



The City of New York
Department of Sanitation



Testimony of Kathryn Garcia, Commissioner

Oversight Hearing on Sustainable Commercial Waste
Industry Practices
Before the New York City Council Committee on
Sanitation & Solid Waste Management

Wednesday, April 29, 2015
10:00 A.M.
City Hall – Committee Room

Good morning Chair Reynoso and members of the Committee on Sanitation and Solid Waste Management. I am Kathryn Garcia, Commissioner for the New York City Department of Sanitation. With me today is Bridget Anderson, Deputy Commissioner for Recycling and Sustainability for the Department. I am pleased to join my colleague, Commissioner Daniel Brownell of the New York City Business Integrity Commission, in appearing before you today to discuss commercial waste practices in the City of New York. I have some introductory comments I would like to share with you this morning, and then I will be happy to respond to your questions.

SOLID WASTE MANAGEMENT PLAN AND RECENT PROGRESS

Every year New Yorkers generate more than 3 million tons of residential waste and recyclables and another 3 million tons of commercial waste and recyclables. While the Department of Sanitation is primarily focused on the collection and disposal of residential waste, a number of our plans and policies address the commercial waste system.

New York City's Comprehensive Solid Waste Management Plan (SWMP), adopted by the New York City Council and approved by the New York State Department of Environmental Conservation in 2006, outlines the Department's long-term plan to achieve a more sustainable and equitable system for recycling and disposing waste. Recognizing that the systems for managing residential waste and

commercial waste are interdependent, the SWMP lays out an ambitious strategy of constructing a network of sites, both public and private, across the City to support both systems. Another critical component of the SWMP is the continuing growth of a robust and diverse recycling program for residential, institutional, and commercial generators in New York City.

Since the passage of the SWMP, the City has taken a number of steps to improve the sustainability of the City's commercial waste sector. Over the coming years, private carters will be required to replace or retrofit all commercial collection trucks to meet 2007 EPA emissions requirements. Several carters have already taken steps to comply with this law. In January, Mayor de Blasio announced that the City would carry out a ban on expanded polystyrene foam food service products and loose fill packaging material. This material, though a small portion of the waste stream, is a major source of contamination in institutional and commercial organics collections. And just last week, the Mayor announced far-reaching waste reduction goals for both residential and commercial sectors as part of One New York, which I will discuss in a moment.

As you know, pursuant to Local Law 32 of 2010, the Department completed a Commercial Solid Waste Study and Analysis focused on commercial waste and recyclables generated in the City. The Department reviewed existing recycling practices among businesses in the City by interviewing businesses and carters and conducting field observations. The Commercial Waste Study Report presents information and data on the recycling practices of businesses and haulers, and estimates of the commercial waste stream. That study largely relied on employment-based waste generation models and did not directly measure the amount or composition of either the refuse or recyclables streams. The Department will seek to improve its tools for measuring the volumes, origins, destinations, and customers within New York City's commercial waste management system.

OneNYC

Just last week, Mayor de Blasio announced One New York: The Plan for a Strong and Just City. In the plan, the Mayor laid out a set of sweeping environmental and social initiatives to plan for the City's continued growth, including the bold and ambitious goal of reducing the amount of waste we dispose by 90 percent by 2030.

This goal includes steps to begin dramatically rethinking the way that we handle our commercial waste, including five initiatives that will build on the Solid Waste Management Plan and other recent successes. Through a combination of new policies and programs, legislative reforms, and partnerships with the private sector, we will make great progress over the next five years toward our goal of a 90 percent reduction of commercial waste disposal by 2030.

First, as Commissioner Brownell addressed earlier in his testimony, the City will conduct a comprehensive study of commercial waste collection zones.

Second, we will develop a voluntary program to audit waste generation and recycling for large commercial buildings and track commercial waste trends. These efforts represent a crucial step in determining the waste generation characteristics of businesses, an area that has been historically short of reliable data.

Third, we will create a Zero Waste Challenge program for large commercial waste generators. In 2013, the City launched the Food Waste Challenge, a commercial food-waste diversion program with the support of more than 100 New York City restaurants. The participants committed to a 50-percent food-waste diversion goal, together with ongoing reporting of their progress. In the first six months of this voluntary program, commercial organic waste was reduced citywide by 2,500 tons. Building on this success, we will create a Zero Waste Challenge program to encourage businesses to reduce, reuse, or recycle all of their waste.

Fourth, the Department will also revise its commercial recycling rules to make recycling easier and more understandable for businesses to follow. As you know, our current commercial recycling rules designate recyclable materials for source separation based on different business sectors of our City. However, the current practice by businesses is not entirely consistent with what we ask residents, city agencies and institutions to do. During the rule-making process, we will solicit the input of elected officials, the industry, the public and other interested organizations on the issues to be addressed by our proposed rules.

Last, we will require food service establishments to separate the food waste they generate for separate collection. Local Law 146 of 2013 requires that select food waste-generating businesses separate out this organic material to ensure its diversion from landfills. The law provides a phased-in approach intended to foster the expansion of organics processing capacity needed to make organics diversion viable over the long term. This year the Department will identify the first category of food-generating businesses that will be required to source separate their organic waste. As processing capacity in the region continues to evolve and grow, we will expand this requirement to more food-service establishments.

Closing Remarks

Reducing the impact that the City's waste has on our communities and the environment is a critical part of the Department's mission to keep New York City healthy, safe, and clean. I am confident that the initiatives and programs that I have discussed, along with the many others outlined in the Solid Waste Management Plan and One New York will be a major step toward accomplishing that mission.

Thank you for the opportunity to appear before this Committee today. The Department looks forward to working with the Committee on this and other areas of mutual interest. I would now be happy to answer your questions.



sanitation

Kathryn Garcia
Commissioner

TO: NYC food service establishments, retail stores, and distributors of polystyrene foam packaging

RE: NYC Polystyrene Foam Packaging Law

Beginning in July 2015, certain expanded polystyrene (EPS) items will be banned from sale or use in NYC.

BANNED ITEMS

1. Polystyrene foam single-service items including cups, bowls, plates, takeout containers, and trays.
2. Polystyrene loose fill packaging, commonly known as packing peanuts.

Exceptions:

1. Expanded polystyrene containers used for prepackaged food that have been filled and sealed prior to receipt by the food service establishment, mobile food commissary, or store.
2. Expanded polystyrene containers used to store raw meat, pork, fish, seafood, or poultry sold from a butcher case or similar retail appliance.

Note: Foam blocks used as protective packaging in shipping are not covered under this law.

AFFECTED BUSINESSES

Food service establishments, including full-service restaurants, fast food restaurants, cafes, delis, coffee shops, grocery stores, vending trucks, carts, cafeterias, and others.

Nonprofits and small businesses (not part of a chain) with less than \$500,000 in revenue per year may apply for hardship exemptions from the Department of Small Business Services (SBS) if they can prove that the purchase of alternative products not composed of EPS would create undue financial hardship. SBS will begin accepting hardship exemption applications in the Spring of 2015.

HOW TO COMPLY

Prior to July 1, 2015, food service establishments, mobile food commissaries, and stores must use up any existing inventory of expanded polystyrene foam items.

After July 1, 2015, these entities cannot sell, distribute, or use single-service expanded polystyrene foam items. This includes providing food in these items. Additionally, manufacturers and stores cannot sell or offer for sale polystyrene loose fill packaging in the City.

ALTERNATIVES

There are many alternative packaging options available including paper, plastic, aluminum, and biodegradable products. Contact your packaging distributor about alternatives to foam products.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn Garcia".

Kathryn Garcia
City of New York, Department of Sanitation Commissioner

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nyc.gov/foam-ban



sanitation

Kathryn Garcia
Commissioner

PARA: Los establecimientos de servicio de alimentos, tiendas minoristas y distribuidores de envases de espuma de poliestireno de la Ciudad de NY

REF: Ley de Envases de Espuma de Poliestireno de la Ciudad de NY

A partir de julio de 2015, estará prohibido vender o utilizar determinados artículos de poliestireno expandido (EPS, por sus siglas en inglés) en la Ciudad de NY.

ARTÍCULOS PROHIBIDOS

1. Los artículos de espuma de poliestireno de un solo uso incluyen las tazas, tazones, platos, recipientes para llevar y bandejas.
2. Poliestireno de relleno suelto, que comúnmente se conoce como "cacahuates" para empaque.

Excepciones:

1. Recipientes de poliestireno expandido utilizados para alimentos preenvasados que se han llenado y sellado antes de la recepción por parte del establecimiento de servicio de alimentos, economato móvil de alimentos o tienda.
2. Recipientes de poliestireno expandido utilizados para almacenar carne de res, de cerdo, pescado, mariscos o carne de ave crudas que se venden en el exhibidor de un carnicero o aparato similar para venta minorista.

Nota: Los bloques de espuma utilizados como embalaje de protección en envíos no están cubiertos en esta ley.

EMPRESAS AFECTADAS

Los establecimientos de servicio de alimentos, que incluyen restaurantes de servicio completo, restaurantes de comidas rápidas, cafés, cafeterías, tiendas de comestibles, camiones expendedores de comida, carritos y otros.

Las pequeñas empresas (que no forman parte de una cadena) y las organizaciones sin fines de lucro con menos de \$500,000 en ingresos por año pueden solicitar excepciones por dificultad financiera al Departamento de Servicios para Pequeñas Empresas (SBS) si pueden probar que la compra de productos alternativos no compuestos de EPS les ocasionaría una carga financiera indebida. El SBS comenzará a aceptar excepciones por dificultad financiera en primavera de 2015.

CÓMO CUMPLIR

Antes del 1 de julio de 2015, los establecimientos de servicios de alimentos, economatos móviles de alimentos y tiendas deben agotar cualquier inventario existente de artículos de espuma de poliestireno expandido.

Después del 1 de julio de 2015, estas entidades no pueden vender, distribuir ni utilizar artículos de espuma de poliestireno expandido de un solo uso.

Esto incluye proporcionar alimentos en estos artículos. Además, los fabricantes y tiendas no pueden vender ni ofrecer para la venta relleno suelto para empaque hecho de poliestireno en la ciudad.

ALTERNATIVAS

Existen muchas opciones alternativas disponibles de envases que incluyen papel, plástico, aluminio y productos biodegradables. Comuníquese con su distribuidor de envases acerca de las alternativas a los productos de espuma.

Atentamente,

Kathryn Garcia
Ciudad de Nueva York, Comisionada del Departamento de Sanidad

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sanitation

Kathryn Garcia
Commissioner

致：紐約市的食品服務業，餐飲業，零售店及泡沫塑料製品的批發商

關於：紐約市泡沫塑料製品法案

從2015年7月開始，部分的泡沫塑料製品（Expanded Polystyrene Foam, EPS）將在紐約市全面禁止出售或使用。

被禁止的物品：

1. 一次性使用的泡沫塑料製品包括杯、碗、盤、外賣包裝盒和托盤。
2. 鬆散的泡沫包裝材料，通常指的是用於包裝的塑料包裝粒。

除外：

1. 用於預先包裝食品之泡沫塑料容器/盒，在餐廳飲食服務業，熟食流動車，小賣部或商店收到貨物之前已經包裝好食品及密封的。
2. 在肉店或類似設備的肉類零售專櫃用於儲存生肉，豬肉，魚，海鮮，或家禽的泡沫塑料容器/盒。

注意：該法案並不覆蓋在運輸中用於防護/保護包裝的泡沫塊。

受影響的商家

食品服務業，包括全放位服務的餐廳/餐館，快餐店，咖啡館，熟食店，咖啡店，雜貨店，熟食流動車，熟食手推車，食堂及其它。

年收入低於50萬美元非營利組織和小型企業（非連鎖店的），可向市小企業服務部（SBS）申請困難豁免。如果他們能證明購買不是EPS的替代產品，將會帶來不必要的財政困難。SBS將在2015年春季開始受理困難豁免的申請。

如何遵守

在2015年7月1日之前，食品服務/餐飲業，熟食流動車及零售店必須用完現有存庫的泡沫塑料製品。

在2015年7月1日之後，這些機構不能出售，批發或使用一次性使用的泡沫塑料製品。這包括用這些製品提供食品服務。另外，在紐約市內，製造商及商店不能夠出售或提供銷售鬆散泡沫包裝的材料。

替代品

有許多可替代的包裝選擇，包括紙張，塑料，鋁，和有分解性的有機產品。請聯繫您的分銷批發商以了解泡沫塑料的替代品。

真摯的，

局長-Kathryn Garcia

紐約市環衛局

nyc.gov/dsny
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NYC Department of Sanitation
 PO Box 156
 Bowling Green Station
 New York, NY 10274-0156

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OFFICIAL NOTICE

Starting July 1, 2015,
 NYC food service establishments and stores can't use,
 sell, or offer expanded polystyrene foam single-service
 food items or loose fill packaging.

A partir del 1 de julio de 2015,
 Los establecimientos de servicio de alimentos y tiendas
 de la Ciudad de NY no pueden utilizar, vender ni ofrecer
 artículos de espuma de poliestireno expandido de un solo
 uso para alimentos ni relleno suelto para empacar.

從2015年7月開始
 紐約市的食物服務業，餐飲業，零售店不可再使用，出售或
 提供一次性使用的泡沫塑料盒或鬆散的泡沫包裝材料。

Printed on recycled paper, of course.
 Save for reference — or recycle it!

