

CODE CONFORMANCE INVENTORY MAP

The publication of this report, which includes a code conformance status and structural integrity review of all Port Authority's facilities, represents a new initiative of the agency in its continuing effort to enhance public transparency. This report, which will be published on an annual basis going forward, brings together for the first time a detailed overview of the agency's long-standing policy of conforming to relevant building codes, its structural integrity assessment process, and, most importantly, an interactive facility map that allows the public to see where each of our facilities stand in terms code conformance.



John F. Kennedy International Airport (JFK)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Terminal One: New passenger terminal built by a consortium of four international airlines: Air France, Japan Airlines, Korean Air, and Lufthansa.

Terminal Four (JFKIAT): New passenger terminal built by JFK International Air Terminal LLC (JFKIAT), a private non-airline consortium.

United Airlines Cargo Building

Korean Airlines Cargo Building

Airis Cargo Facility: New multi-tenant cargo facility.

Terminal 7 Expansion (British Airways)

Orange Parking Structure: New 2-level parking facility attached to Terminal 7 and AirTrain station.

JetBlue Hangar

Terminal 8 (American Airlines): New state-of-the art terminal covering 1.5 million square feet.

Red Parking Structure: New multi-level parking structure adjacent to terminal 8 and attached to AirTrain station.

Terminal 5 (JetBlue): New terminal building of approximately 650,000 square feet on two main levels connected to the historic landmark Saarinen Building through the original Flight Wing Tubes.

Yellow Parking Structure: New multi-level parking structure adjacent to AirTrain station 5/6 and a skyway connector to Terminal 5.

De-Icing Facility: State-of-the art aircraft infra-red de-icing facility.

Terminal One: Food Court Infill Project

Terminal 8 (American Airlines): Admirals Club Expansion

Building 261 (KLM Cargo) Fire Alarm System Upgrade

POST CONSTRUCTION ASSESSMENTS

LEGEND:

Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
82	196	36	100	16	29	42	65		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
146 Total	3.0 mi. (519,000 s.f.)	12	9.5 mi. (12.7 mi. track)			0.4 mi. track		1,182	2,100
Façade									
17									
STRUCTURAL ITEMS OTHER THAN FAÇADE									
146									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
Terminal 4	94	2007	2012
Terminal 8	89	2009	2014
Hangar 10	108.4	2006	2011
Hangar 19	84	2006	2011
Cogen Plant (Stacks)	> 72	2009	2014
Yellow Parking Garage	>72	NA	2012
Blue Parking Garage	102	NA	2010

Ramada Inn (Bldg 144)	73	2009	2014
JAL (Bldg 151)	77	2009	2014
Control Tower (Bldg 156)	321.5	2009	2014
Airtrain Station Terminal 1	80	2009	2014
Airtrain Station Terminal 2 & 3	80	2009	2014
Airtrain Station Terminal 5 & 6	83	2009	2014
Airtrain Station Terminal 7	78	2009	2014
Airtrain Station Terminal 8	77	2009	2014
Airtrain Station C (Federal Circle)	79	2009	2014
Jamaica RR Station Tower	>72	NA	2010

CODE CONFORMANCE REVIEW			
FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
JFK	Bridge R3 terminal 2 loose concrete	Removed loose concrete	2000
JFK	Bridge J-2 impact damage to stringer	Replaced stringer	2001
JFK	Taxiway bridge J-12 Impact Damage	Repaired stringer flange	2003
JFK	Bridge J-7 impact damage to stringer	No action required	2003
JFK	Impact damage to pedestrian bridge J15	Repaired bridge	2004
JFK	Bridge R8; sheared bearing guide plate	Repaired sheared bearing guide plate	2004
JFK	J7: falling fascia stones	Removed stones	2007
JFK	Bridge J8: Impact damage to stringers & diaphragm	Replaced damaged bolts at diaphragm connection; repaired cracked weld exterior stringer;	2007
JFK	Bridge J2 loose concrete at pier stem	Loose concrete was removed.	2006
JFK	Terminal 1 Bridge R4 - loose concrete	Loose concrete was removed.	2009
JFK	Bridges J9 & J12 - loose concrete	Loose concrete was removed.	2009

Newark Liberty International Airport (EWR)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Air Traffic Control Tower
 AIRIS Cargo Center
 Continental Airlines Baggage Handling Facility: New baggage handling facility at Terminal C
 United Airlines Cargo Building
 Continental Airlines Concourse C-3
 Continental Airlines Hangar 54
 Continental Airlines Hangar 56
 International Air Cargo Center: New multi-tenant cargo facility built in 1998 by Airis Development Group, a developer specializing in airport cargo facilities
 Continental Airlines Global Gateway Project: New third concourse (C-3) with 12 wide-body gates and a new FIS facility
 Parking Garage C: New 3,200 –car multi-level parking deck with enclosed connectors to Terminal C.

Terminal A: Check Point Reconfiguration for TSA

Enterprise Rent A Car - Car Rental Facility Renovation

Terminal B Modernization

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
42	79	47	80		22	18	27	16	25

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES			RAIL	TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM		VEHICULAR	RAIL			
91 Total	2.5 mi. (766,600 s.f.)	2	3.4 mi. (6.8 mi. track)					594	1,432
Façade									
11									
Structural Items other than Façade									
91									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
Terminal B	80	2009	2014
Terminal C	75	2009	2014
Terminal A	83	2009	2014
Continental Hangar (Bldg 54)	94	2007	2012
Brewster Hangar (Bldg 55)	73	2008	2013
Continental Hangar (Bldg 56)	92	2006	2011
FAA - Control Tower	325	2005	2010
Parking Garage (Lot P4)	106	2006	2010
Marriott Hotel (Bldg 346)	95	2008	2013
FEDEX Facility (Bldg 347)	77	2007	2012
Continental Control Tower at Terminal C	144	2006	2011

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
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EWB	Damaged Expansion Joint at Bridges N9, N20, N21	Steel plates installed at N20, N21. Joints repaired at N20, N21. repaired spall at N9.	1999
EWB	Bridge Fascia Panel was hit by Truck	Fascia panel was removed, new panel installed	2000
EWB	Bridge N3 west approach expansion joint is loose	Repaired expansion joint	2000
EWB	Bridge N16 crack in stringer web	Drilled hole at end of stringer crack	2000
EWB	Bridge N-21 loose deck joint	Temporary plate installed	2000
EWB	EWB Bridge N20 impact damage to panel	Repaired panel	2001
EWB	EWB Bridge N20 impact damage to panel	Repaired panel	2001
EWB	Bridge N7 parapet impact damage	Repaired parapet	2001
EWB	Bridge N-6 impact damage to fascia panel	Repaired cracks	2001
EWB	Bridge N20 damage precast panel	Repaired panel	2001
EWB	Bridge N8 damaged fascia panels	Repaired fascia panels	2002
EWB	Bridge N8 loose anchor bolts nuts	Nuts tightened by facility	2002
EWB	Terminal A impact damage to bridge N18	Removed damage fascia panel	2003
EWB	Impact damage to fascia panel at bridge N20	Repaired fascia panel	2003
EWB	Bridge N20 loose concrete on concrete beams	Loose concrete removed.	2004
EWB	Bridge N4 & N7 deteriorated expansion joints	Plate installed over expansion joint at N4	2004
EWB	Bridge N18 bent and undermined bearings	Shored up girders	2004
EWB	Bridge N40 spalled concrete bearing pedestals	Repaired pedestals	2005
EWB	Undermined bearing at bridge N18, N19, N20	Shored up fascia beams	2006
EWB	Bridge N18: precast fascia panel cracked	Repaired fascia panel	2006
EWB	Bridge N4: Hole through deck at the west abutment expansion joint	Temporary steel plate installed.	2008
EWB	Bridge N12: deteriorated expansion joint at west abutment	Temporary steel plate installed.	2008
EWB	Terminal A and Bridge N18 - deteriorated concrete at expansion joint	Repair expansion joint sealant, deteriorated trough and spalled header beam	2009
EWB	Bridge N21 - deteriorated prestress concrete beam	Removed loose concrete	2009

LaGuardia Airport

MAJOR CONSTRUCTION PROJECTS SINCE 1993

US Air Terminal

Air Traffic Control Tower

Central Terminal Building: Station Build Out for South West Airlines

Central Terminal Building: American Airlines Admiral Club Renovation in Concourse D

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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
16	15	8	17			14	19		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES			TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR			
76 Total	1.9 mi. (358,800 s.f.)	2					492	244
Façade								
8								
Structural Items other than Façade								
76								

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
American Hangar (Bldg 1)	72	2005	2010
Delta / United Hangar (Bldg 2)	72	2007	2012
American Hangar (Bldg 3)	72	2005	2010
TWA Hangar (Bldg 4)	72	2007	2012
American Hangar (Bldg 5)	72	2005	2010
U.S. Air Terminal (Bldg 50)	74	2007	2012
Central Terminal Building (Bldgs 75 & 76)	75	2005	2010
FAA Control Tower	145	2005	2010

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
LGA	Vehicle impact to guide rail on flyover	Repaired damaged guide rail	2002
LGA	Loose concrete above delta terminal bridge L11	Loose concrete removed. Repaired spalls and expansion joint seal	2004
LGA	Bridge 11 hollow sounding concrete on underside	Hollow concrete removed	2004
LGA	Bridge 21 loose trough at underside	Loose trough was removed	2004
LGA	Bridge L1 loose guardrail	Removed loose guardrail and installed jersey barriers	2005
LGA	Bridge L3W corroded splash plates and catch plates	Corroded splash plates and catch plates removed	2006
LGA	Bridge L3 sheared bolts at railing posts	Repaired support of railing posts	2007

Teterboro Airport

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Signature Flight: New Terminal Building

First Aviation Services: New Hangars, Shops and Maintenance Building

General Aviation Aircraft Service: New Terminal, Hangar and Support Facilities

POST CONSTRUCTION ASSESSMENTS

LEGEND:

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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	8					5	7	5	5

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
42 Total									
Facade									
4									
Structural Items other than Façade									
38									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
Hangar (Bldg 3)	85	2005	2010
FAA Control Tower	75	2005	2010
Building 112	76	2005	2010

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Stewart International Airport (SWF)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

New kiosks and cablings for skybus

USDA Animal Import Center: Fire Protection System

POST CONSTRUCTION ASSESSMENTS

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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks	Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	PA	Tenant	PA	Tenant
2	6	2			8			

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS	PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT & CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	RAIL			
87								
Façade								
0								
Structural items other than façade								
87								

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No building facades over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION	YEAR COMPLETED
No code related issues			

George Washington Bridge (GWB) & Bus Station (GWBBS)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Seismic Retrofit of New York Approach Structures

POST CONSTRUCTION ASSESSMENTS

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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers	Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	PA	Tenant
9		14				12	7	

