Environmental Protection

Rohit T. Aggarwala
Commissioner

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Environmental Compliance

59-17 Junction Blvd
Flushing, NY 11373

February 24, 2025

Honorable Eric L. Adams
Mayor
The City of New York
City Hall
New York, NY 10007

Re: Local Law Air and Noise Reports for Fiscal Year 2024

Dear Mayor Adams:

Attached are the Local Law Air and Noise Reports for Fiscal Year 2024 as required by Local Laws 38, 39 as amended by Local Law 73 of 2013, 40, 41, 42 of 2005, 43 of 2010 as amended by Local Law 119 of 2016, 53, and 58 of 2018.

Local Law reports 38 through 43 document the use of ultra-low sulfur diesel fuel, compliance with biodiesel requirements, as well as best available control technologies to reduce particulate matter and nitrogen oxides in the environment.

Local Law 53 report documents the number of noise inspections, with a focus on the number of noise complaints received by the Department of Environmental Protection (DEP) related to after-hours noise complaints and response time to those complaints as well as the number of summonses issued.

Local Law 58 report details the number of idling violations issued by the Department of Environmental Protection (DEP) as well as the number of citizen complaint filings and the civil penalties imposed for each enforcement action.

Sincerely,

Rohit T. Aggarwala

c. Hon. Adrienne E. Adams, Speaker New York City Council
Hon. Brad Lander, Comptroller
Maria Torres-Springer, First Deputy Mayor
Louis A. Molina, Commissioner DCAS
Melissa Aviles-Ramos, Chancellor, DOE
Javier Lojan, Acting Commissioner, DSNY
Vilda Vera Mayuga, Commissioner, DCWP
Ydanis Rodriguez, Commissioner, DOT

Susan Donoghue, Commissioner, DPR
Michelle E. Morse, Acting Commissioner, DOHMH

Local Law 38 Annual Report Fiscal Year 2024

This report details New York City's purchase of fuel-efficient light and medium duty cars (typically, cars and vans respectively). The aim of Local Law 38 of 2005 (LL38) was to achieve a 40% reduction in fuel consumption by Fiscal Year 2024 as compared to baseline fuel efficiency data from Fiscal Year 2005. This drop in fuel consumption was to reduce the amount of greenhouse gas being released and would also improve the city's air quality.

The City, even after meeting the below milestones, is still required to report on the average increase in fuel economy. It is also required to report on the number of total light and medium duty vehicles certified to California LEV II standards that are purchased by the City, with a requirement to purchase Zero Emissions Vehicles. There is no sunset clause on these remaining reporting requirements.

The milestones in LL 38 were as follows:

- October 1, 2005: The City was to complete a fuel economy inventory of all light-duty vehicles purchased by the City during Fiscal Year 2005 and calculate the average fuel economy of these vehicles.

- July 1, 2006: Each light-duty vehicle and medium-duty vehicle that the City purchased was to achieve the highest California LEV II standards. The City was to also achieve a 5% increase in average fuel economy in all light duty vehicles.

- January 1, 2007: The City was to report whether it had complied with the Local Law standard that 80% of the light duty vehicles purchased during the Fiscal Year beginning July 1, 2005 be alternative fuel vehicles.

Following the July 2006 fuel economy milestone, the city was to achieve an increase of 8% in average fuel economy in 2007; 10% in 2008; 12% in 2009; 15% in 2010; 18% in 2012; 20% for fiscal years 2015 through 2018; 20% in FY 2019; 30% in FY 2020; and 35% in FY 2021 and FY 2022; and thereafter 40%.

As of Fiscal Year 2024, the City achieved the mandated 40% increase in fuel economy for light duty vehicles by achieving a 337% reduction. Gasoline usage by light and medium duty vehicles has decreased from 2005, but diesel consumption increased because emergency services make greater use of the gas card program, that uses card services for tracking both retail and in-house stations for diesel fueling. This trend does not represent total fuel use, which combines in-house and gas card (private) fueling.

The City exceeded the legislative goal that 95% of the light and medium vehicle purchases be of the lowest polluting vehicles in their class. It purchased 100% of its fleet in the lowest polluting class. The City made a policy decision to purchase Compressed Natural Gas (CNGs) vehicles which are in a lower polluting category than gasoline vehicles. However, not all agencies have the capacity for this type of fueling infrastructure.