FBL1-FOAM BAN INTRO LETTER 01/15

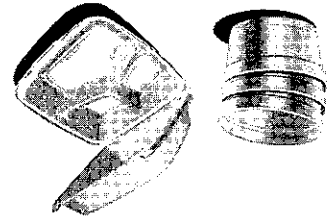
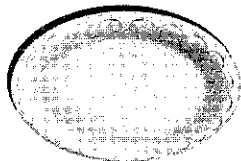
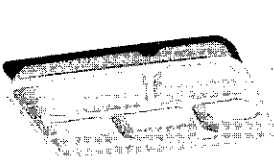
泡沫塑料托盤
 espuma
 Bandejas de
 Foam Trays

泡沫塑料盤
 espuma
 Platos de
 Foam Plates

泡沫塑料包裝粒
 para empaque
 Cacahuates de espuma
 Foam Packing Peanuts

泡沫塑料杯
 espuma
 Tazas de
 Foam Cups

泡沫塑料外賣包裝盒
 para llevar
 Recipientes de espuma
 Foam Takeout Containers



從2015年7月1日起，一次性使用的泡沫塑料製品將被禁止在紐約市出售或使用。

As of July 1, 2015, single-service foam items will be banned from sale or use in NYC.
 A partir del 1 de julio de 2015, en la ciudad de Nueva York, estará prohibido vender o
 utilizar artículos de espuma de un solo uso.



The City of New York
BUSINESS INTEGRITY COMMISSION
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Daniel D. Brownell
Commissioner and Chair

Testimony of Commissioner Daniel D. Brownell of the New York City Business Integrity Commission before the Committee on Sanitation and Solid Waste Management of the New York City Council on Oversight Hearing on Sustainability in the Commercial Waste Industry

April 29, 2015

Good morning, Chair Reynoso and members of the committee. I am Dan Brownell, the commissioner of the NYC Business Integrity Commission, or "BIC." I am happy to be here this morning with Department of Sanitation ("DSNY") commissioner Kathryn Garcia. Thank you for inviting me to participate in today's oversight hearing.

The Business Integrity Commission

In order to fully understand BIC's combined regulatory and law enforcement structure, it is important to know how and why BIC was formed. Historically, organized crime controlled the private trade waste industry in New York City. Members of *La Cosa Nostra*, traditional organized crime, created a cartel system using racketeering, anticompetitive practices, intimidation and other illegal tactics to dominate the industry. As a result of the cartel system, trade waste collection fees for businesses in New York City were among the highest in the country, and no honest carting businesses could operate in the industry. Beginning in the 1950s, numerous criminal prosecutions uncovered the corruption that was endemic in the industry. The wide-ranging cases brought by the Manhattan DA's office in the mid-1990s exposed the illegal cartel system. The Trade Waste Commission – now BIC – was formed in the wake of those prosecutions to combat organized crime's influences and prevent its return to the City's private carting industry.

BIC's core mission and licensing scheme is laid out in Local Law 42 of 1996, granting us the legal authority to license and regulate the trade waste removal industry in the City. It should be noted that our regulatory authority centers on the carting companies, and we have no such powers regarding the commercial businesses they collect from or the transfer stations. Because the public wholesale markets were also plagued by organized crime and corruption, the regulation of those entities was also placed under what is now BIC.

As formed under Local Law 42, BIC is a commission, comprised of myself, as commissioner and chair of the commission, and the commissioners of the DSNY, the

New York City Police Department (“NYPD”), the Department of Investigation (“DOI”), the Department of Small Business Services (“SBS”), and the Department of Consumer Affairs (“DCA”). Denials of an application occur after a finding that the business and/or one or more of its principals “lack[s] good character, honesty and integrity.” The City’s Administrative Code sets forth 10 specific considerations for denying a license, and requires that the reason or reasons for the denial be specified to the applicant business, and that the applicant have the opportunity to challenge the denial. Among the factors to consider to deny a license are (i) failure by the applicant to provide truthful information in connection with its application, (ii) commission of a racketeering activity or knowing association with someone who has been convicted of a racketeering activity as defined by either state or federal statute, and (iii) “association with any member or associate of an organized crime group as identified by a federal, state or city law enforcement or investigative agency when the applicant knew or should have known of the organized crime associations of such person.”

To help carry out our mission, we have a staff of investigators whose responsibilities are focused on criminal investigations and assisting in background investigations of applicants. Our criminal investigations, usually related to the commercial trucking industry or the wholesale markets, are conducted in conjunction with city, state and/or federal prosecutors, and also frequently include the inspector general agencies.

As part of BIC’s prime mission to combat corruption and keep the bad actors out of the industries we regulate, our investigators also issue administrative violations. The nature of these violations focuses on ensuring that businesses and individuals in the carting industry abide by BIC’s rules and regulations. The main violations issued are for operating a carting business in the city without a BIC license, illegal dumping of refuse and truck or operational safety infractions. Our audit staff also issues violations to carting companies that fail to provide certain data they are required to produce to BIC on a regular basis.

BIC Investigations Related to Recycling

Two troubling trends in the industry involve the theft of cardboard and used cooking oil. While most of us might view these items as worthless commercial refuse, they are actually commodities. BIC-licensed carters contract for and collect those types of waste from businesses, such as restaurants, grocery stores and office buildings, and sell them to specialized recycling facilities to be refurbished and returned to the market. Used cardboard becomes new cardboard and used cooking oil can become a bio-fuel additive. As you can imagine, diverting used cardboard and oil from landfills makes a significant difference in the volume of refuse dumped. Also, used cooking oil was often simply drained into the City’s sewers, creating a severe environmental hazard. The re-use of both of these commodities contributes to the City’s overall sustainability goals.

We want to do all we can to encourage the new businesses that collect and recycle these items. Unlicensed, illegal carters have undermined the development of this area of recycling. With respect to cardboard, illegal carters, often using pickup trucks and vans, rove the streets at night stealing all the cardboard they can find that has been left outside for the contracted collector. Other illegal carters use various scams to trick

restaurants into letting them take their used oil, often misrepresenting themselves as the legitimate carter. Fast food restaurants in the outer boroughs who often store their used oil in collection tanks located at the back of their properties battle with the illegal carters to keep them from constantly damaging and breaking into those tanks to steal the oil.

Catching these thieves is difficult and time consuming for BIC, and we rely on the legitimate BIC carters to provide us with information we need to identify the rogue companies and combat the theft in this area. Those legitimate carters have been extremely cooperative. While these thefts are a crime, it has been difficult to convince prosecutors to take these cases, but we have had some successes.

BIC is also working with local community composting groups to encourage as much collection and composting of organic materials as possible in the City. BIC is working on a memorandum of understanding to be executed with all current organizations that transport this material so that they each can continue to thrive and grow as a not-for-profit or even a small business without having to worry about BIC regulation. We are likely to require them to register with BIC, without a fee, and demonstrate that they have otherwise complied with all other city and state regulations. BIC will monitor its regulation of organic composting transport as it grows, and as larger for-profit businesses inevitably start to emerge in this area.

Though BIC's main mandate as a law enforcement agency is to monitor and maintain the integrity of the commercial carting industry, we are also committed to playing our part as the trade waste industry evolves and becomes more environmentally efficient. We are already active in this area, in that we have conducted a number of investigations into serious environmental crimes, including those that hinder the goal of accomplishing higher diversion rates of recyclable materials.

BIC's Zone Collection System Project

In addition to our mission of protecting the integrity of commercial carting, BIC was granted the authority to conduct studies and/or investigations in order to assist the City in formulating policies regarding the trade waste industry, as well as the responsibility for doing so. This includes reviewing the possibility of establishing "special trade waste removal districts" as a potential first step to an industry-wide "franchise" model. Since I took over at BIC approximately 10 months ago, we have been meeting with DSNY regularly, as well as Chair Reynoso, Council staff, and the Transform Don't Trash NYC coalition, to discuss our steps forward concerning the possibility of franchising, or as better phrased by DSNY, a **commercial zone collection system**, for New York City. As the Mayor laid out last week in the City's OneNYC plan, the City – including BIC – is committed to reducing greenhouse emissions and sending as little waste as possible to landfills. Our immediate aim is to understand the actual "truck miles" traveled and waste collection routes used, so that we can better determine how the regulatory structure for the trade waste industry can be updated to achieve the relevant OneNYC plan goals.

As I reported to the City Council a few weeks ago, BIC has executed a project agreement with New York University's Center for Urban Science and Progress ("CUSP") to conduct a comprehensive study of both the current aspects of New York

City's trade waste industry and the likely impacts of adopting some form of a commercial zone collection system. DSNY, the Mayor's Office of Sustainability and the Mayor's Office of Data Analytics are also participating in this project.

We are now in the early stages of the CUSP study. The project will rely heavily on empirical data, including an extensive analysis of the customer registers that BIC's licensed carters are required to submit to BIC twice a year. As noted earlier, the focus of this first phase is to give us a clearer, more detailed look at what commercial carting looks like now in the City, so that we can better predict the impacts of implementing some form of a commercial zone collection system. BIC also is requesting detailed information from our carters concerning exact truck route data, which will greatly enhance the value of the study.

We are also speaking with officials from other cities that are either currently engaged in some form of a commercial zone collection system, are taking the initial steps toward that goal, or are contemplating doing so. The two main cities that have such plans underway are San Jose and Seattle. Even though those cities are vastly different from New York, we can learn from their experiences. In addition, Los Angeles is set to have their new trade waste collection procedures fully implemented by 2017. We are speaking to their Department of Sanitation officials and consultants. Of course, no two cities have the same infrastructure or commercial waste collection system. There are various permutations used based on the unique characteristics of each city, as well as that city's priorities and goals.

In its most basic form, when a city adopts a commercial zone collection system, the city is divided into various geographic regions, with commercial waste generators being serviced by a limited number of carters. The carters then compete through a bidding process to gain the right to service any particular geographic collection region.

Considerations of initiating a commercial zone collection system must not only account for the potential benefits, but also the potential costs. There needs to be more public discussion concerning the potential trade-offs among the various policy goals.

As best as possible, we want to ensure a commercial zone collection systems provides:

- 1) fewer truck miles (less air and noise pollution and road wear);
- 2) lower emissions and safer carting trucks;
- 3) more recycling of more types of waste materials;
- 4) safer conditions and better pay for trade waste workers, including the truck drivers and transfer station workers;
- 5) modern transfer station facilities that allow for better waste removal and recycling (especially a composting facility);
- 6) thriving, profitable carting businesses;
- 7) reasonable and affordable carting fees for businesses;

- 8) safer, cleaner streets for pedestrians, cyclists and other motorists; and
- 9) more equitable distribution around the City of main trade waste truck routes and transfer station locations.

Too often most or all of the goals I just recited are presented as if they are fairly easy to obtain through a commercial zone collection system plan. However, the reality is that many of these items actually compete with each other, one lessening the ability to achieve another. To reach a plan that is both equitable and effective, we must engage in a fair balancing of concerns, being sensitive to the consequences of choosing one form of trade waste collection system over another.

For instance, the admirable goals of higher diversion rates combined with improved work conditions in better, more modern facilities with higher pay for trade waste workers assuredly means higher costs for carters. Those increased costs are then passed on to commercial waste generators. Particularly for a small business, or any business with slim profit margins, the prospect of higher costs can be fatal.

And make no mistake – just about any form of a commercial zone collection system plan that is adopted will almost definitely exclude small commercial carting companies. The companies with one, two or three trucks are simply too small to bid for the right to collect in geographic regions in the City where the maximum number of carters is highly limited. Often the response has been, “What’s the big deal? The workers will get picked up as the bigger carting companies grow even larger under the new system.” As we continue to explore the commercial zone collection system, it is important that we review this closely to ensure there is empirical data that actually supports these types of statements. Moving forward, we have to weigh the desire for less air and noise pollution and road wear against the goal of diverting as much waste as possible from landfills. This is a delicate balance that must consider all of the many variables to develop a meaningful and sustainable plan.

Closing Remarks

We have some real work ahead of us and some steep challenges to address. All the relevant parties need to be a part of the conversation in order to reach the best solution. In partnership with the Council and various stakeholders, we are discussing a complete restructuring of the trade waste industry in America’s largest and densest city. Whatever choices we make will have far-reaching and dramatic consequences. While we cannot allow the magnitude of this task to paralyze us into inaction, we must be responsible and careful in making our decisions.

Thank you for the opportunity to appear before this Committee today. I would be happy to answer your questions.



**Testimony of
BRIGID FLAHERTY,
ALIGN**

**To the City Council Committee on Sanitation
April 29, 2015**

Board of Directors

Deb Axt
*Co-Executive Director,
Make the Road New York*

Héctor Figueroa
*President,
SEIU 32BJ*

Sondra Youdelman
*Executive Director,
Community Voices Heard*

Jonathan Westin
*Director, New York
Communities for Change*

Joseph McKellar
*Executive Director,
Faith in New York*

Bob Master
*Legislative and Political
Director, CWA District 1, and
Co-Chair, NYS Working
Families Party*

Dr. James Mellus
*Director,
Laborers NYS Tri-Funds*

Ed Ott
*Distinguished Lecturer,
Joseph S. Murphy Institute
for Worker Education and
Labor Studies at CUNY*

Matt Ryan
*Executive Director,
ALIGN*

Tony Speelman
*Secretary-Treasurer,
UFCW Local 1500*

Dorian Warren
*Associate Professor,
Columbia University*

Thank you Chair Reynoso and the members of the Sanitation Committee for convening this hearing.

My name is Brigid Flaherty, and I am the Director of Organizing at ALIGN: The Alliance for a Greater New York and a member of the Transform Don't Trash NYC coalition.