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL		
14	5.0 mi. (1,870,800 s.f.)	2					454	104
FAÇADE								
1								
Structural items other than façade								
14								

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
<i>Bus Station Nervi Truss (part)</i>	>72	2009	2014

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
GWB	GWB - Lower Level Tunnels, Loose Tiles	Removed loose bricks and performed a study	1999
GWB	Damaged Sign Structures PP 1E	Repaired sign structure	1999
GWB	East Bus Ramp Loose Concrete on bottom of slab	East & West Bus Ramp sounded and loose material Removed	2000
GWB	Wadsworth Ave. Bridge deteriorated expansion joint	Repaired expansion joint	2000
GWB	Upper level crack in secondary floor beam west of PP8	Repair secondary floorbeam	2001
GWB	UX ramp cracks in 2 stringers	Holes drilled at the end of cracks	2001
GWB	West bus ramp broken expansion joint at Pier 29	Steel plate installed over joint, repaired expansion joint	2001
GWB	South Marginal St Bridge & GWBBS Depot loose concrete	Removed loose concrete from underside of deck	2001

GWB	NY approach - Ramp 4 deteriorated bearing	Repaired beams	2001
GWB	GWB 50 Marginal St. spalled exp. Joint	Repaired exp. Joint	2002
GWB	178th Street Bridge impact damage to floorbeams flange	Repaired beam	2002
GWB	Broken handrail cable on Cable C	Removed broken cable. Installed bypass system for all back spun handrail cables.	2003
GWB	Ramp 178 cover concrete fell from underside of deck	Temporary repair; shored up deteriorated area	2003
GWB	Broadway Br. Damaged expansion joint	Repaired expansion joint	2003
GWB	Loose concrete at LX Ramp. HR 8 HH Pway	Loose concrete removed	2003
GWB	Lemoine Ave. Br. Deteriorated concrete deck	Removed deteriorated concrete from underside of deck	2003
GWB	Bridges over Transmanhattan expressway deteriorated concrete	Removed deteriorated concrete	2003
GWB	Linwood Ave. bridge & Lemoine Ave. bridge deteriorated concrete	Removed deteriorated concrete	2003
GWB	Center Ave. bridge wooden pole has cracked detached bracket	Replaced wooden pole	2003
GWB	NY approaches Hollow concrete on 9 bridge	Removed concrete	2003
GWB	NJ approaches hollow concrete	Removed hollow sounding concrete	2003
GWB	Lower level cracks in web stringer	Repaired stringers	2003
GWB	178th street ramp deteriorated south sidewall slab	Repaired sidewalk in kind	2004
GWB	Upper level NJ side span finger joint deterioration	Repaired finger joint	2004
GWB	U.L. PP119W deteriorated deck ribs	Replaced south channel & broken rib connections	2004
GWB	Deteriorated finger joint assembly hold down plate	Installed new hold down bolts	2004
GWB	178th ramp between strings; deteriorated deck	Shored up deck slab	2004
GWB	Upper level sidewalk deterioration	Removed deteriorated sidewalk	2004
GWB	Broken welds at PP1E between cracked orthotropic deck & cover plate	Welded plates	2004
GWB	PP/E upper level westbound, broken welds on temp. plate	Repaired welds	2005
GWB	PP/E upper level west bound plate welds broken	Installed thicker welds	2005
GWB	NJ back span main cable band rope deteriorated rope	Removed north handrope of Cable B	2005
GWB	Upper level south sidewalk deteriorated concrete	Removed deteriorated sidewalk	2005
GWB	Upper level FB-12 at Stringer S-3 deteriorated web flange	Repaired floor beam	2005
GWB	Ramp F deteriorated joint nos. 1-6	Repaired expansion joints	2005
GWB	Upper level cracked column	Repaired column	2005
GWB	NY Anchorage PP1E deteriorated concrete	Removed deteriorated concrete	2005
GWB	Upper level 8 risers were broken or cracked	Repaired risers	2005
GWB	Upper level: cracked ribs at PP7W, 14W, 19W, 11E	Drilled hole at PP7W and temporary support P8, 14W, 19W, 11E	2005
GWB	NY Approach Broadway bridge: deteriorated concrete patches	Removed loose concrete patches	2006
GWB	Upper Level PP/E loose temporary steel plate	Steel plate was resecured	2006
GWB	West bus ramp deteriorated concrete	Removed deteriorated concrete	2006

GWB	Ramp 178th St. PP14: Crack in Stringer web	Repaired cracked stringer web	2007
GWB	EB Lower Roadway, Bus Depot, Air Rights soffits & bridges across Trans Manh. Exp: hollow & delaminated concrete	Removed delaminated concrete	2007
GWB	Ramp HR2: Crack in weld between vertical stiffener and web of bottom flanges at Pier 7	Repaired stiffener plate	2007
GWB	Upper level: two cracked stringers	Drilled hole at end of cracks	2007
GWB	178th St. Ramp: deteriorated stringer	Repaired stringer	2007
GWB	Main Span Upper Level cracks in secondary floorbeam "B12" at stringer 6 between PP 8E&7E, 4E&5E	Repaired cracked floorbeam	2007
GWB	Main Span South & North sidewalk concrete fascia: deteriorated concrete	Removed all deteriorated concrete	2007
GWB	Main Span Upper Level crack in secondary floorbeam "B12" at stringer 6 between 10E&9E	Repaired cracked floorbeam	2007
GWB	Upper Level cracked light standards welds	Repaired cracked welds	2007
GWB	Secondary floorbeam B12 between PP 22E&21E: cracks at connection	Repaired floorbeam	2007
GWB	Center aver. spalled concrete header at Pier 1	Removed deteriorated concrete & patch with asphalt	2007
GWB	PIP/ Hudson Terr. Hollow sounding & deteriorated concrete	Removed deteriorated concrete	2007
GWB	PIP/ I-95 Northbound deteriorated concrete wearing surface	Removed deteriorated concrete & replaced in kind	2007
GWB	178th St. ramp; deteriorated expansion joint	Repair expansion joint	2008
GWB	Upper Level - PP11E deteriorated orthotropic deck	Repaired shim plates and clamp plates	2009
GWB	HR Ramp 6 and 11 - deteriorated expansion joint	Replaced the expansion joint angle	2009
GWB	Upper Level south sidewalk fascia - loose concrete	Removed loose concrete	2009
GWB	PIP Ramp Over I-95 - deteriorated wearing surface	Repaired deteriorated wearing surface	2009
GWB	Upper Level Panel Points 1E to 2E- Deteriorated bracing connection	Replace cracked gusset plate and angle	2009
GWB	Hudson Terrace EB & WB- Three deteriorated expansion joints	Removed loose concrete and patched with asphalt	2009
GWB	Upper Level Sidewalk - loose concrete	Removed loose concrete	2009
GWB	Lower Level at Henry Hudson Pky- Deteriorated Stringer welds	Repaired Stringer	2009

Goethals Bridge (GB)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Wire way interducts for Fiber Optic cables

POST CONSTRUCTION ASSESSMENTS

LEGEND:

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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
2						3			

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
4	1.65 mi. 406,503 s.f.						42	80	
Façade									
0									
Structural Items other than façade									
4									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
GB	Goethals Bridge PP 36E EB Hole in Deck	Roadway plate installed	2000
GB	Sign structures G6 & G7 impact damage	G7 - replaced damaged sign panel & lights	2000
GB	Impact damage to barrier at Pier A	Repaired the barrier	2000
GB	Goethals Bridge west of Pier 26W - 1st floorbeam - deteriorated haunch	Repaired haunch	2001
GB	Two Holes in sidewalk	Steel plate put over holes	2002
GB	Light tower east of tollbooth had crack in base around 1 bolt	Tower removed	2002
GB	Goethals Bridge light pole sustained impact damage	Pole was removed	2002

GB	misaligned and broken expansion joint at Pier A	Expansion joint was temporarily welded by facility. Replaced joint	2003
GB	PP14E deteriorated concrete at joint	Plate installed temporarily. Repaired deteriorated concrete	2003
GB	Deteriorated joint at Pier 1W eastbound	Repaired deteriorated joint	2003
GB	Deteriorated expansion joint 13E	Repaired joint on priority basis	2003
GB	Deteriorated deck between 24W & 27W	Repaired deteriorated deck	2003
GB	Loose expansion joint at piers A&D	Repaired Expansion joints	2003
GB	Pier A expansion joint broken	Expansion joint was rewelded.	2003
GB	Damaged expansion joint at Pier 16W	Welded loose section of expansion joint	2004
GB	Deteriorated expansion joint at Pier A	Temporary weld fingerplate to support angle	2004
GB	Light pole 184 & 186 corroded	Removed light poles	2006
GB	NY Approach: deteriorated & loose concrete	Removed deteriorated & loose concrete	2008

Outerbridge Crossing (OBX)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

No Significant Projects

POST CONSTRUCTION ASSESSMENTS

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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
						3			

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
2	1.76 mi. 501,634 s.f.							35	109
FAÇADE									
0									
Structural items other than Façade									
2									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
OBX	Deteriorated stringer S2 & stringer S9 bearing	Repaired stringers	2006
OBX	Deteriorated support channel of catwalk	Repaired deteriorated support channel	2007

Bayonne Bridge (BB)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

No significant construction projects

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LEGEND:	
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VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers	Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	PA	Tenant
						2		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
2	1.3 mi. 513,363 s.f.							46	57
Façade									
0									
Structural Items other than Façade									
2									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No building facades over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
BB	Bayonne Bridge NJ approach loose concrete	Loose concreted removed by SEMAC	2001
BB	Bayonne Bridge NY approach Pier 15 loose concrete	Removed all loose concrete, repaired pier	2001
BB	Impact to fascia panel at PP 14N to 15N	Fascia panel was removed	2001
BB	Loose bolts at finger joints	Bolts were replaced; no further action required	2004
BB	Loose bolt at finger plate #2	Facility replaced loose bolt	2005
BB	Deteriorated fascia stringer	Repaired fascia stringers	2005
BB	Hollow and delaminated concrete in NY abutment	Removed delaminated concrete	2007
BB	NY approach: overhead sign B-15 cracked base	Repaired base	2008
BB	<i>NY approach - PPOS deteriorated stringer and catwalk channel</i>	<i>Repaired stringer and catwalk channel</i>	<i>2009</i>
BB	<i>NJ Approach Pier 10S- Deteriorated Nested Rocker Bearing</i>	<i>Repaired rocker bearing</i>	<i>2009</i>
BB	<i>Panel Point 16- Deteriorated Sub-Floorbeam</i>	<i>Repaired Deteriorated beam</i>	<i>2009</i>