The answers below describe the status of the City's implementation of the law in Fiscal Year 2024 and respond to the specific questions posed in the legislation.

1. *What is the total number of light-duty vehicles and medium-duty vehicles purchased by each agency?*

Agency	Light Duty	Medium Duty	Total
Dept. of Sanitation (DSNY)	0	3	3
Dept. of Environmental Protection (DEP)	20	0	20
Dept. of Transportation (DOT)	23	0	23
Dept. of Citywide Administrative Services (DCAS) & Managed by DCAS	307	1	308
Dept. of Parks & Recreation (DPR)	0	0	0
Total	**350**	**4**	**354**

Note: FDNY and PD are exempt from this reporting requirement as they are emergency vehicles. Agencies not listed did not purchase light or medium duty vehicles.

2. *What is the total number of light and medium duty vehicles purchased in each rating category, disaggregated by vehicle model?*
    - *a. The total number of zero emission vehicles (ZEV) purchased;*
    - *b. The total number of advanced technology partial zero emission vehicles (ATPZEV) purchased;*
    - *c. The total number of partial zero emission vehicles (PZEV)/(TZEV) purchased;*
    - *d. The total number of super ultra-low emission vehicles (SULEV) purchased;*
    - *e. The total number of ultra-low emission vehicles (ULEV) purchased; and*
    - *f. The total number of low emission vehicles (LEV) purchased.*

Total ZEV	Total ATPZEV	Total TZEV	Total SULEV	Total ULEV	Total LEV	Vehicle Total
301	0	53	0	0	0	**354**

Note: Please see Attachment A for the breakdown of the above numbers disaggregated by vehicle model. It shows that the vehicles purchased were within the highest fuel efficiency ratings.

3. *How many Alternative Fuel Buses were purchased?*

Zero buses were purchased by DCAS.

4. *What is the percentage of light and medium duty vehicles purchased as the lowest polluting vehicle in each category? Target of 95%.*

Lowest Category	Other	Vehicle Type
226	0	Medium-Size Sedan
2	0	Small-Size Sports Utility
53	0	Mid-Size Sports Utility
4	0	Medium Duty Van
1	0	Light Duty Vans
68	0	Light Duty Pick up
Total: 354 Vehicles	**Total: 0 Vehicles**	
Total: 100%		

*As per 24-163.1(b)(2), the city shall not be required to purchase a zero-emission vehicle or advanced technology partial zero emission vehicle in accordance with paragraph one of this subdivision if the only available vehicle or vehicles that achieve such a rating cost greater than fifty percent more than the lowest bid as determined by the applicable procurement process for a vehicle available in the next highest rating category that meets the requirements for the intended use by the city of such vehicle or if, after consultation with the affected agency, the Commissioner determines that the use of such vehicle would be impractical or would unduly hinder the operations of a city agency, or if the commissioner determines that the city lacks the charging and fueling infrastructure to support use of such a vehicle, provided that the next highest rating category that meets the requirements for the intended use by the city of such vehicle shall be selected. Vehicles in this category are shown in the "Other" column.

5. *What is the average fuel economy of light duty vehicle purchases?*

   The average fuel economy is 112.4 miles per gallon. Please see Attachment B for details.

6. *If a vehicle was not purchased in the highest fuel rating category, what was the basis for purchasing a vehicle in the next highest fuel rating category?*

   The basis for purchasing 53 vehicles in the next highest fuel category was that none were available in the highest category. See Attachment A.

7. *What is the percentage increase in fuel economy? Target of 40%.*

   The average fuel economy was 104.9 miles per gallon, which achieved the required reduction of 40% by Fiscal Year 2024. The 2005 average fuel economy was 31.1 miles per gallon. Using this number as the baseline, this represents a 337% increase in miles per gallon from 2005.

8. *What is the estimated amount of fuel consumed by motor vehicle, disaggregated by vehicle type?*

The chart below is based on the Gas Card System, which shows an increase in consumption of diesel since 2005. The increase in diesel use is because emergency services make greater use diesel fueling for light and medium duty vehicles. However, there has been a decrease in gasoline consumption across the entire city fleet light and medium duty vehicles since 2005.