Today we are talking about issues of sustainability in the commercial waste system, and we are hearing about the many ways in which an outdated system harms our environment, workers, and the communities where waste transfer stations and trucks are concentrated. Mitigating these harms alone is reason enough to clean up this industry.

But I want to focus on how cleaning up this industry not only helps NYC tackle climate change—one of our most serious environmental threats—but also picks up the economy. By implementing a bold recycling strategy, we succeed in changing the commercial waste sector from a landfilling industry to a recycling industry. In making this transition, we unlock the potential to create thousands of good jobs right here in our city and region.

The vast majority of job creation in waste industries happens through recycling and reuse, not disposal. A comprehensive 2011 study by the Tellus Institute found that across the nation, recycling materials creates far more jobs than simply trucking waste to landfills. Moreover, in a large city like ours, jobs in facilities that sort and process recyclables are likely to be located in or near the city while the landfills and incinerators used by the current system are often hundreds of miles away.

We already have local examples of this effect in New York City, where our residential waste system is beginning to recycle more: the SIMS municipal recycling plant employs about 90 staff to operate high-tech sorting equipment, and the plant receives and exports much of this material through barges and rail.

This is a far better job generator than many of the truck-based transfer stations that simply repackage and export garbage to landfills.

In our coalition report, you can read about how cities like San Jose, California created dozens of jobs by reforming their commercial waste sector and incentivizing private investors to construct a state-of-the-art digester for food waste.

The take away is that there is compelling evidence for both jobs and the environment if we act quickly to enhance recycling and reuse. In a city the size of New York, we can create good jobs where

they are needed most, and to tackle the problems of inequality, unemployment, and climate change at the same time by fundamentally reforming our commercial waste system.

Testimony of
Michael Bush,
To the City Council Committee on Sanitation
April 29, 2015

My name is Michael Bush. I am a Five Star employee. I have been at Five Star for 2 years and 6 months. I've been in sanitation business for 4.5 years. I've seen a lot of ups and down, ins and outs in that time. I've seen trucks that have lug-nuts missing from the wheels meaning the wheels can fall off completely at any time. It has happened, one time truck #44, the wheel came off the truck was leaning sideways with a full load. Just 3 weeks ago this took place. Trucks have no heat. When it's -10 degrees outside and you're riding on the back of the truck and it's just as cold inside as outside of the truck. There is no opportunity to warm your hand or your body before you go out and continue to work.

I make \$12 that's not enough. There is absolutely no room in my budget to take care of all that I need to take care of. I have to pay rent, car notes, insurance, phone bills, and electricity, same as everyone else. I'm also responsible for taking care of my elderly uncle who relies on me to survive. Sometimes I work 16 hours in a day, it's ridiculous. I don't feel anyone is sanitation should work 16 hours. The law says you can't drive past 14 hours but my driver and I often do because we have too many stops and we are expected to finish the route. The boss doesn't care about the law. I feel as if I'm a slave. To complete a job that benefits the company because I'm not getting benefits. I'm not getting compensated for what I'm worth. I'm too afraid to speak out. I'm in fear of losing my job. Five Star has been known to do anyone any type of way they want to. They will even pay people off to keep their mouth closed. I don't understand as men, how they run a business this way and get away with murder.

I have this terrible stop that has 200 heavy bags filled with food, sheetrock, wood and bricks. I have to lift this by hand. I do this 80 times a night over 14 hours. In

total, my partner and I lift about 40,000 pounds of disgusting trash per night. At the end of my shift my body is tired, I'm in constant pain. I've strained muscles before. Just this one stop forces me to take a break to rest because it hurts me so bad. I feel used and degraded. I feel as if I'm nobody. But this job is a real responsibility to keep the streets of NYC clean. You do need skills and knowledge about how to be safe when throwing bags into the back of the truck. I've torn ligaments which you can do if you turn the wrong way with a heavy bag, it's over. Might as well go straight to the hospital. Five star doesn't train anyone. They don't care. We have to rely on each other to train for safety on the job.

I do this job because I have to provide for 2 young sons 13 and 9 years of age and my elderly uncle. A job needs to be done and I feel I can do that job well. Are there other jobs out there? Yes, but I try to do my best while I'm here. All I'm asking for is the boss to better understand what I go through. I deserve respect and understanding and I shouldn't have to be treated like shit just to get ahead or in order to be heard

Testimony of
Carlton Darden
To the City Council Committee on Sanitation
April 29, 2015

Hello my name is Carlton Darden, I currently work for Five Star Carting and I've been there for about 2 years.

First of all I would like to thank you all for the opportunity to share my thoughts on an industry that is detrimental to the environment as well as the economy. Garbage pickup is a necessity, so are the employees of this field. Most important to me is keeping this job in the hands of those that need it and can see themselves retiring from this industry. All I ask for is fairness and understanding to keep this industry as honest and as loyal to it's employees, as the employees are to the employer.

There are many jobs all over the world. Many of which are dangerous to some degree. But not many are as dangerous as the sanitation Industry. Considering, we have the fourth most dangerous job in the country and we work out in the elements day in and day out. During the summer we work in the extreme heat inside trucks with no air conditioning. the temperature easily gets above 150 degrees inside the trucks. But it's the winter that sets in with an apathetic disposition . I have gone through four pair of boots in about as many months due to the most extreme and sporadic weather. When you only earn minimum wage and are working 60 hours a week in the bitter cold snow and ice, I feel like I'm being used and taken advantage of.

A typical route has up to 300 stops with up to 50 lb bags with as little as 10/20 bags per stop. We even have many major office buildings that can have anywhere from 500/1000+ bags each night. 12-14 hours at minimum wage and sometimes my driver and I work as many as 16 hours straight despite the DOT regulations. Plus many days there's no time for a lunch break but we still get one hour pay deducted for a break we were not able to take because we have too much work. Most

importantly you as the worker have to buy everything you will need to be prepared for work; the company does not provide any gear for the worker. I purchase my own gloves, boots, reflective gear, rain gear, and other seasonal gear. Add that up and you're looking at more than 1000\$ a year. Now you have a demanding professional job and you only make \$8.75 an hour. I was making \$8.25 when I started. This January I noticed the pay increase and thought to myself, ok 5 Star is moving me up little by little. Then I realized that raise was because the minimum wage went up not because 5 Star was being generous. My point is this is a Professional job and we should get paid and treated with respect like professionals. Sanitation is way more intense, more dangerous, and more prone to injury. No one should be working for \$8.75. It's not livable, but I stand here now yelling at the world my frustration with trying to raise a family on minimum wage. Any position doing this type of hard labor should start off well above the minimum wage with benefits and training.

While everyone else is working regular hours and get to go home and see their children, actually play with them, talk to them. My 5 year old daughter just now understands that I really work all night from the time she gets out of school, until she's going to school. Then I sleep and do it all again. I only get Sunday to spend any real quality time with my daughter and I still have remind myself not to go to hard because I have long week ahead. As a father and a man, this is the hardest thing for me to deal with and it breaks my heart seeing my little girl grow up without being at her side for all her ups and downs.

At times I feel that I will be here at 5 star for five years only earn \$10 a hour. Then there are times I feel that this is how it is, and how it will always be, unless we fight. But as I wash up from only four or five hours of sleep, Preparing for another night at work I remind myself that there is a brighter day ahead. And if the opportunity presents itself whereas I can help to make things brighter and better for us as a whole. I'm all in.

FOR THE RECORD



April 29, 2015

Council Member Antonio Reynoso
Chair – Committee on Sanitation and Solid Waste Management
New York City Council
250 Broadway, Suite 1740
New York, NY 10007

RE: Oversight regarding Sustainability in the Commercial Waste Industry

Dear Council Member Reynoso,

Neighbors Allied for Good Growth (NAG, formerly Neighbors Against Garbage) is a non-profit community organization that represents the neighborhoods of Greenpoint and Williamsburg, which comprise Brooklyn's Community Board 1, a district identified as being overburdened with solid waste transfer stations. NAG strongly supports several current efforts seeking to improve oversight regarding sustainability in the commercial waste industry. On specific items, NAG is in favor of City Council Int. No. 495, the adoption of a zoned or franchised waste collection system, and City Council Int. No. 209.

NAG developed twenty years ago out of our neighborhood's desire to recapture its waterfront, reduce local environmental hazards, and advocate for public policies promoting healthy mixed-use communities. A safer process for waste transfer is particularly meaningful to our mission, and was one of our founding issues.

The current system of commercial waste hauling has tremendous negative impacts on everyday life in North Brooklyn. Garbage trucks crisscross our neighborhood not only to travel to the numerous waste transfer stations in our district, but also due to inefficient commercial waste hauling routes that result from the current fragmented commercial hauling contracting process. These inefficiencies bring about a high level of unnecessary truck traffic and accompanying air and noise pollution.

City Council Int. No. 495 aims to address communities overburdened with solid waste transfer stations, and is a positive step. However, more needs to be done to address the volume of commercial waste hauling trucks in our neighborhood and to promote sustainability in the industry through transparency, including disclosure of what happens to commercial waste after it leaves the curb. For these two reasons NAG has joined the "Transform Don't Trash" (TDTNYC) coalition.

TDTNYC is dedicated transforming the commercial waste industry in NYC through supporting the adoption a zoned (or franchised) collection system. Under such a system, commercial waste haulers would compete for the exclusive right to collect waste within designated collection zones over a set period of time. In order to win the right to serve a commercial zone, companies would compete to meet ambitious environmental targets, maintain high labor standards, and invest in infrastructure to divert recyclables and organic waste. In return, those hauler awarded zones would benefit greatly from a steady customer base, which would in turn allow haulers to invest in infrastructure for recycling and sustainability (including cleaner trucks). This system would ensure far greater accountability through reporting requirements and

more effective public oversight. This system would also mean vastly more efficient garbage truck routes and would drastically reduce truck traffic. NAG looks forward to working with TDTNYC and this Committee to discuss next steps in pursuing this solution.

Lastly, NAG fully supports the City Council bill to mandate a 10-cent charge on all carryout bags (Int. No. 209) in order to reduce the problematic waste stream of plastic bags at its source. This per-bag charge model has proven very effective elsewhere, including in Washington DC. We thank Chair Reynoso for his leadership on this issue.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rita Pasarell", with a large, stylized circular flourish at the end.

Rita Pasarell
Board Chair
NAG [Neighbors Allied for Good Growth]

**TESTIMONY OF THE
NATIONAL WASTE & RECYCLING ASSOCIATION
CITY COUNCIL COMMITTEE ON SANITATION AND SOLID WASTE MANAGEMENT**

April 29, 2015

Good morning. My name is Tom Toscano and I am the Chairman of the New York City chapter of the National Waste & Recycling Association (NWRA). I also serve as the Chief Financial Officer for Mr. T Carting, a licensed carter that operates here in New York City.

NWRA supports the goal of a sustainable system for collecting and managing the 11,000 tons per day of commercial waste generated in New York City each day and its members are taking important steps towards that goal. The carters and transfer stations in the City do a very good job of cost-effectively managing these waste and recyclables. According to a recent study by the Citizens Budget Commission (CBC), the private sector waste industry in New York City recycles 63 percent of the commercial waste generated on a daily basis, compared to the Department of Sanitation's (DSNY) recycling rate of about 15 percent.¹ As a result of the opening of the Marine Transfer Station (MTS) in Queens, fewer trucks are going to or from neighborhoods with a concentration of transfer stations. As other MTS's open, the number of trucks will continue to decline.

To further help the City achieve its sustainability goals, we continue our commitment by taking the following important steps:

1. NWRA members agree to achieve 75 percent compliance with Local Law 145 by 2018, two years before the new/retrofitted low emission truck mandate takes effect in 2020.
2. NWRA members will evaluate their routes to increase efficiency and reduce the number of carters collecting waste or recyclables on a specific block. NWRA urges the City's Business Integrity Commission to approve subcontracting requests to help the City reduce the number of trucks on City streets.
3. NWRA will work with DSNY, customers and other stakeholders to improve recycling rates for both commercial and residential waste.
4. NWRA will continue its strong support of the de Blasio Administration's Vision Zero program. Our members are testing bicycle guards.

¹ http://www.cbcny.org/sites/default/files/REPORT_GarbageFacts_05222014.pdf at 2 (May 2014).

5. NWRA members agree that all drivers should receive initial and annual safety training.
6. NWRA members will work with local unions to review current wages and benefits paid to workers. According to a recent CBC report, the average annual salary of a driver in New York City is more than \$60,000,² and many drivers receive more than \$100,000 in total compensation.
7. NWRA support tougher insurance requirements on licensed carters.

NWRA members are purchasing new, cleaner, greener trucks, to reduce emissions. We are constantly looking for ways to divert organic material away from landfills and incinerators, when adequate disposal capacity exists and is cost-effective. NWRA members receive weekly safety updates that are used to ensure that operational safety is a top priority, and we held a safety training seminar last week in Queens.

With regard to franchising, NWRA opposes measures that eliminate competition and choice for our customers. It would be premature to move forward with any type of franchise system without a great deal of study and evaluation. NWRA suggests that in a location as diverse as New York City, it is simply not feasible to expect that a single truck will be able to roll down the street and collect the many different types of waste and recyclables at one time. Further, creating local monopolies is unlikely to result in good customer service, or lower prices for small businesses. To the extent franchising reduces trucks, it will also reduce good-paying jobs, many of which are held by persons of color. Our suggestion that the BIC approve subcontracting requests will greatly reduce the number of different carters' trucks on City streets, and addresses many of the concerns raised by certain advocates.