BB	Hollow and delaminated concrete in NY abutment	Removed delaminated concrete	2007
BB	NY approach: overhead sign B-15 cracked base	Repaired base	2008
BB	<i>NY approach - PP0S deteriorated stringer and catwalk channel</i>	<i>Repaired stringer and catwalk channel</i>	<i>2009</i>
BB	<i>NJ Approach Pier 10S- Deteriorated Nested Rocker Bearing</i>	<i>Repaired rocker bearing</i>	<i>2009</i>
BB	<i>Panel Point 16- Deteriorated Sub-Floorbeam</i>	<i>Repaired Deteriorated beam</i>	<i>2009</i>

Lincoln Tunnel (LT) / Port Authority Bus Terminal (PABT)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Existing Bowling Alley Renovation

Fit-out for New Restaurant (Heartland Brewery)

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
LT 9						LT 8		LT 4	
PABT 13		PABT 54							

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
15 Total	1.7 mi. (516,500 s.f.)				5 mi.			633	
Façade									
8									
Structural Items other than Façade									
15									

FAÇADE ASSESSMENT SCHEDULE

LOCATION	BUILDING NO.	BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
NJ	None	NJLVB-No/Cen Tun	144	2007	2012
NJ	None	NJLVB-So Tun	144	2007	2012
NYC	None	NYRVB-No Tun	142	2007	2012
NYC	None	NYRVB-Cen Tun	142	2007	2012
NYC	None	NYLVB-So Tun	151	2007	2012
NYC	None	NYLVB-No/Cen Tun	115	2007	2012
NYC	None	<i>Port Authority Bus Terminal</i>	115	2010	2015
NYC	None	<i>42nd St. Vent Bldg</i>	80	2009	2014

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
LT	I-495 over JFK Blvd deteriorated slab	Steel plate put up over deteriorated area	2001
LT	W. 36th street bridge over Dyer Ave. fascia impact damage	Repaired damaged concrete fascia wall	2003
LT	38th Str. Bridge loose deteriorated concrete panels	Removed loose concrete panels	2003
LT	W99-cracked light base & Galvin ave. expansion joint protruding	Removed light pole and replaced expansion joint	2003
LT	Displaced coping stone on helix over JFK Blvd.	Replaced coping stone	2004
LT	Eastbound I-495 over pleasant ave. deteriorated columns	Removed deteriorated concrete	2005
LT	I-495 over JFK Blvd. Br. Deteriorated concrete	Removed deteriorated concrete	2005
LT	I-495 Viaduct deteriorated column	Repaired columns	2005
LT	Ramp 97 deck deterioration at expansion joint	Repaired hole in slab and potholes	2006
LT	WB Helix impact damage to traffic railing	Repaired masonry parapet & guardrail	2006
LT	I-495 Helix over police parking loose concrete from underside of deck	Loose concrete removed. Repaired spalls	2006
LT	Bus Ramps E92, E96 & E98 over 40th St.: brick facing of 3 concrete pilasters deteriorated	Brick facing removed by facility.	2006
LT	Helix: Loose concrete at Pier 7 & Pier 9	Loose concrete was removed. Repair pier stem on routine basis.	2006
LT	Helix guard rail damaged from vehicle impact	At span 2 of the east ramp, installed barrier. Repaired remaining damaged guardrails	2007
LT	Bus Ramp W99 deteriorated concrete underside of deck; crack in column encasement at PABT	Repaired spalls & column concrete encasement	2007
LT	WB Helix over center ramp: damaged guide rail and posts	Guide rail & posts were reinstalled	2007
LT	I-495 over JFK Blvd. deteriorated deck	Repaired deteriorated deck	2007
LT	Ramp W99: deteriorated concrete deck	Repaired concrete deck	2007
LT	Bridge over RR between 31st & 33 st south abutment deteriorated expansion joint	Repaired deteriorated expansion joint	2008
<i>LT</i>	<i>Helix - deteriorated concrete on underside of slab</i>	<i>Removed loose concrete</i>	<i>2009</i>
<i>LT</i>	<i>Helix - impact damage to guiderail and parapet</i>	<i>Repair guiderail and parapet</i>	<i>2009</i>

Holland Tunnel (HT)	
MAJOR CONSTRUCTION PROJECTS SINCE 1993	
Renovation of New York Ventilation Building	
Renovation of New Jersey Ventilation Building	

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers	Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	PA	Tenant
11						6	4	

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
12 Total		2			3 mi.		0.5 mi.	93	111
Façade									
4									
Structural Items other than Façade									
12									

FAÇADE ASSESSMENT SCHEDULE

STATE	BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE INSPECTION
NJ	NJLVB	126	2009	2014
NJ	NJRVB	128	2009	2014
NYC	NYLVB	126	2009	2014
NYC	NYRVB	128	2009	2014

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

PATH System

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Harrison Car Maintenance Facility
Waldo Yard Maintenance Facility

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
26	1	34				12		8	

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
63 Total	0.1 mi. (28,800 s.f.)	3		18		14 mi. (tunnel track) 12 mi.		12	234
Façade									
1									
Structural Items other than Façade									
63									

FAÇADE ASSESSMENT SCHEDULE

LOCATION	BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
NJ	JSTC Admin Building	150	2005	2010

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Elizabeth - Port Authority Marine Terminal (EPAMT)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Maier Terminal: Marine Complex redevelopment
 APM Terminal Redevelopment

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	9								

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
41 Total	0.3 mi. 91,600 s.f.						4.2 mi.	264	
FAÇADE									
0									
Structural Items other than Façade									
41									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No building facades over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
PE	North Ave. Bridge Broken Support for Pipe	Installed temporary support for other pipes & replaced broken pipe	2000
PE	Corbin St. Ramp Pier 13&14 deteriorated concrete deck adjacent to expansion joint	Repaired deteriorated concrete deck & expansion joint	2007

Port Newark

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Administrative Building for Port Newark Container Terminal
 Maintenance Building for Port Newark Container Terminal
 Marine Building for Maher
 Maintenance Building for Maher
 Cement Silo Structures

AARHUS: Tank Farm 4 Expansion

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
4	4					2	38		22

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
102 Total	0.2 mi. (34,400 s.f.)						3.4 mi.	59	
Façade									
2									
Structural Items other than Façade									
102									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
Port Newark: Warehouse/Storage (Building 305)	72	2005	2011
Port Newark: Veg oil refining plant (Bldg 401-Aarhus, Inc.)	80	2008	2013

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
PN	Corbin St. bridge - damaged joint	Repaired damaged joint	2003
PN	Corbin St. Ramp: deteriorated deck at Pier B; loose expansion joint	Repaired deteriorated deck & expansion joint	2008
PN	Portion of Berth 3 Collapsed	Remove leaning seawall at north end. Stabilize fill and drive 2 new piles	2008
PN	Deteriorated pile caps by marine borers	Restrict live load to 100 PSF from the off shore edge of the berth	2008
PN	Corbin St. Ramp: deteriorated expansion joints at Piers 13, 14, and 15	Repair deteriorated expansion joints	2009

Brooklyn - Port Authority Marine Terminal (BPAMT)

MAJOR CONSTRUCTION PROJECTS SINCE 1993

New York Cruise Ship Terminal: New passenger ship terminal in Red Hook - Homeport for Cunard Line's "Queen Mary"

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	2		1			6			

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
23 Total							5.0 mi.	71	20
Façade									
0									
Structural Items other than Façade									
23									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Howland Hook Marine Terminal / Port Ivory

MAJOR CONSTRUCTION PROJECTS SINCE 1993

New Fruit Terminal

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
1						Port Ivory 1	3		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
30							0.5 mi.	44	
FAÇADE									
0									
Structural Integrity other than façade									
30									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

World Trade Center

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Seven World Trade Center: New 53-story high-rise office building with an approximate area of 2 million square feet, completed in May 2006

One World Trade Center: The iconic office tower with 84 above grade levels with an antenna mast above (Construction Phase)

National September 11th Memorial and Museum: Comprises two reflecting pools at the footprints of the original WTC towers, a visitor's center on the plaza and a museum below (Construction Phase)

WTC Transportation Hub: An unique facility with the underground PATH terminal with a majestic transit hall and concourses providing below grade access to New York City subways, World Financial Center and extensive retail facilities (Construction Phase)

Vehicle Security Center and Vehicular Network: Below grade vehicular network comprising a vehicle screening and parking facility for cars, buses and trucks with interconnecting spaces that permits access to the different parcels at the WTC site (Construction Phase)

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	33								

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
1 (7WTC)									
FAÇADE									
1									
Items other than Façade									
1									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
7WTC	>72	-	2010

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Essex County Resource Recovery Facility

MAJOR CONSTRUCTION PROJECTS SINCE 1993

American Ref-Fuel Carbon Silo/Auxiliary Building

POST CONSTRUCTION ASSESSMENTS

LEGEND:

Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	2						1		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
3 Total									
Façade									
4									
Structural Integrity other than Façade									
3									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
Refuse Bunker	115	2007	2012
Boiler Building	165	2007	2012
Turbine Bldg	80	2007	2012
Stack	279	2007	2012

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
ECRR	Underside of boiler room: deteriorated metal deck & deteriorated roof	Restricted load in boiler room & roof	2007

Teleport

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Telehouse Center - Sites I and J Offices

Saint Paul's Schhol of Nursing - Fit-out Project

POST CONSTRUCTION ASSESSMENTS

LEGEND:

Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
2	12					2	2		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES			TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR			
8 TOTAL								
Façade								
0								
Structural tems other than Façade								
8								

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Bathgate Industrial Park

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Clay Park Labs: New Entrances, Offices and Storage

NYC School Construction Authority: Convert Existing Building to a High School

POST CONSTRUCTION ASSESSMENTS

LEGEND:

Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	8						3		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES			TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR			
8 TOTAL								
FAÇADE								
0								
Structural Items other than Façade								
8								

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Hoboken South Waterfront Development: Blocks A, B, C

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Block A South: Commercial Office Building

Block A North: Commercial Office Building

Block B: W Hotel

Block B: Commercial Office Building

Block C: Residential Tower

POST CONSTRUCTION ASSESSMENTS

LEGEND:

Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	44						15		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
3									
FACADE									
3									
Structural items other than Façade									
3									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
Block A	174	2007	2012
Block B	125	-	2013
Block C	125	2007	2012

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
	No code related issues		

Newark Legal and Communications Center

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Chase Manhattan Bank: Office Space Fit-Out

Sills, Cummis and Radin: Office Renovation

Robertson, Freilich, Bruno and Cohen: Office Renovation

POST CONSTRUCTION ASSESSMENTS

LEGEND:

Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant
	13						3		

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
1 Total									
Façade									
1									
Structural items other than Façade									
1									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
Office Bldg	274	2005	2010

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Battery Park Ferry Terminal

MAJOR CONSTRUCTION PROJECTS SINCE 1993

Battery Park City Ferry Terminal

POST CONSTRUCTION ASSESSMENTS

LEGEND:	
Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
FAÇADE									
Structural items other than Façade									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

