

## **OWN Talking Points for City Council Hearing on the Commercial Waste Study Feb, 2003**

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- The Organization of Waterfront Neighborhoods (OWN) is a coalition of community-based groups from low-income communities and communities of color from around the city, all working for the last 6 years to achieve an economic, environmentally sound and equitable solid waste management plan for New York City
- OWN was formed in response to the proliferation of poorly operated truck-based transfer stations in these neighborhoods which were already inundated with multiple pollution sources including sewage and sludge treatment plants, bus depots and power
- Through OWN's efforts, local laws were passed requiring the City to study the commercial waste stream, and regulate the siting and operation of the transfer stations. Although these regulations still fall short, the number of transfer stations has been reduced from over 100 to about 70
- In the 2000 Solid Waste Management Plan (SWMP) update, the City Council endorsed the OWN advocated principles of Borough self-sufficiency and fair share
- **Despite the 2000 SWMP and OWN's efforts, 100% of the City's garbage, over 30,000 tons per day, is now moved by truck almost exclusively through the same low-income neighborhoods and neighborhoods of color**
- In addition to the odors and vermin from the poor handling of garbage at these stations, the diesel trucks, both collection and long-haul, are poisoning the air and contributing to the epidemic levels of asthma and other respiratory diseases in these neighborhoods
- **For the past six years, OWN has advocated the shut-down of the truck-based transfer stations and the retrofit of the city owned marine transfer stations (MTS) for compaction, containerization and export of the garbage by barge, either directly or to rail heads**
- **The MTSs are equitably distributed throughout the City, with half still located in communities that are part of OWN. (OWN groups promote equity, not NIMBY.)**
- Last summer 2002, the Mayor announced that the City would pursue the retrofit plan advocated by OWN and in the fall DSNY issued an RFP for the design

### **The City's commercial waste study should:**

- **Emphasize the principles of Borough self-sufficiency; fair share must continue to be paramount. The study should examine the feasibility of moving at least the City's commercial putrescible waste through the MTS's, to vastly reduce garbage truck traffic.**
- **It must be clear that the MTSs will operate in an equitable manner in terms of capacity, service to geographic area and population, and manner of operation**
- Manhattan garbage represents the biggest challenge. The commercial waste study must analyze how to prohibit residential and commercial garbage from below 96<sup>th</sup> Street from being handled at the West 135<sup>th</sup> Street MTS, and downtown residential and commercial garbage from being handled at the Brooklyn MTSs
- To accomplish this, the commercial waste study must study the building of additional MTSs downtown and evaluate the use of the Gansvoort transfer station at West 12<sup>th</sup> Street
- Finally, aggressive waste reduction and recycling programs must accompany the commercial waste study and MTS retrofit plan. DSNY must commit to a plan for the replacement of diesel collection trucks with alternative fueled trucks.

**PUTRESCIBLE SOLID WASTE  
TRUCK TRIPS ELIMINATED ANNUALLY  
BY RETROFIT PLAN**

- **400,000 LONG-HAUL TRUCK TRIPS CITYWIDE AND 374,400 DSNY COLLECTION TRUCKS TRIPS OVER BRIDGES AND THROUGH TUNNELS TO NEW JERSEY**
- **121,680 LONG-HAUL TRUCKS\* AND 101,400 DSNY COLLECTION TRUCKS\*\* THROUGH THE HOLLAND TUNNEL**
- **150,072 LONG-HAUL TRUCKS^ AND 202,800 DSNY TRUCKS^^ OVER THE GEORGE WASHINGTON BRIDGE**

\* Assumes outbound from the following Community Districts: BK 1, 5, 6 & 7 and QN 12

\*\* DSNY trucks roundtrip from Manhattan and some parts of Queens

^ Assumes roundtrip from the following Community Districts: BX 1, 2 & 9 and QN 2, 5, & 7

^^ DSNY trucks roundtrip from Manhattan