In conclusion, NWRA supports efforts to make the commercial waste systems in New York City more sustainability. We are making positive changes in the environmental, transportation, worker and public safety areas to help achieve sustainability objectives, and look forward to working with City officials on these important issues.

² http://www.cbcny.org/sites/default/files/REPORT_GarbageFacts_05222014.pdf at 9 (May 2014).



166A 22nd Street
Brooklyn, NY 11232 | NYC-EJA.org

On the ground – and at the table.

**New York City Environmental Justice Alliance testimony to the New York City Council
Committee on Sanitation Oversight Hearing on Sustainability in the Commercial Waste Industry.**

April 29th, 2015

Good morning Chairperson Reynoso and Members of the City Council. My name is Eddie Bautista and I am here to testify on NYC's Commercial Waste Industry on behalf of the New York City Environmental Justice Alliance (NYC-EJA). Founded in 1991, NYC-EJA is a non-profit citywide membership network linking grassroots organizations from low-income neighborhoods and communities of color in their struggle for environmental justice. NYC-EJA empowers its member organizations to advocate for improved environmental conditions and against inequitable environmental burdens. Through our efforts, member organizations coalesce around specific common issues that threaten the ability of low-income and communities of color to thrive, and coordinate campaigns designed to affect City and State policies – where solid waste issues affecting these communities has been central to NYC-EJA's work.

NYC-EJA has been a leader in advocating for a more equitable and sustainable solid waste system for over 20 years. NYC-EJA led efforts for comprehensive policy reforms to address solid waste and the impacts of dozens of waste transfer stations on a handful of low-income communities of color throughout New York City. Because a number of the NYC-EJA member organizations come from communities overburdened by garbage, our organization is a key advocate for the landmark Solid Waste Management Plan (SWMP) adopted by Mayor Bloomberg and the New York City Council in 2006. The plan articulates two central goals: 1) Green Garbage Collection to improve NYC's air quality and quality of life by taking trucks off the street and moving garbage by barge and rail instead; and 2) Borough equity to ensure that each borough handles its fair share, and no community serves as the "dumping ground" for another. The SWMP also committed to broadened recycling and waste reduction policies. NYC-EJA's waste reform efforts extend to support for City Council's Clean Carting Trucks bill, passed in 2013, and Intro 495, a current bill to reduce permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.

Today, NYC-EJA is here with environmental justice, labor, and community organizations to expose the systemic problems that plague NYC's dangerous, inefficient, and polluting commercial waste industry. The current system is both disproportionately burdensome on low-income communities

and communities of color, and dangerous and exploitative for workers.

As a founding member of the Transform Don't Trash coalition, NYC-EJA is working with a broad-based labor, environmental justice and community coalition that has united around the urgent need to improve commercial solid waste management in New York City. Last week, with the release of OneNYC, Mayor de Blasio announced a goal of Zero Waste for NYC by 2030 (effectively reducing by 90% to 2005 levels the amount of waste NYC sends to landfills & incinerators) and committed to conducting a comprehensive study of commercial waste collection zones. The OneNYC solid waste goals are a major victory for the Transform Don't Trash coalition.

The current commercial waste system is bad for communities, workers, and businesses. New York City businesses generate 5.5 million tons of waste per year. This garbage is trucked to transfer stations in a small handful of NYC neighborhoods and then trucked back out of the City. Every day, commercial garbage trucks needlessly take crisscrossing and inefficient routes, traveling thousands of miles throughout New York City, polluting our air with diesel fuel, clogging our streets, and diminishing our quality of life. Commercial recycling rates, estimated at 25% by a recent City study (but possibly far lower), are shockingly low and commercial sanitation workers are paid low wages and subject to unsafe working conditions. Finally, there is a lack of transparency and accountability for small businesses.

Low-income communities and communities of color in the South Bronx, North Brooklyn, and Southeast Queens are disproportionately burdened by our current waste infrastructure. Not surprisingly, these same communities deal with many sources of pollution and the negative health consequences thereof – such as asthma, heart disease, and cancer. Reducing waste and massively increasing recycling are the best long-term solutions to address these environmental burdens.

The NYC Environmental Justice Alliance has fought for environmentally just solid waste policies for over 20 years -- we must stop dumping on not just NYC communities of color, but also communities outside of NYC limits that are affected by NYC waste export. Massively reducing inefficiencies and increasing recycling in the commercial waste sector will create thousands of good jobs and promote a fair and sustainable waste system in NYC. We are committed to advocating for a more efficient and environmentally just system that benefits workers, communities, and businesses.

NYC-EJA commends the NY City Council Committee on Sanitation for holding a hearing on our commercial waste system, creating an opportunity for public comment on this important piece of city infrastructure.



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April 29, 2015

NYC City Council
Committee on Sanitation & Solid Waste Management

Oversight: Sustainability in the Commercial Waste Industry

Good Afternoon Chairman Antonio and Members of the Committee:

Thank you for the opportunity to testify today. My name is Maite Quinn and I am the Business Development and Marketing Manager for Sims Municipal Recycling. As many of you know, we have a long term contract with the NYC Department of Sanitation (DSNY) to receive, process and market all of the Metal, Glass and Plastic collected by DSNY through its residential curbside recycling program.

In 1992, the NYC City Council passed Local Law 87 requiring commercial establishments to recycle. Office buildings are required to recycle paper, cardboard, textiles, bulk metals, and construction waste, but not plastic and glass. Food and beverage service establishments are required to recycle cardboard, bulk metal, metal, glass, plastic, and construction waste.

The regulations address what must happen at the commercial establishment, in terms of source-separation of designated recyclables. The regulations also address recyclables collection and subsequent recycling. There appear to be different interpretations as to what is allowed with regard to collection of metal, glass and plastic, with the principal question being whether source-separated recyclables must be collected in a separate truck, or whether bags of recyclables can be collected in the same truck as bags of refuse, and then subsequently separated for recycling at the transfer station.

I am not aware of any official reports of the level of recycling occurring among commercial establishments. However, based on our experience and what we know of the recycling industry in NYC, we believe there is a significant amount of recycling occurring at office buildings, through separate collections and/or post-collection separation. These recycling efforts focus on paper, which makes up the majority of the waste stream in office buildings. However, to our knowledge, the metal, glass and plastic generated by food and beverage establishments is rarely recycled.

Many food and beverage establishments have set up recycling bins and programs to keep recyclables separated on site. But few if any establishments have separate metal, glass and plastic collection. And, to our knowledge, where establishments have signed up for "post-collection separation", the post-collection separation often does not occur, and metal, glass and plastic that has been diligently separated at the restaurant or bar by customers and staff, is simply landfilled with putrescible waste.

The idea of franchise or commercial "zones" has been around for a long time, and pilots have been discussed in NYC for more than 15 years. There are also examples in many other cities, large and small, that can be reviewed for their pros and cons.

We think the idea does have real potential benefits, which could include reducing truck traffic, and providing the City with the tools to require newer clean trucks, cleaner fuels, and more comprehensive recycling service. On the other hand, there will be some waste haulers whose business suffers. It could also increase collection fees for businesses and perhaps, by reducing competition, decrease the quality of service that some businesses receive.

Our company is not in the collection business, and we have no direct stake in this issue. However, as recyclers, we are always interested in programs and initiatives that can increase the diversion of recyclables from the waste stream. Therefore my main message for you today, is that we have the capacity to process and market additional recyclables that could be generated by a franchise or zone program. Between ours and other processing facilities, the capacity exists today for increased recycling rates in the commercial sector if the right collection systems are put in place.

My thanks again to this Committee. We have enjoyed working with the City Council in the past and look forward to a continued constructive relationship in improving solid waste management and recycling practices here in NYC.



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Testimony of
JUSTIN WOOD,
NEW YORK LAWYERS FOR THE PUBLIC INTEREST
To the City Council Committee on Sanitation
April 29, 2015

My name is Justin Wood, and I am a community organizer at New York Lawyers for the Public Interest in our environmental justice program, and a member of the Transform Don't Trash NYC Coalition. Thank you, Chairperson Reynoso and Members of the Council for holding this hearing on such an important and timely subject. We are very pleased by the inclusion in Mayor de Blasio's OneNYC plan of an ambitious but achievable goal to drastically reduce the amount of New York City commercial waste sent to landfills. This plan, in conjunction with the 80 X 50 emissions targets recently adopted by the City Council, underscore the urgent need to reform a system that recycles far too little of our massive commercial waste stream. We look forward to working with the Council and the City to advance the fundamental reforms necessary to achieve these goals.

Our coalition has spent more than two years studying the effects of New York City's commercial waste system on communities, workers, our environment, and the businesses that are the system's customers. This month, we released the first of a series of reports on the impacts of the system. Our report incorporates data from Department of Sanitation studies, the Business Integrity Commission, the state Department of Environmental Conservation, the US Census, and our own community and business surveys. We also conducted interviews with and collected data from government officials in major U.S. cities that have enacted commercial waste reforms in the recent past.

A major finding of our study is that NYC's commercial waste collection system is grossly inefficient and unnecessarily polluting. Every night, thousands of heavy diesel collection trucks operated by over 200 licensed sanitation companies criss-cross the city to collect waste from restaurants, offices, stores, and other businesses. Because each hauler's customer base is scattered throughout the city, redundant and excessively long collection routes are ubiquitous.

A 2012 study commissioned by the DSNY found at least 25 haulers operating in every community district studied throughout the five boroughs and 79 different haulers collecting waste in midtown Manhattan alone. Our community survey found 8-10 different hauling companies servicing businesses on the same multi-block strip in many neighborhoods, and a single commercial strip that was serviced by 22 different hauling companies. In total, the commercial waste fleet drives approximately 50 million miles per year in New York City and each commercial collection truck drives three times further per ton than its DSNY counterpart. Most of these miles are driven by outdated trucks which emit far more pollution, including carcinogenic particulate matter, than do modern engines.

As you will hear from members of TDTNYC today, this system fails by other critical measures:

- The latest comprehensive city study estimated that private haulers recycle only about 25% of commercial putrescible waste, and recent reports filed with DEC by transfer stations and recycling facilities suggest that rates may be even lower, in the 9 -13% range. This is significantly worse than the 40% commercial recycling rate cited in Mayor Bloomberg's 2011 PlaNYC, and far worse than cities with high-performance waste systems.

- Private sanitation workers, who hold some of the most dangerous jobs in America, are harmed by NYC’s “race to the bottom” that allows companies to minimize costs by lowering wages and cutting corners on maintenance and safety standards.
- Our communities – particularly the low-income communities and communities of color disproportionately hosting transfer stations, truck yards, and other waste infrastructure – bear the health and safety impacts of thousands of polluting diesel trucks driving through their neighborhoods every night and day.
- Businesses often don’t receive fair and transparent prices or adequate customer service from hauling companies, and have limited options and little financial incentive to maximize recycling and waste reduction.

Unsustainable practices, inefficient truck routes, and dangerous working conditions aren’t simply the result of a few “bad apples” in the hauling industry, or a lack of enforcement by the city. They are endemic to a chaotic system in which each of the 150,000 businesses in NYC is individually responsible for procuring waste collection services and haulers are continually scrambling for customers in pursuit of short-term profits.

In addition to generating substantial and avoidable greenhouse gas emissions, our system squanders a huge economic development opportunity as it fails to spur investments in recycling and organics processing infrastructure that would create thousands of good, local jobs. For example, our system lacks the infrastructure needed to recycle more than a small fraction of our city’s restaurant and food waste. Because of its short-term profit outlook and general disarray, major developers and financiers of high-tech anaerobic digestion and composting plants have been unwilling to enter the New York City market.

Reforming this system will require much more than enforcing existing laws and making marginal improvements. We need to change the “rules of the game” under which the commercial waste sector operates to ensure that haulers, businesses, workers, and our communities all benefit from improved recycling and improved efficiency.

We can learn much from other cities that have tackled this problem successfully. For example, Los Angeles, San Jose, and Seattle are holding commercial waste systems to high standards of sustainability, accountability, efficiency, and equity for communities, small businesses, and workers alike. Under a win-win system, private haulers and processors in these cities bid for the exclusive right to collect waste in rationally designated zones via city RFPs that include standards for recycling, transparency, efficiency, and working conditions.

Adopting similar policies in New York City will allow us to achieve the urgent sustainability and equity goals of One NYC. We look forward to working with the Council and the administration to create a commercial waste system that our city can be proud of.



April 29, 2015

Testimony from The Cleaver Co.

Good morning and thank you for your time today. My name is Kate Ferranti and I am the Business Operations Manager for The Cleaver Co., a full service event planning and catering company. We also have a farm to table restaurant, called The Green Table, and operate two kiosks at The Battery. For more than 35 years, we have been committed to creating a healthy, sustainable, local food and farm economy. We recently became a Certified B Corporation, joining a growing movement of companies that believe in using the power of business to solve social and environmental problems, and meet higher standards of social and environmental performance, transparency and accountability.

Our business has long been built around sustainability – meaning the whole cycle of sustainability, from farm to plate to waste. We care about where our food comes from, and we care about where it goes. We carefully source seasonal ingredients from local farmers and producers, minimize food waste through careful ordering and operations, and train our kitchen and off premise catering staff to always separate waste into recycling, compostable and landfill waste.

Through the years, we have been outspoken advocates for handling commercial waste in a responsible manner that is good for the environment. We pushed to begin commercial composting in the Chelsea Market where our commissary is located – and where many other food businesses are tenants. We enthusiastically joined the Mayor's Food Waste Challenge in spring of 2013, and we were here before City Council to support the 2013 commercial food waste law.