Hoboken Ferry Terminal

MAJOR CONSTRUCTION PROJECTS SINCE 1993

No significant projects

POST CONSTRUCTION ASSESSMENTS

LEGEND:

Code	Code Required Assessments
Non-Code	PA Assessments that are not required by code
NYC Only	Façade Assessments required by code in NYC only
NJ Only	Assessments required by code in New Jersey only

VERTICAL TRANSPORTATION, BOILER & REFRIGERATION INVENTORY

Elevators		Escalators		Moving Walks		Boilers		Refrigeration Systems	
PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant	PA	Tenant

FACILITY CONDITION SURVEY PROGRAM INVENTORY

BUILDINGS	BRIDGES				TUNNELS		PIERS & WHARVES	SIGN & LIGHT STRUCTURES	LIGHT/CATENARY POLES
	VEHICULAR	PEDESTRIAN	LIGHT RAIL SYSTEM	RAIL	VEHICULAR	RAIL			
FAÇADE									
Structural Items other than Façade									

FAÇADE ASSESSMENT SCHEDULE

BUILDING NAME	HEIGHT (Ft.)	LAST FAÇADE ASSESSMENT	NEXT FAÇADE ASSESSMENT
No buildings over 72 feet			

CODE CONFORMANCE REVIEW

FACILITY	DESCRIPTION	ACTION TAKEN	YEAR COMPLETED
No code related issues			

The publication of this report, which includes a code conformance status and structural integrity review of all Port Authority's facilities, represents a new initiative of the agency in its continuing effort to enhance public transparency. This report, which will be published on an annual basis going forward, brings together for the first time a detailed overview of the agency's long-standing policy of conforming to relevant building codes, its structural integrity assessment process, and, most importantly, an interactive facility map that allows the public to see where each of our facilities stand in terms code conformance.

This report includes an inventory of all Port Authority facilities and includes the following:

- A survey of the major construction projects completed since 1993, all of which adhere to the Port Authority's longstanding policy on code conformance;
- An inventory of the structures at a facility that the Port Authority assesses for code conformance on a cyclical basis;
The assessment schedule for building facades over 72 feet;
- Any code-related issues that have occurred at Port Authority facilities since 1999, and a description of the corrective action taken by the Port Authority.

The Port Authority's Policy On Code Conformance

The Port Authority - a bi-State agency created in 1921 by the States of New York and New Jersey - is one of many governmental entities in New York and New Jersey that is not legally bound by local building and fire codes. Similar exemptions apply to the Metropolitan Transportation Authority and other state authorities, federal buildings such as U.S. courthouses, and foreign embassies and consulates, including the United Nations headquarters.

Despite not being required to follow local building and fire codes, the Port Authority has a longstanding policy to ensure that the agency meets and, where appropriate, exceeds accepted local building and fire code standards with respect to construction, alteration and renovation to any building, structure and space at all Port Authority facilities. A breakdown of which codes our facilities conform to is below:

- Buildings and structures located within New York City conform to the [New York City Building Code \(NYCBC\)](#);
- Buildings and structures located in New York State that are outside of New York City comply with the [New York State Uniform Fire Prevention and Building Code](#);
- Buildings and structures located in New Jersey conform to the [New Jersey Uniform Construction Code \(NJUCC\)](#).

All of these sets of building codes include certain nationally recognized standards such as the National Fire Protection Association (NFPA) as their reference standards.

In addition to the applicable local codes, construction in all tenant areas must also comply with the requirements of the Port Authority's Engineering Department's Tenant Construction Review Manual (TCRM), which includes Port Authority standards that in some cases are above and beyond local building code. Because of their unique character and function, for facilities that have never been contemplated by local building or fire codes, nationally recognized standards are applied. For example, given that rail systems like AirTrain JFK and AirTrain EWR are not included in NYC's or New Jersey's building codes, each facilities complies with NFPA 130, *Standard for Fixed Guideway Transit and Passenger Rail Systems*.

As part of its longstanding policy, the Port Authority has entered into agreements with various municipalities in which its facilities are located to additional assurance that Port Authority facilities will meet or exceed code conformance with respect to the construction of its facilities. In connection with its facilities in New York City, the Port Authority has entered into the agreements described below.

- First, in 1993, the Port Authority entered into a memorandum of understanding with both the [New York City Department of Buildings \(NYCDOB\)](#) and the [New York City Fire Department \(FDNY\)](#) to reaffirm its commitment to meet and, where appropriate, exceed accepted building and fire code standards. In fact, the memorandum of understanding with the New York City Fire Department (FDNY) specifically gives the Department the right to conduct random, unannounced fire safety inspections at Port Authority facilities in New York City.
- Second, in November 2004, the Port Authority entered into a [World Trade Center Redevelopment Agreement with the City of New York](#). In part, that agreement provides that the Port Authority will comply with all applicable NYCBC requirements for all construction work to be performed by the Port Authority or any of its net lessees at the World Trade Center site, and that all structures to be built at the World Trade Center site will comply with the NYCBC. As provided in the WTC Redevelopment agreement, certain portions of the PATH Terminal will comply with the National Fire Protection Association (NFPA) codes. Additionally, any proposed variances from the NYCBC shall require the prior consent of the NYCDOB.
- Third, in March 2009, the Port Authority entered into a [memorandum of agreement](#) with the NYCDOB formalizing existing practices pertaining to the procedures under which the erection, dismantling, use and operation of cranes and derricks used in connection with construction at its facilities in New York City have the appropriate certificates and inspections provided for in the NYCBC.

In addition to the agreements discussed above, the Port Authority has a rigorous process – described below – to ensure its facilities are constructed in compliance with accepted local building and fire code standards:

The Port Authority’s Process of Ensuring Code Conformance

The Port Authority’s Engineering Department maintains a Quality Assurance Division, (QAD), which acts similarly to a Department of Buildings. QAD conducts periodic assessments of all facilities; reports on the condition of all existing buildings and structures; performs quality assurance audits of the construction supervision performed by Engineering, Line Departments, and tenants at Port Authority facilities; recommends to the Chief Engineer the issuance of Permits to Occupy/Use at all Port Authority facilities and the issuance of Certificates of Completion for Port Authority contracts; and, reviews and approves contract documents for construction by tenants and Line Departments for conformance to applicable local codes and Port Authority technical standards.

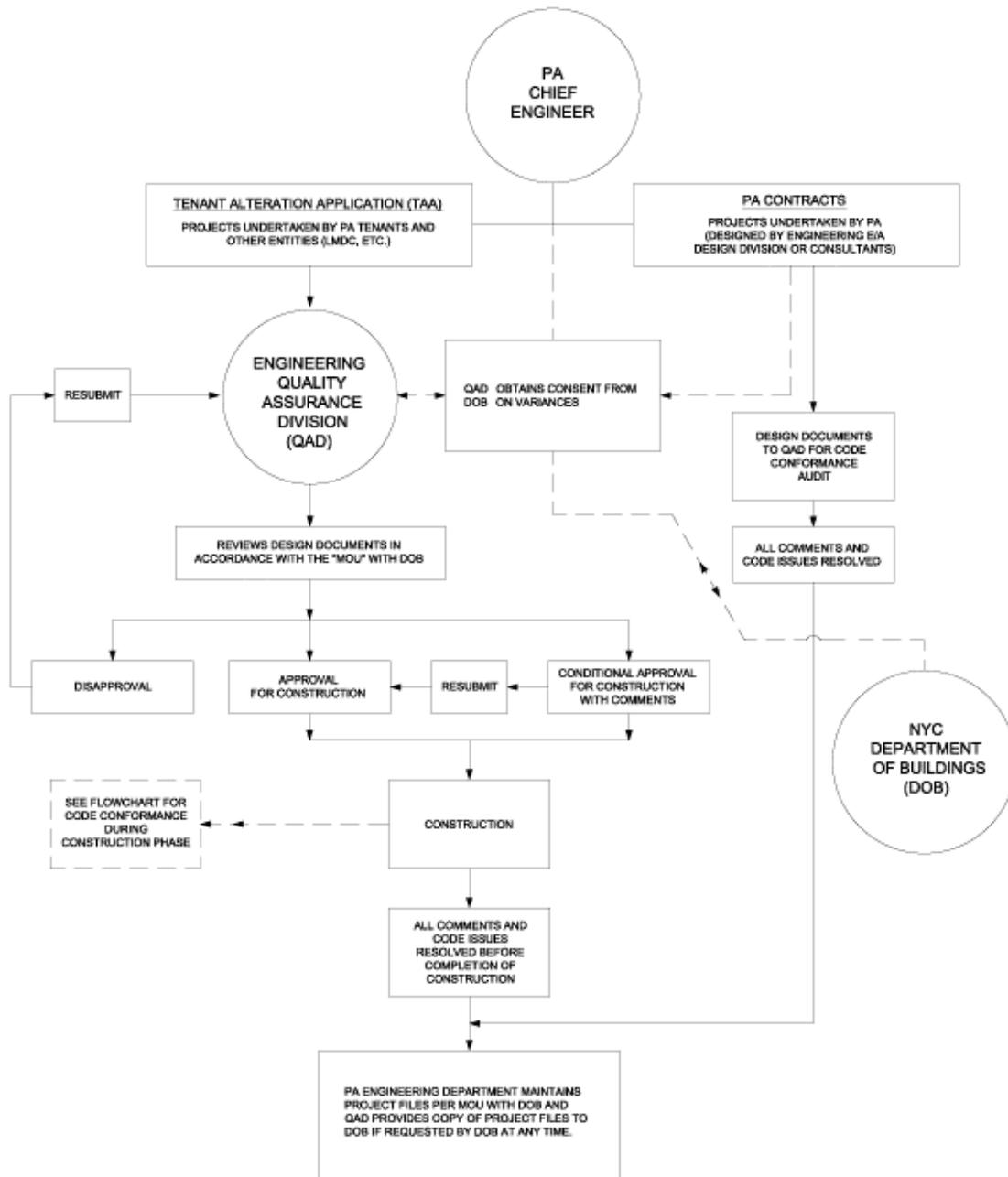
Since 1993, the Port Authority has completed, over 5,000 construction projects involving varying degrees of complexity. From the inception of a project through completion and beyond, the Port Authority works diligently to ensure that its facilities are in conformance with accepted local codes. For some perspective, a Port Authority construction project involves three phases: 1) design; 2) construction; 3) post-construction assessment. The Port Authority’s Engineering Department resolves all code-related issues during the design and construction phase. The third phase, post-construction assessment, is part of the Port Authority’s comprehensive facility structural integrity review program. Below, we describe each phase, along with the protocols in place to ensure code conformance.

Design Phase

All design documents for the Port Authority’s own projects and tenant projects go through a thorough design review by experienced technical professionals in the Port Authority’s Engineering Department for conformance with the code requirements and technical standards as outlined in the flow chart below. The Engineering Department’s Design Standards Unit in QAD reviews and approves construction documents for tenant construction projects and audits Port Authority contract designs for compliance with applicable codes and Port Authority technical standards. The unit performs building department functions on behalf of the Chief Engineer. Engineering Department staff that review design drawings must be registered architects or licensed professional engineers in New York State or New Jersey.

