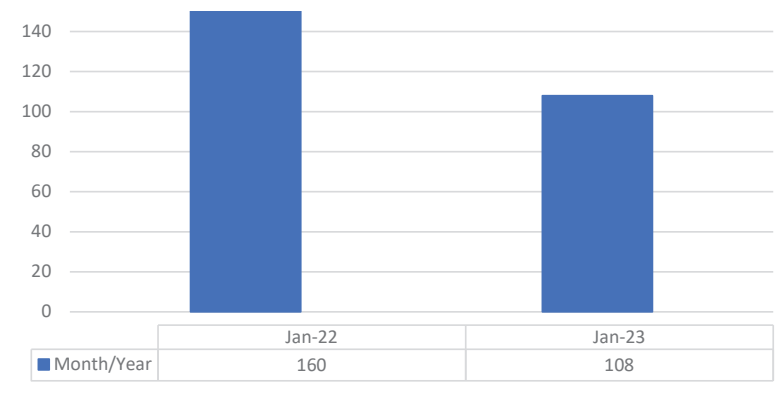


Historical Monthly Track Intrusion Incidents

12 Month Track Intrusion Incidents

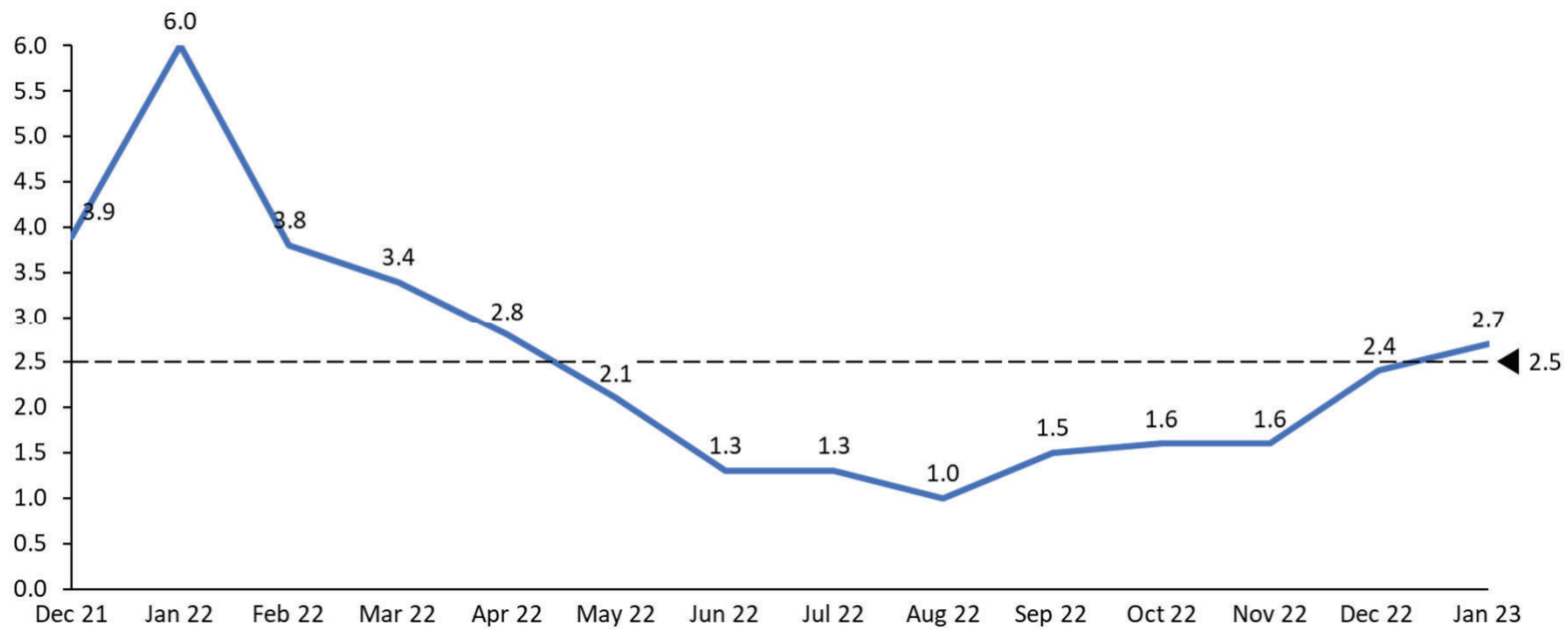


January 2022 v. 2023



Homeless Arriving on Trains Trend

(Average homeless arriving per train at End of Line Stations)



MTA Police Department Initiatives

- Train Patrol
- Stakeholder Outreach
 - Community
 - Labor
 - Agency Management
 - Railroad Crews
- Subway Operations
 - Hub Station patrol
 - End-of-Line operations
- Training
 - New Sargent
 - EDP interaction
 - Leadership - FBI LEEDA