We remain deeply concerned about the inefficiencies of our commercial waste system on the whole. There are several basic problems with the current system from our perspective as a small business:

First, and most importantly, there is a lack of transparency in the system. We don't know what happens to the recyclables and food scraps we separate after it is taken from our loading dock by our hauling company. They used to tell us our food scraps were trucked to a compost facility in Delaware. We recently learned this facility was shut down due to environmental violations, and questions about where our compost is going have gone completely unanswered. Further, this hauler will no longer pick up compost at our largest off premise special events. We bring all this compost back to our shop for pickup, but again, we are not sure where the compost is going at this point in time.

Second, the commercial waste pricing system is unfair and lacks consistency – often businesses on the same block are paying different rates to the same hauler. There is also a lack of economic incentives to maximize recycling and composting. Further, there are not many options for hauling compost if you are a small business desiring to do so – though there are far too many commercial trucks clogging our streets at night. There should be a better system for dividing up commercial pickup.



Finally, there is a lack of infrastructure for compost in the city and its environs: the fact that our composting efforts have been jeopardized by the shutdown of a single facility in Delaware speaks volumes to this issue.

Instead of piecemeal changes to an already complicated waste system, we need to create thoughtful and organized change at a large scale. The City and commercial haulers must work together to create state-of-the-art infrastructure for a robust, transparent composting and recycling system. In addition to helping lower landfill waste, this would also create good green jobs at the local level. Commercial haulers should invest in energy efficient fleets for compost pickup instead of using fuel inefficient garbage trucks. In addition, the commercial waste industry needs a better pricing and incentive structure so businesses are encouraged to separate waste and keep food waste out of landfills.

The bottom line is that the business community in New York City cannot reduce landfill waste as long as the commercial waste system remains woefully inefficient. We need a modern, sustainable commercial waste system that aligns the interests of business, communities, and responsible waste companies to maximize recycling and composting and minimize landfill waste.



Oversight - Sustainability in the Commercial Waste Industry

April 29, 2015

Testimony by Ana Orozco, Climate Justice Policy and Programs Coordinator, UPROSE

Good morning, Chairman Reynoso and members of the committee. My name is Ana Orozco and I am Climate Justice Policy and Programs Coordinator at UPROSE. We are an environmental and social justice organization based in Sunset Park, Brooklyn, and for decades have mobilized Sunset Park residents on issues of sustainable and just development, participatory planning practices, and governmental accountability. We have long advocated for development and policies in our community that address environmental justice, sustainability, and public health. I thank you for the opportunity to discuss the sustainability of the commercial waste industry.

We all realize that New York City's system of handling commercial waste is tremendously inefficient and in need of broad reform. The current system earns low marks across the board – it fails the environment, industry workers, the city's communities, and the commercial businesses it serves.

This system is particularly bad for the small handful of working class communities and communities of color already severely overburdened by waste-handling facilities and the truck traffic they bring. The New Yorkers living in these communities suffer detrimental health outcomes such as high rates of asthma and lung cancer. Sunset Park is home to private waste transfer facilities and recycling facilities as well as the Hamilton Avenue Marine Transfer Station. These facilities, in addition to the other environmental burdens our neighborhood accommodates, pose a threat to the public health and quality of life of the local community.

Every day, NYC creates 35,000 tons of garbage and every day, 20,000 tons, or 57% of the city's daily trash, is trucked to waste transfer stations in a handful New York City's neighborhoods, specifically low-income communities of color like Sunset Park. For Sunset Park, this is in addition to three power plants within a ten-block radius, and upwards of 275,000 vehicles that use the Gowanus Expressway each day.

I was encouraged by last week's release of OneNYC, which puts the city on the path towards zero waste by 2030. In order to meet this ambitious goal, the city will need to increase its commercial recycling rate dramatically. A Sanitation Department study in 2012 estimate that only 25% of commercial waste is recycled. By increasing this figure to 70%, the city could help create thousands of good, local jobs in recycling and recycling-related industries. This would substantially reduce the millions of tons of NYC waste that is unnecessarily landfilled and incinerated, leading to pollution, greenhouse gas emissions, and other negative impacts. It would be good for the environment, for workers, and for communities.

Further, there needs to be serious consideration given to the manner in which commercial waste services are distributed. Each of New York City's roughly quarter-million businesses contracts out its waste collection to one of the over 200 companies. Consequently, collection routes are highly redundant and



create millions of unnecessary diesel truck miles every year. The majority of these diesel truck miles are concentrated unjustly in a handful of low-income communities and communities of color. No effort to improve the sustainability of the commercial waste system would be complete without a serious attempt to take on this Wild West.

A rational solid waste management system is essential to the sustainability of our city and communities. I urge this committee consider the points above in the interest of environment, workers, and justice.

I thank the committee for taking up this crucial matter, and am grateful for the opportunity to comment.



TESTIMONY OF THE MANHATTAN SOLID WASTE ADVISORY BOARD

***NYC City Council Committee on Sanitation and Solid Waste Management
Oversight – Sustainability in the Commercial Waste Industry
Wednesday, April 29, 2015 at 10:00am, 16th Floor Hearing Room, 250 Broadway***

Good morning Chair Reynoso and members of the Committee on Sanitation and Solid Waste Management. I am Brendan Sexton, and I serve as Chair of the Manhattan Solid Waste Advisory Board, or Manhattan SWAB as it is informally called.

Thank you for this opportunity to speak to the Committee on behalf the Manhattan SWAB – a non-profit, non-governmental organization – that is a joint creation of the City Council and the Borough President, dedicated to increasing recycling, reducing solid waste, and advancing solid waste policy in New York City. The Board is composed of waste and recycling industry experts and concerned citizens, nominated by sitting Board members or Councilmembers and appointed by the Manhattan Borough President's Office.

We are grateful to be here today to present the following priorities and recommendations for improved sustainability in New York City's commercial waste sector, reflecting discussions and analyses the Board has had over many months or, in some cases, years.

1. Support Int. No. 209, the carry out bag charge bill in its current form

We agree with the bill's sponsors that initiating a mandatory carryout bag charge, instead of a plastic bag ban, will be the most successful approach to reducing this troublesome waste stream. Reducing or even eliminating many of the single-use bags now in common use will be one of the few true waste-reduction measures the City can take.

2. Expand access to electronics recycling

The Department of Sanitation has published a map that indicates where there are publicly available drop-off locations for electronic waste. About half of the community districts in Manhattan and the outer boroughs are without convenient, neighborhood access to this recycling channel, despite the electronics recycling being mandatory for all New York state residents as of January 1st, 2015. We would like to see the City work with more commercial businesses in these underserved areas to create greater public awareness and access for proper recycling.

3. Support the establishment of a zoned or "franchise" system for the collection of commercial waste

We feel that such a commercial zoned system would dramatically streamline the commercial waste collection system and cut down on inefficiencies. This is an idea that has yet to been tried in NYC, and thanks to the dedicated work from ALIGN and its "Transform Don't Trash" campaign, we see that such a system shows an incredible amount of promise for reducing negative environmental impacts, improving labor standards and safety, increasing recycling diversion rates, and expanding local infrastructure for processing waste and recycling.

Manhattan SWAB sees four specific types of benefits that the City would receive if a system like "franchising" were put in place:

- A franchise system would greatly reduce the miles driven on City streets by the heavy-duty diesel trucks that carry waste and recyclables and, therefore, directly reduce many negative environmental impacts - carbon and pollution emissions, air and noise pollution, and degradation of street surfaces.
- A franchise system would enable improved wage and safety conditions for workers, and increase safety on our streets with less truck traffic.
- A franchise system would help increase commercial recycling rates as neighboring businesses will have shared guidelines and collection schedules for recycling services.
- This system would also encourage waste haulers to invest in much needed additional infrastructure. For example, the vast majority of glass from restaurants and bars in NYC is not being recycled. We



believe a more efficient system would allow recyclers to invest more in the appropriate recycling technology.

4. Increase the enforcement of recycling at both the business level and at transfer stations

Manhattan SWAB would like to see greater support and involvement of the City in recycling education and literature for businesses, and increasing enforcement efforts. Confusion about what is recyclable and the ensuing contamination are large problems for the industry. Lessening contamination via improved education and enforcement will increase recycling rates, especially for organics recycling, allowing haulers to utilize all existing organics processing capacity within the region and simultaneously enabling the expansion of both commercial and residential organics collections in the City.

Additionally,

- We support the Mayor's recent declaration of Zero Waste goals in #OneNYC, but asks that "incineration and other disposal methods" also be mentioned throughout the document as comparable to landfill as an unacceptable outlet for waste.
- We are thankful that the Business Integrity Commission (BIC) is reevaluating some of the language used in its regulations to allow for some commercial organics to be managed by the community composters here in NYC.

We recognize that the above may require new or amended legislation and we support the City's need for stringent law in these areas.

Speaking for the whole Board, I know we look forward to continuing to play a helpful role and hope you will welcome this form of citizen input.

Thank you for your time.

Brendan Sexton
Chair, Manhattan Solid Waste Advisory Board

The Manhattan Solid Waste Advisory Board

Chair: Brendan Sexton; Vice-Chair: Sarah Currie-Halpern; Secretary: Robin Barton; Assistant Secretary: Eadaoin Quinn

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Testimony of the *Network Association of Local Composters, Recyclers and Carters*
presented before the New York City Council Committee on Sanitation and Solid Waste
Management and its Chair, Hon. Antonio Reynoso
at the Hearing on Sustainability of Commercial Waste Industry
on April 29th, 2015

The *Network Association of Local Composters, Recyclers and Carters* would like to thank the Committee and its Chair, Antonio Reynoso, for the opportunity to testify here today. We are a network association of several small local grassroots, non-profit and business organizations that have banded together to speak with one unified voice. You have met and are familiar with most all of our current members, who have signed this statement. We are all practitioners in our fields of recycling, composting and carting and several of us have on various occasions testified before this committee and met with the Chair, Antonio Reynoso. We have decided to gather and present a unified statement here today, so that City Council members and the Committee can more easily identify the common suggestions, asks and demands that all of our member organizations have for you. Whereas our members may have several varying considerations and concerns that they may want to bring before you individually, we would like to present to you the common denominators that apply to all of us and the recommendations that we all would like to make to you in the following:

As so aptly put in a recent report by Transform Don't Trash NYC, "New York City's sprawling commercial waste system performs significantly worse on recycling and efficiency than previously believed." Specifically, this industry which carts some 5.5 million tons of waste annually (2 million more tons than previously stated), actually diverts only 25% of this material from landfills accordingly to TDTNYC, not the 40% repeatedly stated by the Bloomberg administration. In fiscal 2016 the Department of Sanitation expects to spend \$393 million to export residential waste to out-of-state landfills. We suspect that the commercial carting industry will spend a similar amount. To reduce these export expenditures in the commercial carting industry, TDTNYC recommends that NYC adopt a franchise system similar to San Jose or Los Angeles to improve the efficiency of our currently chaotic commercial carting environment.

As excellent as the TDTNYC study is, it fails to consider the possible contribution that community based composters can make to the recovery of materials from our waste stream. The large centralized facilities favored by cities such as San Jose and Los Angeles concentrate waste in a single community, whereas local

de-centralized facilities distribute waste more evenly and more closely associate each community with the material it generates.

Moreover, as waste increasingly becomes a "resource", recovery of this material will be a positive that can create jobs in local communities, educate our communities about where their resources go and lessen our impact on the environment. These community facilities will also generate valuable materials such as compost and bio-solids.

We as community based composters would like to see the City require that a certain percentage of resources be set aside for community based operators. If a franchise system is created for NYC as advocated by TDTNYC, we request that certain percentage possibly as much as 20% of the material generated by each community board be set aside for local processors. This would require that each community board for example have its own bio-digester to handle organics and its own recycling operation. These facilities would enable truly local processing, and not force the City to rely exclusively on such massive facilities as now seen at the SIMS operation in Sunset Park.

Rather than trying to emulate the infrastructure of sprawling cities such as Seattle, Los Angeles and San Jose, New York City should take advantage of its greater density to encourage local solutions. Hauling heavy organics through crowded streets in 50,000 pound trucks makes no sense in NYC. What does make sense is using light weight, possibly electric or human powered trucks and carts to carry micro-loads to micro-facilities. This strategy is far more Earth-friendly and will create many more local jobs than what is now the status quo in San Jose or Los Angeles.

Imagine a large fleet of micro-carters hauling resources to neighborhood processing centers. Compare this with a relative hand-full of giant diesel powered trucks traversing the city hauling heavy loads to distant processing facilities. Which scenario creates greater wear-and-tear on our streets? Which generates more carbon dioxide, soot and particulate for our atmosphere? Which creates more living-wage jobs? Which is more pedestrian and bike friendly? Which is more accessible to people in the community? Which creates healthy soils for use in our communities to fertilize our urban gardens and build up green infrastructure?

Let's behave like what we are: the largest and most densely populated city in the US. Let's take advantage of our unique urban environment to create a much more efficient, people-friendly, Earth-loving infrastructure than currently exists in any US city, including San Jose and Los Angeles.

To achieve this dream, we the under-signed local composters, recyclers and carters, propose that the Department of Sanitation and the Business Integrity Commission jointly commission a panel of experts and community activists to

study the feasibility of community based carting and processing of both residential and commercially-generated resources. We challenge the DiBlasio administration to walk the walk of a more community-oriented New York. We stand ready to speak with both elected officials and city agencies to discuss how this feasibility panel can be created.