**FLOWCHART #1 FOR CODE
CONFORMANCE DURING DESIGN PHASE**

ENGINEERING
DEPARTMENT
2-17-09



For engineered solutions, code equivalencies or code variances in projects in New York City, the Port Authority has since 1993 formally consulted with the NYCDOB. The Port Authority also consults with the Code Division of the New Jersey State Consumer Affairs Department on code interpretations for New Jersey projects. Under the 2004 WTC Redevelopment Agreement, any proposed variances from code with respect to construction at the World Trade Center site require the prior consent of the NYCDOB.

Specifically, since 1993, the Port Authority has consulted with the NYCDOB on various code matters on the following major projects and has obtained their written concurrence on all of them:

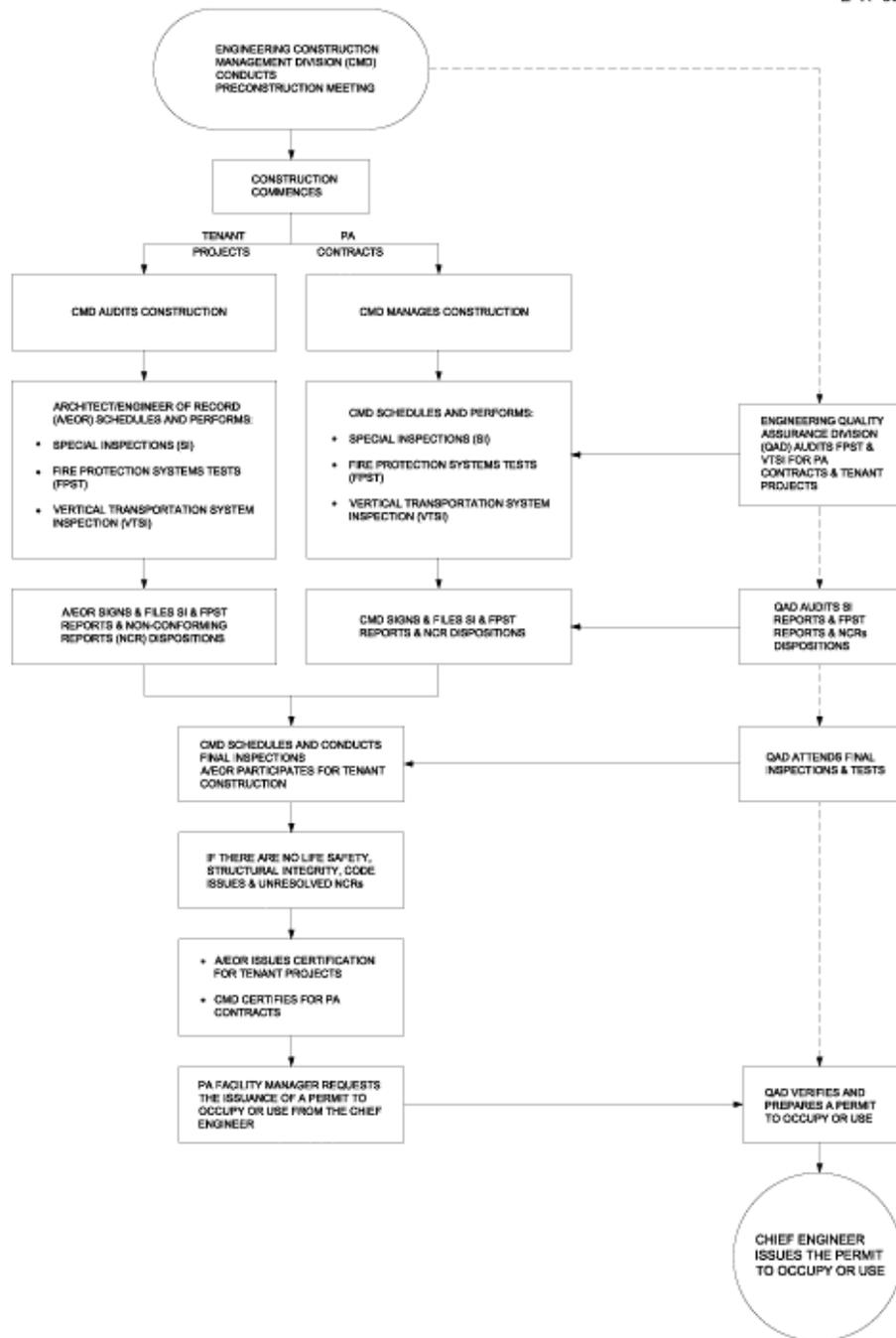
- JFK – United airlines Cargo Building – Fabric Roof (1996)
- JFK – Terminal 4 – Exit Facilities from Baggage Claim Hall (1997)
- JFK – Infrared De-Icing Facility (2004)
- LGA – Air Traffic Control Tower – Exit Stair (1996)
- WTC Memorial and Museum
 - Fire Safety and Means of Egress (2006)
 - Parapet Design (2009)
 - Museum Pavilion (2009)
- One World Trade Center
 - Passenger Elevator Arrangement (2004)
 - Use of AISC-LRFD (American Institute of Steel Construction – Load and Resistance Factor Design) and IBC (International Building Code) 2003 for Structural Design (2006)
 - Concrete Testing Procedure (2007)
 - Use of AISC 13th Edition for Structural Design (2007)
 - Observation Deck and Restaurant Occupant Load (2007)
 - Automatic Pumps for Standpipe/Sprinkler Water Safety (2008)
- WTC Transportation Hub – Occupancy, Fire Safety and Means of Egress (2008)

Construction Phase

During the construction phase, designated Port Authority staff manages construction on Port Authority contracts and audits tenant construction projects (as outlined in flow chart #2) to ensure conformance to the approved design documents, accepted codes and requirements of the Port Authority. Special inspections, fire protection system tests, and vertical transportation system acceptance inspections are performed to ensure conformance to the approved design documents, codes and requirements of the Port Authority. A Permit to Occupy or Use (PTO) is only issued by the Chief Engineer of the Port Authority if conformance with the stated criteria is demonstrated.

**FLOWCHART #2 FOR CODE CONFORMANCE
DURING CONSTRUCTION PHASE**

ENGINEERING
DEPARTMENT
2-17-09



Once a project enters the construction phase, the Engineering Department’s Construction Standards Unit in QAD is tasked with ensuring that a construction project conforms to the applicable local code. To achieve this, the Construction Standards unit performs construction audits and attends acceptance inspections on new construction projects, including elevators, escalators, and boilers, for all Port Authority contracts and tenant construction projects; reports on condition of existing elevators, escalators, and boilers;

and recommends to the Chief Engineer the issuance of a Permit to Occupy or Use for Port Authority contracts and tenant construction projects; and Certificate of Completion for Port Authority contracts.

The Chief Engineer of the Port Authority has issued over 5,000 PTO's since 1993, as set forth in the table below.

SUMMARY OF PERMIT TO OCCUPY OR USE (PTO) ISSUED – PA PROJECTS				
Year	Total No. of PTO	New York City	New York State	New Jersey
1993	109	32	0	77
1994	108	40	0	68
1995	138	58	0	80
1996	208	133	0	95
1997	86	31	0	55
1998	166	114	0	52
1999	109	62	0	47
2000	168	56	0	112
2001	235	177	0	58
2002	114	71	0	43
2003	386	214	0	172
2004	139	50	0	89
2005	106	28	0	78
2006	126	68	0	58
2007	72	40	0	32
2008	134	59	1	75
2009	177	96	0	81
Total	2,582	1,310	1	1,272

SUMMARY OF PERMIT TO OCCUPY OR USE (PTO) ISSUED – TENANT PROJECTS				
Year	Total No. of PTO	New York City	New York State	New Jersey
1993	36	31	0	5
1994	77	60	0	17
1995	100	74	0	26
1996	145	124	0	21
1997	201	172	0	29
1998	179	135	0	44
1999	208	186	0	22
2000	215	148	0	67
2001	188	160	0	28
2002	208	87	0	121
2003	164	64	0	100
2004	217	67	0	150
2005	277	204	0	73

2006	165	76	0	89
2007	212	145	0	67
2008	194	81	0	113
2009	251	159	0	92
Total	3038	1974	0	1064

Though not required by local building and safety codes, the Port Authority offers safety classes for Port Authority employees through the Operations Services Department. In addition, the Treasury Department coordinates the Occupational Safety and Health Administration's (OSHA) 10-hour training for contractors with respect to construction site safety. Examples of classes attended by Port Authority employees include:

- Excavation: Trenching & Shoring
- Fall Protection, Scaffolding and Ladder Safety
- Forklift/Powered Industrial Trucks
- Maintenance of Traffic & Work Area Protection

Post-Construction Assessment Phase

As mentioned above, all code-related issues are resolved by the Engineering Department during the design and construction phase. Once construction is completed, the Port Authority assesses structural integrity of its facilities through a multi-faceted effort involving the agency's Engineering Department, and various agency staff involved in the operation of the facilities and the risk management and insurance functions.

Designated Port Authority staff in the Engineering Department's Condition Surveys Unit in QAD conducts periodic structural integrity assessments and issue condition survey reports on the condition of all existing structures.

The flow chart below outlines the Port Authority's structural integrity assessment process, including the assessment of building facades every five years for buildings greater than 6 stories in height (or 72 feet or greater) in New York City. Biennial assessments are performed on all Port Authority vehicular bridges to comply with the Federal Highway Administration requirements. Corrective actions to conditions that exist involving structural integrity, elevators, escalators, boilers, fire protection and life safety systems, and general fire hazards, are reported directly to facility managers and follow-up assessments are conducted to verify that the necessary corrective action has been taken.

On a cyclical basis, assessments are performed on approximately 680 buildings for fire protection systems and approximately 1,110 vertical transportation systems, which include elevators, escalators and moving walks.

In addition to the Port Authority's building façade assessments in New York City, every five years the Port Authority assesses the facades of all buildings at its facilities in New Jersey and New York State which are 72 ft. or greater in height (totaling 28 buildings).