Vandra Thorburn, Founder Vokashi Kitchen Waste Solution

Laura Rosenshine, Common Ground Compost

Brooke Singer, La Casita Verde

Gil Lopez, Smiling Hogshead Ranch

Dior Doward, GreenFeen

Tanya Bley North Brooklyn Compost Project and Southside Community Garden

Ana de Luco, Sure We Can

Greg Todd, Community Carting and Composting

Oliver Lamb

Joanna Andreesen



kitchen waste solution

Committee on Sanitation and Solid Waste Management
Regarding "Sustainability and the Commercial Waste Industry"
250 Broadway, 14th Floor: 10:00 AM
April 29, 2015

Good Morning

My name is Vandra Thorburn and I appreciate the opportunity to testify before this Committee today.

I am the founder of Vokashi – kitchen waste solution - a unique composting service in NYC that is now five years old. My compost service collects food scraps from households, offices and small businesses with kitchenettes and pantries, small cafeterias and catering companies which I compost at variety of gardens and public green spaces. I use the Japanese method of fermenting food waste called bokashi which I can demonstrate is the cleanest, safest and most cost-effective way of managing organics.

For many years I have come before this Committee to advocate for local, community-based, small and medium-sized composting facilities. To date the Department of Sanitation supports seven such sites.¹ However, for these and other community-based enterprises to grow and develop we need regulations to support comingling of the waste streams from the municipal and commercial sector.

Where is the Equity for Local Processing of Resources?

The 2016 DSNY budget line for waste export is \$393 Million, an increase of \$43 Million from 2015. This budget is apparently servicing 21 contracts with private carting companies many with multi-year contracts² for managing and hauling NYC's waste to landfills outside the City's limits.

Where is the equity for local companies that could service residential and commercial waste within the City limits – particularly organics and other valuable recyclables like bottles, cans and paper? For recycling efforts to be truly sustainable we need facilities that can bridge the municipal and commercial waste streams. And the good news is that we already have them.

Imagine, for example, DSNY is spending millions on Marine Transfer Stations to handle "putrescible waste." That is organic waste! Could OneNYC solution be to use the beleaguered

¹ The NYC Compost Project is operated by seven DSNY-funded teams, which are hosted by NYC's botanical gardens and three non-profit organizations.

² A recycling company (SIMS) with some \$1.5 billion in New York City contracts is a chronic violator of environmental regulations, racking up at least seven fines and penalties since 2009, records show.

92nd Street project as a dedicated compost facility with some state of the art anaerobic digesters many of which cost the same as a new garbage truck! Imagine fleet of small organics collections across the Asphalt Green! This would not need to be an environmental nightmare but a huge community education.

As recent reports have highlighted, the current commercial carting industry is unsustainable. The 250 licensed carters are managing more than 4500 heavy duty, noisy and polluting trucks and are feeling targeted. But, imagine if the carting industry were given tax incentives to retrofit their transfer stations to accommodate a variety of local recycling plants. Could this be another OneNYC plan solution?

At the moment, lightweight box trucks are undercutting the carters' collections of paper and cardboard. And other recyclables are valuable because they are not compressed. Organics collections need dedicated airtight containers not huge trucks compressing all the valuable juices onto the sidewalk.

Imagine fleets of lightweight vehicles collecting and delivering specific recyclables to be processed at repurposed transfer stations. According to recent report recycling waste creates far more jobs than landfilling or incinerating it. If New York City were to increase its recycling rate from 24% to 70%, it could create more than 3,000 local jobs processing materials at recycling facilities.³

Finally, can we stop with the big-box, single-stream 'recycling' solutions? These are not community based investment, just another way of keeping trucks on the road and tax payer's dollars in the hands of private investors with 20-30 year contracts.

20—30 Year Contracts for Local Green Infrastructure / Green Jobs

Missing in OneNYC Plan are details for local, decentralized, diversified, community-based, recycling industries with opportunities for award winning green infrastructure and jobs. We need to:

1. Allow for development in M-1 zones indoor compost facilities capable of handling between 50 – 75 tons of material monthly. There are medium sized in-vessel and anaerobic digesters that could be housed in warehouse facilities that should not be limited by huge rules and regulations and expensive construction requirements.
2. Allow and encourage the use of organic wastes to be used as natural soil amendments in brownfields and toxic sites.
3. Amend any bills to allow transfer stations to be upgraded and refurbished to become Recycling Centers.

Thank you for your consideration.
Vandra Thorburn

³³ Transform Don't Trash "Dirty, Wasteful and Unsustainable"



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Sanitation Committee Hearing

Testimony by Paul Steely White, Executive Director, T.A.
Wednesday, April 29, 2015

Thank you Chair Reynoso and the members of the Sanitation Committee for convening this hearing.

I am Paul Steely White, the Executive Director of Transportation Alternatives. We are a 40-year old non-profit, with more than 100,000 activists in our network, dedicated to improving the safety of New York City's streets. We support the Transform Don't Trash NYC campaign, standing with a diverse coalition of labor groups, environmental justice organizations and small businesses to advocate for a more just, sustainable and safer commercial waste management system. Professional drivers play an important role in helping reach Vision Zero and exemplifying the highest standards of safe driving.

The testimony presented today speaks to the great impact commercial waste trucks have on our city. I'm here to add my voice from a street safety perspective. The imperative of Vision Zero demands that we examine all options to reduce the danger of truck traffic, including redesigning major streets, rationalizing collection zones, incentivizing safe working conditions and requiring side-guards on all commercial trucks.

Large trucks are a major safety hazard for all road users, particularly the most vulnerable - pedestrians and cyclists; crashes involving a truck are for more likely to result in death than those involving a car.

- According to the NYC Mayor's office, **trucks account for fewer than 4% of vehicles in NYC but cause 32% of cyclist fatalities and 12% of pedestrian deaths.**ⁱ
- According to NYPD data, large commercial vehicles have been responsible for at least 30 deaths and more than a thousand injuries since July 2012 alone.ⁱⁱ
- This includes dozens of pedestrians and cyclists who have been killed by garbage trucks in recent years. Indeed, the first cyclist death of 2015 was caused by a private trash hauler.

RECOMMENDATIONS

To mitigate the threat posed by commercial waste trucks, Transportation Alternatives urges the Council to pursue the following policy recommendations:

Redesign Major Streets

Nearly all of the city's truck routes are on arterial streets, wide corridors that make up only 15% of our total road network but which are the site of the majority of traffic deaths and serious injuries. In order to truly make our streets safer, we must redesign these streets with critical safety improvements like dedicated pedestrian signals, refuge islands and protected bike lanes. **Making bold changes will require an expanded financial commitment from the City**, like the additional \$250 million recommended by the City Council for street reconstruction, as well as a larger operating budget for DOT to carry out lifesaving projects.

Rationalize Collection Zones

Because hundreds of private sanitation companies collect waste from customers scattered around the city, the system operates very inefficiently and private garbage trucks drive many more miles than necessary. This means more trucks on the road and private sanitation drivers are often forced to drive throughout the night and into the morning rush hour to complete long routes. Over-worked, tired drivers then finish their shifts as the streets are most crowded with pedestrians and cyclists going to work and school.

We urge the Council and the City to take steps toward implementing rational collection zones for commercial waste, as Los Angeles is doing now. Under such a zone or “franchise” system, haulers would compete for the right to collect waste in each zone, which would reduce the number of redundant or overlapping truck routes operating in neighborhoods. Rationalizing the collection system into **efficient zones would reduce overall truck traffic, facilitate better shifts, and create safer conditions for drivers and street users.**

Incentivize Safe Working Conditions

Inefficient routes and long working hours are unfair to workers and encourage dangerous driving behavior. DSNY’s latest comprehensive study of the commercial waste system included extensive observation of trucks in neighborhoods throughout the city. The study found that dangerous and illegal driving behaviors are common, including “... reverse moves, illegal right turns on red, and even the blatant disregard of one-way street restrictions.”ⁱⁱⁱ

A more rational collection system could incentivize haulers to operate safely and efficiently.

Points in the new collection zone Request for Proposals (RFP) could be based on haulers’ safety track records, provisions of safety training for drivers and enforceable commitments to ensure that drivers aren’t forced to work unsafe overtime shifts.

Require Side Guards

Side guards prevent people from being swept underneath and crushed by trucks. The equipment is required by the European Union, contributing to a 20% reduction in pedestrian fatalities and 61% reduction in bicyclist fatalities in truck crashes.^{iv} The Mayor recently announced a pilot program of side guards on city fleet vehicles; DSNY is leading the way but **side guards should be required on all trucks, including private sanitation haulers.**

CONCLUSION

Every year, more New Yorkers are killed in traffic than by guns. All stakeholders play an important role in reducing traffic deaths to zero, and sectors that disproportionately cause injuries and fatalities have an even greater responsibility to protect the public. The commercial waste industry currently favors inefficiency and encourages dangerous behavior. We must use all our tools available to reduce this risk and work towards Vision Zero.

ⁱ New York City Mayor’s Office (2015). City Begins Installing Truck Sideguards To Protect Pedestrians And Cyclists. New York City Mayor’s Office. City Begins Installing Truck Sideguards To Protect Pedestrians And Cyclists. N.p., 09 Feb. 2015. Retrieved from: <http://www1.nyc.gov/office-of-the-mayor/news/101-15/city-begins-installing-truck-sideguards-protect-pedestrians-cyclists>

ⁱⁱ New York City Police Department. (2014). NYPD Motor Vehicle Collisions [Data File]. Retrieved from: <https://data.cityofnewyork.us/NYC-BigApps/NYPD-Motor-Vehicle-Collisions/h9gi-nx95>

ⁱⁱⁱ New York City Department of Sanitation. (2012). New York City Commercial Solid Waste Study and Analysis. <http://www1.nyc.gov/assets/dsny/downloads/pdf/studies-and-reports/2012-commercial-waste-study.pdf>

^{iv} Miller, S. (2014). “The Simple Change to Truck Design That Can Save Lives.” Streetsblog 18 Dec. 2014: <http://www.streetsblog.org/2014/12/18/this-simple-change-to-truck-design-could-help-get-us-closer-to-vision-zero/>

B'nai Jeshurun בני ישׂרון

Testimony of
Channa Camins,
Congregation B'nai Jeshurun
To the City Council Committee on Sanitation
April 29, 2015

My name is Channa Camins, and I am the Director of Social Action/Social Justice at Congregation B'nai Jeshurun on the Upper West Side of Manhattan, and we are members of the Transform Don't Trash NYC Coalition. Thank you, Chairperson Reynoso and Members of the Council for holding this hearing.

B'nai Jeshurun (BJ) is one of the largest and most active synagogues in New York City. Located on Manhattan's Upper West Side, BJ serves more than 3,600 members. Our Rabbis and members work actively to serve our community and to improve our world. We provide vital social services to the community; for example we shelter homeless individuals and provide emergency food assistance through a weekly lunch program. Since 2003, we have undertaken community organizing and advocacy campaigns, which we call Panim el Panim ("face to face" in Hebrew).

As a Jewish community our concern for nature and for humanity are intertwined and we understand our actions have a direct impact on our environment. We each have the power to protect and maintain the physical world of which we are a part. Our Jewish tradition provides guidance on how we can be stewards of the earth with concepts like bal tashchit (do not waste) or sh'mitah, the sabbatical year in Jewish agriculture, which allows the earth to rest. Guided by these traditions and teachings, as well as the voices of our members, B'nai Jeshurun is proud to be a part of an effort to meet the environmental challenges of New York City head on, in a way that protects communities, workers and our planet.

We are very pleased that Mayor de Blasio's One NYC plan includes the goal to drastically reduce the amount of commercial waste New York City sends to landfills. We look forward to working with the Council to pass legislation and make changes that are necessary to achieve this goal, as well as the goal to reduce greenhouse gas emissions by 80% by 2050.

B'nai Jeshurun became involved in this campaign after an exhaustive community process. What we learned is that our members have deep fears about the future of our environment, our climate, and our city. They worry about the disaster we are leaving for the next generation. BJ members want to support tangible changes locally that can have an impact globally. Transform Don't Trash NYC provides such an opportunity. BJ members report making an effort to recycle in their offices only to watch their recyclable paper get dumped back into the

B'nai Jeshurun בני ישורון

garbage and taken out to the curb in one bag. Many members work hard to care for the environment in small ways at home but acknowledge that without systemic change we can't stem the tide of climate change. We know that as long as they can't find a recycling bin in which to place a soda can after grabbing a slice of pizza in their neighborhood, the individual steps they take will fall short. Our members are fearful of dangers to pedestrians in neighborhoods and on blocks inundated with excessive truck traffic. Our members are horrified to hear about the poor safety standards in the commercial waste industry and poor wages that the workers who haul our trash earn in one of the most dangerous jobs in New York City.

New York City's restaurants, offices, and businesses generate a staggering 5.5 million tons of commercial solid waste each year. Ninety-percent (90%) of that waste could be recycled or composted, but the vast majority now ends up in landfills and incinerators – a costly and highly polluting problem. To make matters worse, commercial waste is handled by hundreds of hauling companies deploying thousands of dirty trucks along crisscrossing routes, emitting pollution that damages truck drivers' and residents' health. This complex system also makes it difficult for small businesses to negotiate fair rates and get good customer service.

The cost of shipping waste outside of NYS is expected to continue to rise. Reducing the amount of waste that ultimately goes to a landfill is a long-term plan in the interest of all New Yorkers and businesses.