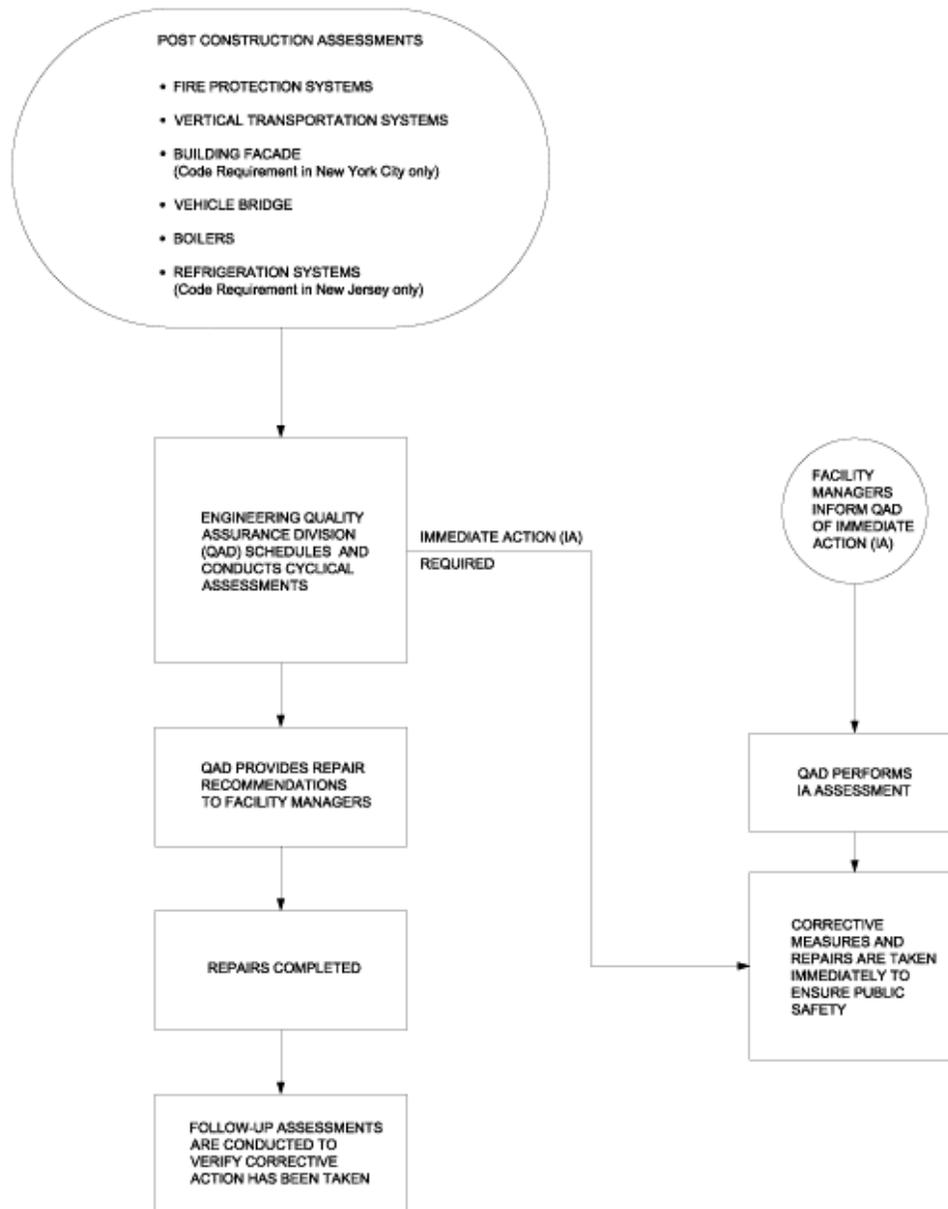
Furthermore, the Port Authority has a cyclic structural integrity assessment process pertaining to approximately 770 buildings, 13 miles of light rail system, 18 railroad bridges, 8 miles of vehicle tunnels, 26 miles of railroad tunnels, 14 miles of piers & wharves, 4,200 sign & lighting structures and 4,500 light/catenary poles, on the cycles set forth in the table below. The cycles meet or exceed accepted code standards and in the absence of any such standards are based industry best practices for assessment cycles. As a result of these assessments, since 1999, ***164 items related to code conformance have been resolved.***

STRUCTURE	CYCLE
Buildings & Terminals	6 – 10 years
Building Facades 72 ft. or Greater	5 years
Bridges – Vehicle	2 years
Bridges – Railroad	6 years
Tunnels – Vehicle	2 years
Tunnels – Railroad	3 – 6 years
Signs & Lighting Structures	4 years
Piers, Berths & Bulkheads	3 years
Railroad Stations	7 years
Railroad Substations	8 years
Air Train Guideway Structure	3 years
Bus & Parking Level Slabs	2 years
Rock Slopes	3 – 4 years
PATH Open Air Structures	6 years
Parking Garages	4 years

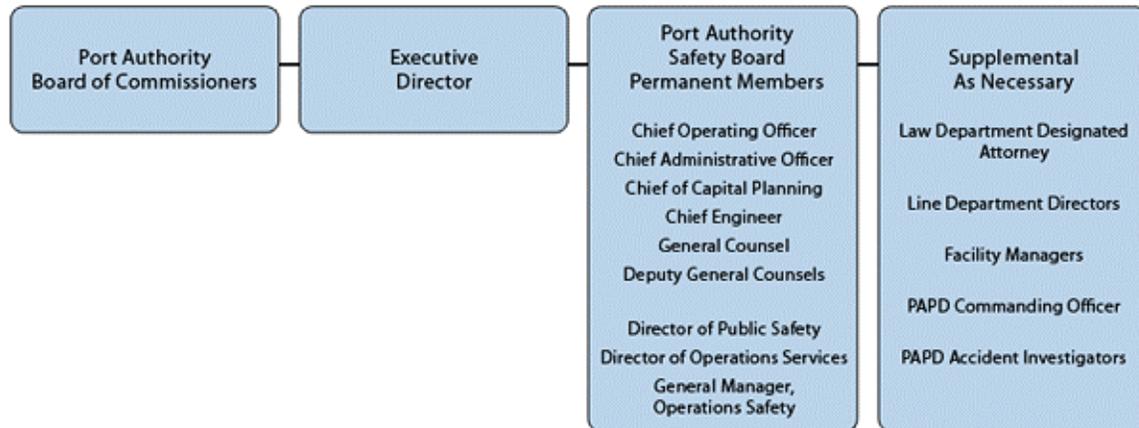
As the flow chart below demonstrates, when a code-related situation is identified, corrective measures are taken immediately to ensure public safety. The Port Authority maintains call-in contracts, under which contractors can begin remedial work on code-related items as soon as design drawings are created.

**FLOWCHART #3 FOR CODE CONFORMANCE DURING
POST-CONSTRUCTION PHASE**

ENGINEERING
DEPARTMENT
2-17-09



In addition to the assessment process described above, the Port Authority has also organized a Safety Board, comprised of the Board of Commissioners, the Executive Director, and Port Authority staff at different levels throughout the agency. The Safety Board meets quarterly and in response to incidents at Port Authority facilities and to address agency-wide policy decisions pertaining to our facilities. The Board is comprised of:



An additional component of the Port Authority’s assessment process involves the FDNY. As referenced above, the 1993 MOU with the FDNY gave the FDNY the right to conduct random, unannounced fire safety inspections at Port Authority facilities in New York City. The Port Authority relies upon the FDNY to respond to its NYC facilities for operational assistance. As such, the FDNY must be educated about the layout of Port Authority facilities. Port Authority staff provides in-depth tours to FDNY firefighters and officers and collaborates with FDNY officials on incident response techniques given the unique nature of Port Authority facilities.

Moving Forward

A critical factor in the Port Authority’s delivery of its regional capital program has always been and will continue to be maintaining the confidence of the public in its operations. This report and those to be issued annually in the future are intended to ensure a level of transparency that is fundamental to maintaining that public confidence.

Inventory Format

This report includes an inventory of all Port Authority facilities and includes the following:

- A survey of the major construction projects completed since 1993, all of which adhere to the Port Authority’s longstanding policy on code conformance;
- An inventory of the structures at a facility that the Port Authority assesses for code conformance on a cyclical basis;
- The assessment schedule for building facades over 72 feet;
- Any code-related issues that have occurred at Port Authority facilities since 1999, and a description of the corrective action taken by the Port Authority.

MEMORANDUM OF UNDERSTANDING BETWEEN THE NEW YORK CITY DEPARTMENT OF BUILDINGS AND THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

This Memorandum shall govern the relationship between the New York City Department of Buildings (the "Department") and the Port Authority of New York and New Jersey (the "Port Authority"), both parties entering into this agreement with the intention to establish procedures to be followed by the Port Authority for any building construction project ("Project"), to be undertaken by the Port Authority or any of its tenants at buildings owned or operated by the Port Authority and located in the City of New York (the "City"), to assure conformance of Projects at such buildings with the standards set forth in the New York City Building Code (the "Code").

While the facilities of the Port Authority, an agency of the States of New York and New Jersey, are not technically subject to the requirements of local building codes, the long-standing policy of the Port Authority has been to assure that its facilities meet and, where appropriate, exceed Code requirements.

The purpose of this Memorandum is not only to restate that long-standing policy as part of an understanding with the City but to provide specific commitments to the Department, as the agency of the City responsible for assuring compliance with the Code, regarding procedures to be undertaken by the Port Authority for any Project at its facilities in the City to assure that the buildings owned or operated by the Port Authority within the City are in conformance with the Building Standards contained in the Code.

Accordingly, the Department and the Port Authority hereby agree as follows:

1. Port Authority Review. To assure conformance with the building standards set forth in the Code at the time of the design and construction of any Project, the Port Authority shall, in the case of each Project, thoroughly review and examine all plans in connection with such Project for conformance with the building standards set forth in the Code. Plans prepared for Projects to be undertaken by Port Authority tenants shall be prepared and sealed by a New York State licensed professional engineer or architect retained or employed by tenant; plans prepared for Projects to be undertaken by the Port Authority shall be prepared by a New York State licensed professional engineer or architect employed or retained by the Port Authority. The Port Authority's examination of plans shall be conducted by New York State licensed architects and engineers retained or employed by the Port Authority. The Port Authority engineer or architect approving the plans for any Project from the standpoint of Code conformance shall be a New York State licensed architect or engineer who shall not have assisted in the actual preparation of such plans.

2. Project File. The Port Authority shall maintain a file (the "Project File") for each Project which file shall at all times contain the most recently

prepared drawings, plans and any other documents required in connection with the review of the Project from the standpoint of Code conformance. In the case of any Project being effectuated by a tenant of the Port Authority (a "Tenant Project") such file shall also include the Tenant Alteration Application prepared by the Tenant. In the case of any project administered by a line department of the Port Authority, such file shall include any construction application prepared in connection with such Project. The Line Departments of the Port Authority are currently its World Trade, Aviation, Interstate Transportation, Port, and Regional Development Departments.

3. Project Certification. For each Tenant Project, the Port Authority shall require the Tenant to obtain the certification of a New York State licensed architect or engineer that such Project was constructed in accordance with the approved plans and specifications for such Project. For any Project effectuated by the Port Authority, the Chief Engineer or his successor in duties shall certify that the Project was constructed in accordance with the approved plans and specifications for the Project. Certifications for each Project shall be maintained in the Project File.

4. Copies of Project File. The Department may at any time request the Port Authority to provide it with a copy of any Project File and the Port Authority shall promptly provide a copy of the Project File to it.

5. Variances. The Port Authority shall promptly advise the Department of any Project approved by the Chief Engineer of the Port Authority which involves, in the judgment of the Chief Engineer of the Port Authority or his successor in duties, a variance from the clear requirements of the Code. In the event that the Department disagrees with the manner in which questions of Code conformance have been or are proposed to be dealt with in connection with such Project, it may so advise the Authority. The Port Authority shall seek expeditiously to resolve the matter. Any matter of Code conformance in connection with such Project which the Department believes involves an unacceptable variance from the requirements of the Code shall be subject to the further review of the Port Authority Board of Commissioners. The Commissioners shall be advised of the Department's views on the matter.

6. Inspections and Surveys. The Port Authority shall continue to conduct or cause to be conducted all building inspections, during both construction and post-construction periods, required under the Code. In addition, the Port Authority will continue to perform structural integrity inspections on a cyclical basis for all of its structures located in the City.

7. Port Authority Responsibility. As indicated above, the purpose of this Agreement is to set forth certain basic understandings between the Department and the Port Authority. It is understood, however, that the Port Authority with its tenants shall continue to bear the responsibility for life safety in buildings at its facilities and nothing in this Agreement is intended to impose any obligations of inspection or review on the Department. The Department shall refer back to the Chief Engineer of the Port Authority any requests for

information or interpretation which it may receive from tenants of the Port Authority with respect to any Project.

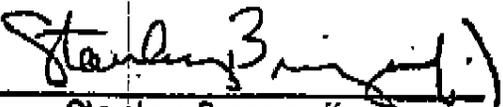
8. No Personal Liability. No Commissioner, officer, agent or employee of the Port Authority or the Department shall be held personally liable under any provision of this Agreement or because of its execution or attempted execution or because of any breach or alleged breach thereof.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be signed, sealed and attested.

ATTEST:


Secretary

THE PORT AUTHORITY OF NEW YORK
AND NEW JERSEY

By: 
Stanley Brezenoff
Executive Director

DATE: 11/3/13

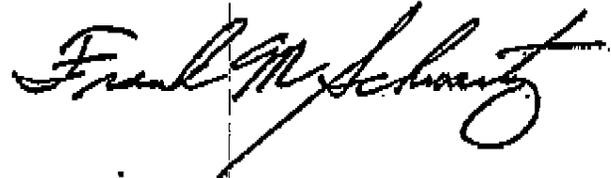
ATTEST:


FRANK M. SCHWARTZ
Notary Public, State of New York
No. 41-4632585
Qualified in Queens County
Commission Expires January 31, 19 15

DATE: 10/28/93

THE NEW YORK CITY DEPARTMENT
BUILDINGS

By: 
Stewart D. O'Brien
Acting Commissioner



MEMORANDUM OF UNDERSTANDING BETWEEN THE FIRE DEPARTMENT
OF THE CITY OF NEW YORK AND THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
EXECUTED AS OF DECEMBER 30, 1993

On April 15, 1993, the Port Authority, in order to maintain and enhance the safety of Port Authority facilities, adopted a policy providing for the implementation of fire safety recommendations made by local government fire departments after a fire safety inspection of a Port Authority facility and for the prior review by local fire safety agencies of fire safety systems to be introduced or added to a facility.

The purpose of this Memorandum of Understanding is to reiterate the Port Authority's commitment to this policy and to set forth certain procedures to facilitate the implementation of this policy for buildings at Port Authority facilities located in New York City.

Specifically, the Fire Department of the City of New York ("FDNY") and the Port Authority hereby agree as follows:

1. FDNY, acting through its Bureau of Fire Prevention ("BFP"), shall have the right to conduct fire safety inspections at any Port Authority facility located in the City of New York. These inspections will generally be coordinated with the Port Authority's General Manager of Risk Management operations, but the BFP, at its option, may conduct inspections without prior notice to the Port Authority.
2. BFP will issue a letterhead report of its fire safety findings and recommendations for corrective action with respect to any deficiencies forming a part of such findings addressed to the Port Authority's General Manager of Risk Management operations. The Port Authority will promptly undertake the implementation of such findings (including undertaking corrective action with respect to any deficiencies) and shall notify BFP of the actions taken to implement such findings. BFP may at any time conduct follow-up inspections with respect to any matters recommended to the Port Authority for corrective action.
3. Prior to the introduction of a new fire safety system or the introduction of modifications to an existing fire safety system at any building located at a Port Authority facility in the City of New York, the Port Authority shall provide BFP with copies of the drawings and specifications or other appropriate description of such system or modification for review and approval. The Port Authority policy is and will continue to be to assure that such new or modified fire safety systems are in compliance with local codes and regulations. When circumstances or conditions are unusual, the Port Authority shall have the right to petition the Bureau of Fire Prevention for a variance in specific cases.

4. The Port Authority and BFP will seek to expeditiously resolve any issues arising out of matters covered by this Memorandum of Understanding.
5. Nothing in this Memorandum of Understanding is intended to limit or modify in any way any arrangements which the Port Authority currently has with local fire companies in New York City regarding either facility inspections or joint training exercises or any other matters.
6. The Port Authority shall continue to be exempt from all inspection and permit fees for FDNY inspections at its facilities.
7. No Commissioner, officer, agent or employee of the Port Authority or FDNY shall be held personally liable under any provision of this Memorandum or because of its execution or attempted execution or because of any breach or alleged breach thereof.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be signed and sealed by duly authorized officers thereof.

THE PORT AUTHORITY OF NEW YORK AND
NEW JERSEY

By:


Stanley Breznoff
Executive Director

FIRE DEPARTMENT - CITY OF NEW YORK

By:


William M. Feehan
Fire Commissioner
City of New York

(b) The Port Authority agrees that it will consult with the City on a regularly scheduled basis throughout the term of the Project to keep the City apprised of phasing, infrastructure and development issues. Such consultation shall include the provision by the Port Authority, prior to commencing any phase of work and when available subsequent thereto, of a Statement of Intention setting forth the proposed work to be performed during such phase plus a budget that includes sources of funds for such proposed work. All Statements of Intention and budgets to be provided by the Port Authority shall be updated on a periodic basis to keep the City apprised of changes thereto. A Statement of Intention and budget for proposed infrastructure and other first phase work shall be delivered to the City within ninety (90) days after the execution of this Agreement.

(c) Given the complexity and critical importance of obtaining federal funds for infrastructure work at the WTC Site, the parties agree, from and after the date hereof, to work cooperatively to secure all such available federal funding. The parties also shall continue to cooperate and consult with each other throughout the term of the Project regarding material funding issues.

ARTICLE FIVE

ONGOING MANAGEMENT ISSUES REQUIRING CITY APPROVAL

The parties agree that streets and sidewalks will be managed by the City and the sidewalks will be maintained by the Port Authority, or its designee, as set forth in this Agreement. The parties further agree, that as between them, that the Port Authority shall have overall management responsibility for all other areas of the WTC Site, except for the streets and sidewalks.

(a) Security

Security at the WTC Site shall be governed by an agreed-upon security plan acceptable to the City and the Port Authority (the "Security Plan"). When adopted, the Security Plan will supersede any existing Memoranda of Understanding between the City and the Port Authority addressing security issues, but only as to the WTC Site. Insofar as possible, consistent with security needs, the Security Plan shall seek to ensure that heightened security measures do not result in undue impacts on the WTC Site or the immediate surroundings. The City and the Port Authority agree to consult with LMDC or its designee, the Silverstein Net Lessees, the Retail Net Lessee and the WTC Hotel owner or operator in the adoption of the Security Plan.

(b) Building Code

The Port Authority agrees that it will comply with all applicable Building Code requirements of the City of New York (the "Building Code") for all construction work to be performed by the Port Authority or any of its net lessees at the WTC Site and that all structures to be built at the WTC Site will comply with the Building Code with the exception of certain portions of the PATH Terminal which will comply with the National Fire Protection Association codes. Any proposed variances from the Building Code shall require the prior consent of the City Department of Buildings ("DOB"). Neither the Port Authority nor its lessees (including the Silverstein Net Lessees and their sub-lessees, the Retail Net Lessee and the WTC Hotel lessee or operator and sublessees) shall be required to obtain any building permits or certificates of occupancy from the City in connection with any construction at the WTC Site for such periods as

the WTC Site is owned by the Port Authority. Nothing contained in this paragraph or in the Agreement shall constitute an agreement between the parties that the local laws, resolutions, ordinances, rules and regulations of the City of New York (whether relating to zoning, land use, environmental or other matters), other than the substantive provisions of the Building Code (which shall apply only as set forth in this paragraph) shall apply to the WTC Site by virtue of the provisions of this Agreement.

(c) **Public Open Spaces**

The public open spaces contemplated for the WTC Site as described in the GPP and as more particularly set forth in the Design and Site Plan Agreement and the Exhibits thereto, as may be amended from time to time, shall be open and available to the public. Public open spaces shall not be used for any commercial purposes without the approval of the City, except for ancillary commercial uses complementary to public open space usage.

(d) **Construction Coordination**

The Port Authority acknowledges that the City and LMDC, among others are in the process of establishing a construction coordination entity that will coordinate and facilitate the numerous construction projects planned in and around Lower Manhattan. The Port Authority agrees that such coordination is necessary to avoid physical space, access, scheduling and other issues that could significantly hinder and delay individual projects throughout Lower Manhattan. The City and the Port Authority acknowledge the importance of the redevelopment of the WTC and agree that the construction schedule for such work will be duly considered in coordinating the construction of all proposed Lower Manhattan projects. The Port Authority further agrees to seek to minimize the impacts of construction within the WTC Site on surrounding areas and other projects within Lower Manhattan. The Port Authority and the City, each on behalf of its successors and assigns, agrees to work in good faith with each other and with the Silverstein Net Lessees, the Retail Net Lessee and any WTC Hotel lessee or operator any construction coordination entity and with the State of New York and their respective instrumentalities to establish a cooperative coordination plan establishing protocols and procedures for the reconstruction of the WTC Site.

ARTICLE SIX

GENERAL CONDITIONS AND COVENANTS

The following terms, covenants and conditions shall be applicable to the parties hereunder:

(a) **No Personal Liability**. No commissioner, officer, official, director, member, agent or employee, nor any other person authorized to act on behalf of the Port Authority or the City shall be charged personally with any liability, or held personally liable in connection with the Project, this Agreement or any breach or attempted or alleged breach thereof. This Article 6 shall survive the termination or expiration of this Agreement.

(b) **Governing Law**. The provisions of this Agreement shall be governed and interpreted in accordance with the laws of the State of New York.