B'nai Jeshurun members can only do so much individually. New York City has to create a more efficient and equitable system that allows New Yorkers to help save the environment, protect the health of all communities, and provide for workers who do an important job to keep our city clean and businesses open.

Over 200 BJ members of all ages marched for climate action in September because we believe that we can do better, starting right here in NYC. For over 15 years BJ has been active on environmental concerns, whether it was undertaking our own **"Greening BJ"** campaign to encourage sustainable practices at the synagogue's facilities and in members' households, rededicating our Ner Tamid (Eternal Light) by converting it to renewable solar power, or working with NRDC to pass of the Electronics Recycling Law.

Transform Don't Trash NYC is by far one of the most powerful environmental campaigns we have joined with the most potential to improve our environment and the lives of all New Yorkers. We look forward to working with the Council and the Administration to create a sustainable and equitable commercial waste system that our city can be proud of.



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Wednesday, April 29, 2015

**Sanitation Committee Hearing:
“Sustainability in the Commercial Waste Industry”**

Comments prepared by
THE POINT Community Development Corporation

My name is Kellie Terry and this statement is on behalf of The Point Community Development Corporation. The Point CDC has dedicated many years of advocacy to assist and fight for the equitable, balanced and just development of our South Bronx community and our waterfronts as members of the New York City Environmental Justice Alliance, the Organization of Waterfront Neighborhoods and as a lead project partner of The South Bronx Greenway. As representatives of the Hunts Point community we feel compelled to explain the effect the commercial waste system in New York City has on our community and what restructuring said system will mean for all overburdened communities like ours.

NYC’s open system for commercial waste is bad for all New York communities, which are subjected to the air and noise pollution, and negative quality of life impacts of a grossly inefficient system. NYC generates more commercial waste than any other city in the country and lags far behind national leaders when it comes to dealing with that waste sustainably. NYC’s businesses generate for more waste than was previously thought, 5.5 million tons per year according to a 2012 DSNY study obtained through a Freedom of Information request. The recycling rate for this waste is far worse than previously thought – the 2011 PlaNYC report claimed that 40% of the City’s commercial waste is recycled, DSNY’s 2012 study estimates that only 25% is. This means that every year millions of tons of NYC waste that could be recycled is unnecessarily landfilled and incinerated, where it creates significant greenhouse gas emissions and other negative impacts.

However, what does this mean for the communities that hadle all this waste? Well, it is particularly bad for the handful of working class communities of color in this city where waste handling facilities and the truck traffic they attract are severely over-concentrated, like the South Bronx. There are 9 waste transfer stations in the South Bronx permitted to handle nearly 12,000 tons of waste each day. On a typical day, nearly 6,000 tons is hauled in and out of the South Bronx requiring about 1400 diesel truck trips. What does this mean for our community in terms of our health? Well, not surprisingly, asthma rates in the South Bronx are sky high – eight times the national average. So are rates of other diseases and illnesses tied to air pollution.

All this garbage and poor management of the system that handles it also comes at a high cost to the laborers that work in the commercial carting industry in New York City whom, presumably, also live in communities like ours. Unlike their public sector counterparts, private sector waste

workers are, all too often, paid low wages for hard work while being subjected to hazardous working conditions. Sanitation is among the most dangerous occupations and workers in the private sector are regularly denied critical safety equipment and training and where exploitation of immigrant workers, workers with criminal records, and other vulnerable workers is rampant.

We are here on behalf of our community that has been in the shadows, dealing with the disproportionate impact of handling the majority of City's waste for decades. As such, in our role as a community based organization, we strive to represent the voices of our communities and communicate needs and solutions that will improve the overall quality of life of our neighbors. We also see this moment as an opportunity to create a new and improved approach to how we handle our City's commercial waste industry. Overhauling our commercial waste system in favor of programs like Transform Don't Trash provides long overdue relief to the 3 communities that handle three-fourths of the City's waste and presents a sustainable and equitable economic development opportunity for this city.

Transform Don't Trash NYC builds upon the successes of the SWMP and deals with problems that remain in the commercial waste sector. New York City has created a race to the bottom for commercial waste handling. If NYC were to increase its commercial recycling rate from 25% to 70%, a level that other cities are or will soon hit, it could create thousands of good, local jobs in recycling and recycling-reliant industries. It would also mean fewer truck trips.

Through an exclusive franchise system for commercial waste, New York City can address all of these issues.

- The City can incentivize fair siting standards.
- Giving haulers a dense customer base will allow them to drive the most efficient collection routes – one truck will collect on a street rather than 9 or 10.
- The City can require a safe workplace and reward haulers that treat their workers well.
- The City can boost recycling and composting through mandates and incentives.
- Potential cost can be offset by the benefits of having a dense, stable customer base.

When fully implemented, the marine- and rail-based system will be complimented by a franchising system. Marine and rail transfer stations will remain vital to handling waste that still needs to be disposed.

When this is all said and done, we are not here today to advocate about waste but about people. How we as a City operates currently reinforces the tail of two cities that our Mayor and City Council was elected to change. We ask that The Sanitation Committee utilize their power to ensure that policies such as fair share, capacity reduction and a innovative commercial waste system be adopted for a new path to be forged and for justice to be served.

Thank you for your time and careful consideration.

Respectfully,

Kellie Terry
Executive Director
THE POINT CDC

TESTIMONY OF JOAN S. LEVINE, OVERSIGHT HEARING OF THE SANITATION
COMMITTEE, NYC COUNCIL, APRIL 29 2015

Good morning. My name is Joan Levine. I am Co-chair of the Morningside Heights/West Harlem Sanitation Coalition, a member of the New York City Environmental Justice Alliance.

Many people refer to New York City's commercial waste industry as the "wild west". This certainly seems to be true of our neighborhood, known as Morningside Heights/West Harlem. In a survey conducted by The Morningside Heights/West Harlem Sanitation Coalition, the commercial strip on the west side of Broadway between La Salle and 125 Street has 11 or 12 different commercial carters for 20 stores. All these commercial trucks arrive late at night on just one block, needlessly spewing pollution, wearing down our streets and most of all, damaging our health and quality of life.

As inefficient and polluting as this is for our immediate neighborhood, it causes havoc in the areas of the South Bronx, Northern Brooklyn and Southeast Queens, where trucks coming from our neighborhood, arrive each night along with those of myriad other streets and businesses. They are dumped, often in the open air and re loaded onto 18 wheelers for a trip to landfills in other states. These mostly low-income communities of color are disproportionately burdened by this solid waste. The air is unfit to breathe and the unbearable noise of the trucks arriving 24 hours a day as well as the smells, makes the situation extremely hazardous to residents' health and well-being and the degradation of their communities.

In addition to this costly and redundant collection method, private sector waste workers face low wages and poor working conditions. Lastly landfilling and incinerating this waste is costly and polluting.

Something must be done to fix this unfair, unhealthy, inefficient way of doing business. I hope your committee arrives at some good answers.

Thank you.

We Stay Nos Quedamos, Inc.
Statement by: Wilbert Rodriguez

Good afternoon, my name is Wilbert Rodriguez, I am a resident of the Bronx and community leader at We Stay Nos Quedamos. I take this opportunity to thank you and your colleagues for your time in hearing our concerns today.

As a life-long resident of the Bronx. I am happy to say that I have noticed that during the last few years the Bronx has made major improvements in its infrastructure and quality of life throughout the borough. But one thing that I've noticed that has not changed is the amount of air pollution and truck traffic in our community. Which ranked highest in mortality rates from respiratory diseases, than anywhere else in the city of New York. This is of great concern to us especially the most vulnerable, children and elderly, many of who are suffering from the consequences of the toxic gases and emissions caused by truck traffic and improper trash processing. For many years, the Bronx has been the City's major dumping ground without concern for the health and well-being of our citizens.

Here are a few facts:

- NYC generates more commercial waste than any other city. According to a 2012 DSNY study, businesses generate 5.5 million tons per year.
- The recycling rate for this waste is far worse than previously thought – the 2011 PlaNYC report claimed that 40% of the City's commercial waste is recycled, DSNY's 2012 study estimates that only 25% is.
- This means that every year millions of tons of NYC waste that could be recycled is unnecessarily landfilled and incinerated, where it creates significant greenhouse gas emissions and other negative impacts.

It's time that the City realizes that the borough has overturned its negative image into a positive growing community who deserves the same rights and quality of life as every other neighborhoods in the city. Together we need to work on solutions to this issue in order to create a healthier environment and in the long run the whole city will benefit!

Thank you!

Testimony before NYC Council Committee on Sanitation and Solid Waste
Management
April 29, 2015
Re: Sustainability in Commercial Waste Industry

Mike Hellstrom Business Manager Laborers Local 108, & Vice President of the Mason
Tenders' District Council

Good Moring Chairman Reyenso and committee members,

I am Mike Hellstrom Business Manager of Laborers' Local Union 108. Our union represents hundreds of Drivers, Helpers and Mechanics at various employers in the carting industry such as Action, IESI and FILCO across the 5 boroughs of our city. Our members work for some of the most responsible contractors in the industry: they play by an established set of rules that pay workers good wages, provide quality benefits and ensure that their workforce is highly trained to work safely.

The current system of managing commercial waste is broken and in need of comprehensive reform. The fact that brokerage companies in the market control approximately 20% of customers in this marketplace, operate with no collection vehicles, infrastructure or waste collection employees, artificially drives down pricing and induces deteriorating conditions for all involved.

New York City generates more commercial waste than any other city in the country. Despite the market size and complexity, the regulatory regime--the Business Integrity Commission--under which it operates is outdated and badly in need of reform. Our industry is subject to hard caps in terms of what companies can charge businesses for their services and thus, caps what workers can earn. But there are no meaningful minimums as to what low road operators charge in order to conduct business...in other words, low road employers can charge customers virtually zero dollars per ton, pay workers less, and have no stake in creating an atmosphere that improves their environmental impact in the community.

As you have heard today there is a growing sector of the industry in which workers are paid low wages, have no access to meaningful health coverage and are being subjected to hazardous working conditions. This is unsustainable and must be changed.

The achievement of the Laborers and Teamsters in creating good jobs is under substantial attack by an industry race to the bottom. What's more, the failure of the city and generators of commercial waste to promote, educate and adopt recycling as a basic norm squanders a critical opportunity to create thousands of good jobs in the recycling sector.

Responsible employers like IESI, Action, FILCO and others are increasingly undermined by the growing under-belly of irresponsible players in the industry. Change can be achieved and I implore this panel to work with the labor, the environmental community and the industry's responsible contractors to develop sustainable solutions that protect workers, the environment and the economic investment made by high road players in our industry.

Good morning. I am Ray Borrero and I am speaking on behalf of Teamsters Local 813, which represents workers in New York's private sanitation industry.

Thank you Chair Reynoso and council members for holding this hearing on this important issue.

Sanitation is hard work. It is one of our city's most dangerous jobs.

It also epitomizes the Tale of Two Cities that this City Council and Mayor de Blasio have worked to end.

One half of the sanitation system is the Department of Sanitation, DSNY. Their work is hard and dangerous, and they are compensated accordingly with fair wages and benefits, as well as rigorous safety protections. They are known as New York's Strongest and are proud fellow Teamsters.

We are the other half – maybe you could call us New York's Forgotten. Private sanitation operates at night and we pick up trash at New York City businesses.

Low wages and substandard benefits are all too common. New workers tell us stories of being put to work with little-to-no safety training, and with safety equipment only if they buy it for themselves.

This is an industry that puts out a press release to say it cares about Vision Zero, then refuses to fix faulty brakes and pushes its workers to drive faster and faster.

There are some good companies in this industry, but they are sadly the exception not the rule. And in an environment with little oversight, the bad actors have the upper hand over the good ones.

The Teamsters are here standing shoulder to shoulder with workers in this industry because they deserve fair pay and a safe workplace just like their brothers and sisters at Teamster companies and DSNY.

Workers have been beaten down, but they haven't given up. Several courageous private sanitation workers are here today to tell the truth about their jobs for the first time.

We are also here as part of the Transform Don't Trash NYC coalition. Sanitation workers don't just work in this city, we live here too. We want safe streets and clean air too. So we are proud to be in coalition with environmental justice and community organizations.

Thank you for allowing me to speak today and thank you Chair Reynoso for your leadership to end the Tale of Two Cities in New York City sanitation.

Testimony of Tanya Bley

New York City Council Committee on Sanitation and Solid Waste Management

Hon. Antonio Reynoso

April 29, 2015

Hearing on Sustainability of Commercial Waste Industry

Good Morning, Chairman Reynoso and Committee Members. I thank the Committee for providing the opportunity to testify in relation to the Sustainability of the Commercial Waste Industry.

My name is Tanya Bley and I have in the past testified before the Sanitation Committee on four occasions – in 2012 at the hearing on community-based composting efforts in New York City, in 2013 at the hearing on the collection of compostable waste, in February 2014 on ideas for the next four years in Solid Waste Management and in April 2014 on the City's Residential Compost Program. I am a certified Master Composter and volunteer with and support a number of community based composting operations. Among those are the North Brooklyn Compost Project in McCarren Park and the small compost operations at the Southside Community Garden in Williamsburg. I am also a regular observer at the Brooklyn Solid Waste Advisory Board meetings and at the meetings of the Newtown Creek Monitoring Committee. My professional background is in Financial Risk Management.

The question before us today is: 'How to make the Commercial Waste Industry more sustainable?' Over the past year many reports have been brought before you: Most recently the 'Transform don't Trash NYC' report and before that reports such as the New York League of Conservation Voters 2012 report on 'Encouraging the Development of Organics Processing Infrastructure for New York City's Waste Stream' and RW Beck's 2010 report for the New York City Economic Development Corporation on the 'Hunts Point Anaerobic Digestion Feasibility Study'. The Mayor has come out with a new PlaNYC – the OneNYC. And he is committed to implementing the Solid Waste Management Plan of 2006. All of these reports and plans acknowledge the necessity for more composting or digestion facilities.

In order to get closer to the goal of making the Commercial Waste Industry more sustainable, there will need to be more composting or digestion facilities. In order for you to be able to facilitate this development and in order for you to also get somewhat ahead of the curve, I would like to make one specific suggestion:

Siting Task Force:

The Solid Waste Management Plan had established a Compost Facility Siting Task Force that was required to submit a report by July 1, 2008. This report has never been produced. According to the DSNY's 2013 Annual Report "The Bureau participated in the Composting and Alternative Waste Management Technology Task Force established through the SWMP".

My suggestion:

Set a new date when the report ought to be submitted. Make transparent who serves on this task force and establish a Community Advisory Committee for this task force that can provide advice among other things as to the siting of decentralized small and medium scale composting and anaerobic digestion facilities.

I understand that there are forces in the Administration and perhaps also in the City Council that say: 'Let the private industry sort this one out.' I say: If you let the industry sort this out, first of all, nothing will happen, and second of all, if anything happens then the facilities will be precisely located where you and your constituents

don't want them. So, I encourage you to get ahead of the curve and design the process by which the sites for such facilities will be found. Because if you don't do it, it will be done for you without your input and realities will be created for you that are difficult if impossible to alter. Case in point: The Food Waste Pilot at the Newtown Creek Wastewater Treatment Facility. The Food Waste Pilot is now scaled up to process 50 tons of organics starting this winter for three years - up from 1.5 tons per day for the first phase. All of this material has to enter the facility by truck. I say that factually the Administration - DEP and DSNY - have created a facility at the site of the Newtown Creek Wastewater Treatment Facility without your input. This may not matter so much at that site - what happens there anyway is potentially unpleasant already. But if you let this method and principle take over - they slip you a pilot under and before you know it you have a whole new facility - it may potentially lead to some very unpleasant outcomes elsewhere. You are hard at work at creating more Borough equity and more environmental justice in this city with respect to transfer stations and truck traffic. Get ahead of the curve with regard to composting and digestion facilities and prevent environmental injustice from being created in the first place by convening a siting task force.

Thank you.

Zero Waste

**City Council Committee on Sanitation
Hearing on Recycling and Sustainability
April 29, 2015**

**Testimony submitted by
Cooper Recycling
123 Varick Avenue
Brooklyn, NY 11237**

The Path to Zero Waste

Waste management is critical to City planning. As NYC's population increases, the amount of both Municipal Solid Waste (MSW) and Construction & Demolition debris (C&D) will rise.

Improving recycling rates and encouraging reuse will help ensure environmental preservation and cost reductions for the City and its residents.

To achieve Zero Waste by 2030, focusing on residential & commercial waste alone is not enough – the City should encourage and incentivize increased recycling of C&D.

- 72% of MSW is recyclable but 90% of C&D is recyclable
- Increasing the C&D recycling rates to 90% will improve overall Citywide recycling rates by 15%

A Closer Look at NYC's Waste

Residential Waste	Commercial Waste	Construction & Demolition Debris
Putrescible / Municipal Solid Waste (MSW)	Putrescible / Municipal Solid Waste (MSW)	Non Putrescible / Construction & Demolition Debris (C&D)
Hauled by DSNY; tipped at MTS or private transfer station	Hauled by private carters; tipped at private transfer stations	
Recyclables include: <ul style="list-style-type: none"> • Organics – 33% • Paper – 18% • Metal/Glass/Plastic (MGP) – 14% • Textiles – 6% • Electronics – 1% 		Recyclables include: <ul style="list-style-type: none"> • Metal • Wood • Concrete & Brick • Plastic • Dirt
Recycling opportunity: 72%		Recycling Opportunity: 90%
Current Recycling Rate: 16%		Current Recycling Rate: 42%

Recycling Opportunities in C&D

The City generates 2.3 million tons of C&D annually (2013); 2.0 million tons of that can be recycled.

The City should work together with private businesses to achieve these goals:

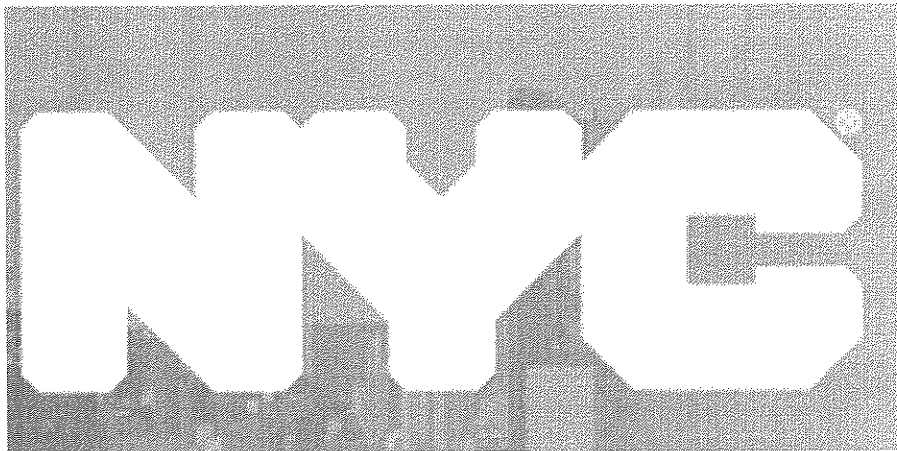
- Encourage private investment in modern equipment and technology and develop markets to enable recycling rates to advance
- Focus on the quality not quantity of transfer stations via existing regulations
- Ensure a stable regulatory environment to encourage private investment in recycling
- Encourage the use of rail and barge to compliment emission reduction strategy

Cooper Recycling

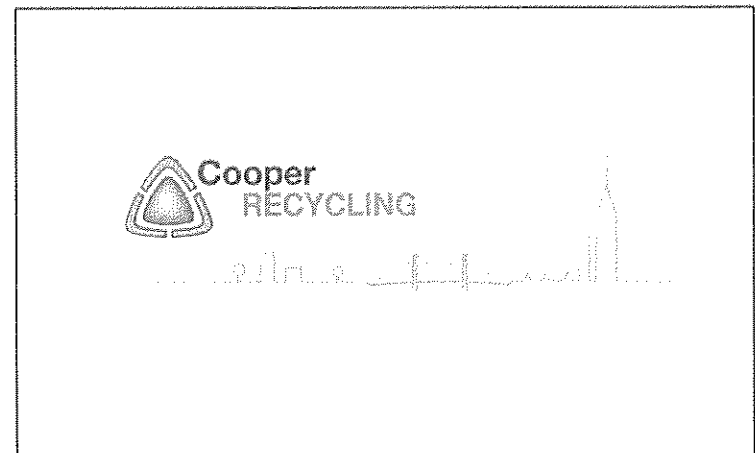
- Build new, state-of-the-art \$15M C&D recycling line, indoors
- Recycle +/-90% of our incoming material to beneficial end uses
- Potentially utilize rail and barge for outbound material and reduce long-haul truck trips
- Locate deeper into the M3 zone, closer to major truck arteries
- Create a fully enclosed, climate controlled working environment to reduce noise & dust
- Queue trucks on-site to lessen street congestion and increase safe movements
- Create extra jobs, 90% local & minority
- Develop a recycling education center

Conclusion

- Zero Waste is an attainable goal if the appropriate partnerships and incentives are put in place.
- Cooper Recycling looks forward to working together with the City to help achieve this goal.



April 29, 2015



Cooper Tank Recycling

6

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

Name: Maite Quinn (PLEASE PRINT)

Address: _____

I represent: Sims Municipal Recycling

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Brendan Sexton (PLEASE PRINT)

Address: 134 Sullivan St.

I represent: Plan. SWAB

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

Panel with: in favor in opposition
Steve Changaris
Laura Imperiale

Date: 4-29-15

Name: Thomas N. Toscano, Esq. (PLEASE PRINT)

Address: 7310 Edsall Ave., Glendale, NY 11385

I represent: Mc T Carting Corp / NW & RA

Address: same

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

Name: CHANNA CAMINS
(PLEASE PRINT)

Address: _____

I represent: B'NAI JESHURUN

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: _____

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: _____

Address: _____

I represent: _____

Address: _____

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**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

(PLEASE PRINT)

Name: JUAN FELIZ - spanish

Address: Interpret. by PLINIO CRUZ

I represent: COMMUNITY MEMBER

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: TOM TOSCANO

Address: _____

I represent: MR. T. CARTING

Address: + NWRA

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Laura Impertate

Address: _____

I represent: TULLY ENVIRONMENTAL.

Address: (+ NWRA)

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Steve Changaris (PLEASE PRINT)

Address: _____

I represent: Nat'l Waste + Recycling Assoc
(NwRA)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

Name: MICHAEL BUSH (PLEASE PRINT)

Address: _____

I represent: COMMUNITY MEMBER

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

Name: REBECCA ROSADO (PLEASE PRINT)

Address: _____

I represent: The Point

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

(PLEASE PRINT)

Name: JOAN LEVINE

Address: _____

I represent: ~~THE~~ SANITATION COALITION

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

(PLEASE PRINT)

Name: WILBERT RODRIGUEZ

Address: _____

I represent: NOS QUEDAMOS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ERIC GOLDSTEIN

Address: _____

I represent: NATURAL RESOURCES DEFENSE

Address: 40 W 20 ST COUNCIL

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jerry Antonacci

Address: Crown Carting

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

(PLEASE PRINT)

Name: ANA OROZCO

Address: _____

I represent: UPROSE

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: EDDIE BAVTISTA

Address: _____

I represent: NYC-EJA

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: **(PLEASE PRINT)**
BRIGID FLAHERTY

Address: _____

I represent: ALIGN

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: **(PLEASE PRINT)**
CARLTON DARDEN

Address: _____

I represent: Community member

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/24

Name: **(PLEASE PRINT)**
MIKE HELSTROM

Address: _____

I represent: LABORERS LOCAL 108

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: April 29, 2015

(PLEASE PRINT)

Name: Commissioner Kathryn Garcia

Address: _____

I represent: DSNY

Address: 125 Worth St NY, NY 10013

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

(PLEASE PRINT)

Name: STEPHAN SMITH

Address: _____

I represent: SBBX

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

(PLEASE PRINT)

Name: JUSTIN WOOD

Address: _____

I represent: NYLPI

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

(PLEASE PRINT)

Name:

Ray Borero

Address: _____

I represent:

Teamsters Local 813

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

(PLEASE PRINT)

Name:

VIOLETA TRINIDAD

Address: _____

I represent:

EL PUENTE

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

(PLEASE PRINT)

Name:

Kate Ferranti

Address: _____

I represent:

Cleaver Co.

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Paul Stealy White (PLEASE PRINT)

Address: Transportation Aft

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

Name: Naomi Cooper (PLEASE PRINT)

Address: 123 Vanck Ave Brooklyn NY 11237

I represent: Cooper Tank Recycling

Address: 123 Vanck Ave Brooklyn NY 11237

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Dan Brownell, BIC Commission (PLEASE PRINT)

Address: 100 Church

I represent: BIC

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: John Curry, Assistant Deputy Comptroller

Address: 100 Church

I represent: BIC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: April 29, 2015

(PLEASE PRINT)
Name: Deputy Commissioner Bridget Anderson

Address: _____

I represent: DSNY

Address: 125 W 4th St NY NY 10013

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: ERIC GOLDSTEIN

Address: _____

I represent: NATURAL RESOURCES DEFENSE

Address: 40 W 20 ST NY COUNCIL

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/2015

Name: Vandra Thorburn

(PLEASE PRINT)

Address: Vokushi

I represent: Nat'l Bklyn. Comm.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/2015

Name: Vandra Thorburn

(PLEASE PRINT)

Address: _____

I represent: Vokushi

Address: 380 Classon Ave

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Lisa Giovannielli

(PLEASE PRINT)

Address: 80 Red Schoolhouse Rd.

I represent: Brothch America

Address: Chestnut Ridge NY 10977

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/2018

(PLEASE PRINT)

Name: Greg Todd

Address: _____

I represent: Assoc Campsters & Catos

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

(PLEASE PRINT)

Name: EMELIE O'BRIEN

Address: _____

I represent: EARTH ANGEL

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29

(PLEASE PRINT)

Name: Aminta Gonnell

Address: 600 W 163rd St, NY, NY 10032

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/15

(PLEASE PRINT)

Name: JENNIE ROMER

Address: _____

I represent: NAG

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jean Levine

Address: 100 La Salle St. #197

I represent: M/W Sanitation Coalition

Address: 100 La Salle St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Andy Moss

Address: _____

I represent: TEST/PROGRESSIVE

Address: Waste (NEW NWRA)

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/25/15

(PLEASE PRINT)

Name: JERRY ANTONACCI

Address: _____

I represent: CROWN CONTAINERS

Address: 12646 37th Ave Flushing NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ANA MARTINEZ DE LUCA

Address: 219 ROCKY PIN BROOKLYN

I represent: SURE WE CAN

Address: ↓

Please complete this card and return to the Sergeant-at-Arms