MEMORANDUM OF UNDERSTANDING
BETWEEN THE NEW YORK CITY DEPARTMENT OF
BUILDINGS AND THE PORT AUTHORITY OF NEW
YORK AND NEW JERSEY – CRANES & DERRICKS

In November, 1993 the New York City Department of Buildings (the “Department”) and the Port Authority of New York and New Jersey (the “Authority”) entered into a “Memorandum of Understanding between the New York City Department of Buildings and the Port Authority of New York and New Jersey,” as supplemented by the June 1995 “Supplement to Memorandum of Understanding between the New York City Department of Buildings and the Port Authority of New York and New Jersey,” a letter dated September 15, 1995 from William H. Goldstein of the Authority to Joel A. Miele of the Department, and the November 2004 “World Trade Center Redevelopment Agreement” between the Authority and the City of New York for the purpose of helping to assure conformance of construction projects to be undertaken at buildings owned or operated by the Authority in New York City with the standards set forth in the New York City Building Code.

The purpose of this Memorandum is to provide for the adoption by the Authority of a procedure under which the erection, dismantling, use and operation of cranes and derricks at locations used for Authority work, will require that no owner or other person shall operate, or cause to be operated, a power-operated crane or derrick without a Certificate of Approval, a Certificate of Operation, and the satisfactory performance of an on-site inspection in compliance with the New York City Building Code, New York City Plumbing Code, New York City Mechanical Code and the New York City Fuel Gas Code (collectively hereinafter referred to as the “New York City Construction Codes”).

Although the November 2004 “World Trade Center Redevelopment Agreement” provides that the Authority is not required to obtain building permits from the City in connection with construction at the World Trade Center site, the Agreement states that the Authority will comply with all applicable requirements of the New York City Building Code for all construction work to be performed by the Authority or any of its net lessees at the World Trade Center site.

Accordingly, the Department and the Authority hereby agree as follows:

1. Use and operation of cranes and derricks that are subject to this Memorandum. The erection, dismantling, use and operation of cranes and derricks used or operated by the Authority or any of its net lessees at (i) its facilities in New York City that are statutorily or otherwise exempt from the Department’s jurisdiction and (ii) property owned by New York State and located within New York City that is exempt

from local regulation, ("Authority Sites"), are subject to the procedure described in this Memorandum, except that where any crane or derrick that is erected, dismantled, used or operated by the Authority has all or part of its equipment or support apparatus located on any New York City sidewalk or street, such crane or derrick will be under the Department's jurisdiction.

2. Certificates of Approval. The Authority shall ensure that there exists a valid and current Certificate of Approval from the Department for any crane or derrick that is erected, used and operated at Authority Sites, and if no such certificate exists, the Authority shall cause the owner of such crane or derrick to file an application for and obtain a Certificate of Approval from the Department, prior to the erection, use, and operation of any crane or derrick on Authority Sites in accordance with the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto.

3. Certificates of Operation. The Authority shall ensure that there exists a valid and current Certificate of Operation from the Department, and if no such certificate exists, shall cause the owner of such crane or derrick to file an application for and obtain a Certificate of Operation from the Department, prior to the erection, use and operation of any crane or derrick at Authority Sites in accordance with the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto. The Authority shall ensure that no crane or derrick is used or operated at Authority Sites if the Department has any open items, objections, notices of deficiency or stop work orders and has not issued a Certificate of Operation for such crane or derrick. The Authority shall ensure that all Certificates of Operation are renewed to remain in effect during the use and operation of any crane or derrick at Authority Sites.

Prior to issuance of a Certificate of Operation by the Department –

A. For a tower crane ("tower cranes" shall include climber cranes for purposes of this Memorandum) that is already installed at an Authority Site as of the effective date of this Memorandum, the Authority shall submit to the Department the attached certification signed by a New York State Licensed Engineer (NYSPE) employed or retained by the Authority that certifies that the following was performed and/or prepared by a NYSPE retained by the tower crane owner (Engineer of Record "EOR") to the satisfaction of the Authority in accordance with the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto:

- i. Plans prepared, signed and sealed by the EOR demonstrating compliance with the New York City Construction Codes, reference standards, and related rules and regulations, regulatory notices and amendments thereto including, but not limited to the proposed locations of the crane, pertinent features of the sites, supporting platforms or structures and the swing of the crane;
- ii. Field inspections and reports of inspection results of the crane in an unassembled state or acceptable documentation in lieu thereof;
- iii. Field inspections and reports of inspection results of the crane in an assembled state that confirm compliance with the approved plans; and

iv. Load test procedures and reports of load test results for the crane.

B. For all other tower cranes:

i. The Authority shall submit to the Department appropriate documentation that it has reviewed and approved plans prepared, signed and sealed by the EOR showing compliance with the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto. The Authority shall submit such appropriate documentation of approval to the Department prior to performing unassembled and assembled inspections and load tests;

ii. The EOR shall conduct field inspections and prepare reports of inspection results of the crane in an unassembled state. Prior to any such field inspection, the Authority shall notify the Department so that a representative of the Department may be present to witness such field inspection;

iii. The EOR shall conduct field inspections and prepare reports of inspection results of the crane in an assembled state that confirm compliance with the approved plans. Prior to any such field inspection, the Authority shall notify the Department so that a representative of the Department may be present to witness such field inspection;

iv. The EOR shall conduct a load test for the tower crane and prepare reports of results of load test results for the crane. Prior to conducting a load test, the Authority shall notify the Department so that a representative of the Department may be present to witness such load test; and

v. The Authority shall provide the Department with a copy of all reports prepared under paragraph 3(B) (ii) (iii) and (iv) prior to the Department's issuance of a Certificate of Operation.

C. No Certificate of Operation shall be issued to a mobile crane or derrick unless such equipment passes inspection by the Department. Inspection of such equipment shall be made by the Department upon notification by the Authority.

4. Access for Inspections. The Authority authorizes the Department to enter Authority Sites for the purpose of conducting inspections of cranes and derricks in connection with issuance of Certificates of Operation; for the purpose of conducting spot checks of crane and derrick equipment and the use or operation thereof; and for the investigation of complaints and accidents related to cranes and derricks. The Department shall notify the Authority prior to conducting such inspections, and the Authority will provide appropriate escort to the location of the crane and derrick equipment.

5. Certificates of On-Site Inspection. Prior to the erection, use and operation of any crane or derrick at Authority Sites, the Authority shall issue a Certificate of On-Site Inspection. The Authority shall not issue a Certificate of On-Site Inspection until the Authority is satisfied that the crane or derrick complies with the applicable requirements of the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto.

6. Erecting and Dismantling (including climbing/jumping) of Tower Cranes. At all Authority Sites, the Authority shall carry out the role and responsibilities of the

Department in accordance with the applicable requirements of the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto with respect to erecting and dismantling (including climbing/jumping) of tower cranes. When the Authority is notified of an intent to climb/jump a tower crane, the Authority shall notify the Department of same.

7. Ongoing Inspection and Maintenance. The Authority shall cause its contractors to inspect and maintain all cranes and derricks at Authority Sites in accordance with the requirements of the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto.

8. Status Reports. The Authority shall periodically submit to the Department's Cranes and Derricks Division a report identifying all cranes and derricks at the World Trade Center Site.

9. Accident Notification. The Authority shall immediately notify the Department of any accident involving any crane or derrick at Authority Sites.

10. Records. The Authority shall maintain a file for each crane and derrick that shall at all times contain the most recently prepared Department forms, plans, specifications, inspection reports, and other documents required or otherwise generated in connection with the erection, dismantling, use and operation of all cranes and derricks at Authority Sites. The Department may request the Authority to provide it with a copy of any such crane or derrick file, and the Authority shall promptly provide a copy of the file to the Department.

11. Authority Responsibility. The Authority shall be solely responsible for the erection, dismantling, use and operation of cranes and derricks at Authority Sites, and shall take reasonable measures necessary to ensure that private contractors, owners, equipment users, riggers and operators comply with New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto.

12. No Personal Liability. No Commissioner, officer, agent or employee of the Authority or the Department shall be held personally liable under any provision of this Memorandum or because of its execution or attempted execution or because of any breach or alleged breach thereof.

13. Effect of this Memorandum. This Memorandum does not amend or supplement any existing agreement, contract or memorandum of understanding between the Authority and the City, and applies solely to the erection, dismantling, use and operation of cranes and derricks as set forth in paragraph 1 of this Memorandum.

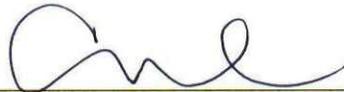
14. Department Letters of Deficiency and Remedy. Any letter of deficiency and proposed remedy with respect to the operation and use of a crane or derrick, including an order to stop work, issued by the Department to the Chief Engineer of the Authority (and copied to the private contractor, owner, equipment user, rigger and/or operator) shall be implemented promptly by the Authority and the Authority shall notify

the Department in writing of the corrective action within 72 hours of the letter of deficiency. Subject to paragraph 4 of this Memorandum, a representative of the Department may at any time conduct follow-up inspections with respect to any matters recommended to the Authority for corrective action.

15. NYC Licenses. The Authority shall use New York City-licensed riggers and hoist machine operators at Authority Sites.

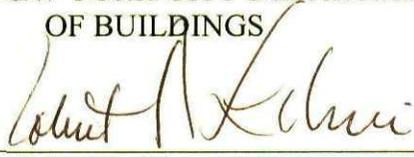
IN WITNESS WHEREOF, the parties hereto have caused this instrument to be signed on March 5th, 2009.

THE PORT AUTHORITY OF NEW YORK
AND NEW JERSEY

By: 

Christopher O. Ward
Executive Director

THE NEW YORK CITY DEPARTMENT
OF BUILDINGS

By: 

Robert D. Limandri
Commissioner

PORT AUTHORITY
OF NEW YORK AND NEW JERSEY
CERTIFICATION

I hereby state that I am a New York State licensed professional engineer employed/retained by the Port Authority of New York & New Jersey and I certify that, with regard to _____, the following was performed and/or prepared by a New York State licensed professional engineer retained by the tower crane owner (Engineer of Record "EOR") to the satisfaction of the Port Authority in accordance with the New York City Building Code, New York City Plumbing Code, New York City Mechanical Code and the New York City Fuel Gas Code (collectively hereinafter referred to as the "New York City Construction Codes") reference standards, related rules and regulations, regulatory notices and amendments thereto:

1. Plans prepared, signed and sealed by the EOR demonstrating compliance with the New York City Construction Codes, reference standards, related rules and regulations, regulatory notices and amendments thereto, including but not limited to the proposed location of the crane, pertinent features of the site, supporting platforms or structures and the swing of the crane;
2. Field inspections and reports of inspection results of the crane in an unassembled state or acceptable documentation in lieu thereof;
3. Field inspections and reports of inspection results of the crane in an assembled state that confirm compliance with the approved plans; and
4. Load test procedures and reports of load test results for the crane.

Dated:

By: _____