2005 Gallons of Diesel	2024 Gallons of Diesel
337,554	930,074

2005 Gallons of Gasoline	2024 Gallons of Gasoline
2,828,217	1,857,068

9. *What is the estimated total amount of equivalent carbon dioxide emitted for each type of fuel consumed by motor vehicles, disaggregated by fuel type?*

CO_2 Calculations for Local Law 38 Fiscal Year 2024		
Year	**2005**	**2024**
Gasoline Consumed (gal)	2,828,217	1,857,068
CO_2 Emissions Gasoline (lbs.)	54,867,410	36,027,119
Diesel Consumed (gal)	337,554	930,074
CO_2 Emissions Diesel(lbs.)	7,493,699	20,647,643
Total CO_2 Emissions (lbs.)	**62,361,109**	**56,674,762**
Reduction (lbs.) from 2005-2024	**NA**	**-5,686,347**
Reduction (%) from 2005-2024	**NA**	**-9.12%**

Attachment A

Emissions Ratings on City Requirements Contracts for Fiscal Year 2024

Vehicle Type	ZEV	TZEV	APTZEV	SULEV	ULEV	LEV
Light Duty Vehicles						
Medium Sedan						
Chevrolet Bolt Crossover	87					
Ford Mustang Mach E Crossover	25					
Nissan Leaf	55					
Chevrolet Bolt Crossover EUV	56					
Toyota Prius Prime	3					
Small-Size Sport Utility Vehicles						
Kia EV9	2					
Mid- Size Sport Utility Vehicles						
Mitsubishi Outlander PHEV		53				
Medium Duty Vans						
Ford E Transit	3					
Ford E Transit ADA Accessible	1					
Light Duty Vans						
Chrysler Pacifica PHEV	1					
Light Duty Pick Up						
Ford F 150 Lightning	68					

Note: As per 24-163.1(b)(2), The city shall not be required to purchase a zero-emission vehicle or advanced technology partial zero-emission vehicle in accordance with paragraph one of this subdivision if the only available vehicle or vehicles that achieve such a rating cost greater than fifty percent more than the lowest bid as determined by the applicable procurement process for a vehicle available in the next highest rating category that meets the requirements for the intended use by the city of such vehicle or if, after consultation with the affected agency, the Commissioner determines that the use of such vehicle would be impractical or would unduly hinder the operations of a city agency, or if the commissioner determines that the city lacks the charging and fueling infrastructure to support use of such a vehicle, provided that the next highest rating category that meets the requirements for the intended use by the city of such vehicle shall be selected.

Emission Ratings
(As defined by the California Air Resources Board)
www.driveclean.ca.gov

ZEV: Zero Emission Vehicles
ZEVs have zero tailpipe emissions and are 98% cleaner than the average new model year vehicle. These include battery electric vehicles and hydrogen fuel cell vehicles.

TZEV: Transitional Zero Emission Vehicle
TZEV is the new terminology for Enhanced Advanced Technology Partial Zero Emission Vehicle and meet the same requirements of an enhance At PZEV and have additional "ZEV-like" characteristics. A dedicated compressed natural gas vehicle or a hybrid vehicle with engine emissions that meet the PZEV standards.

AT PZEV: Advanced Technology PZEVs
AT PZEVs meet the PZEV requirements and have additional "ZEV-like" characteristics. A dedicated compressed natural gas vehicle or a hybrid vehicle with engine emissions that meet the PZEV standards would be an AT PZEV.

SULEV: Super Ultra Low Emission Vehicle
SULEVs are 90% cleaner than the average new model year car.

ULEV: Ultra Low Emission Vehicles
ULEVs are 50% cleaner than the average new model year car.

LEV: Low Emission Vehicle
Minimum rating that will meet California Air Resources Board standards.

Attachment B

CITYWIDE LIGHT DUTY VEHICLE PURCHASES FISCAL YEAR 2024 CALCULATION OF AVERAGE CITY MILEAGE AS REQUIRED FOR LOCAL LAW 38 REPORTING				
VEHICLE TYPE	**NUMBER PROCURED IN FY'24**	**FUEL TYPE**	**EPA MPG CITY**	**WEIGHTED FACTOR (COL. B x COL. C)**
CHEVROLET BOLT	87	ELECTRIC	131	11,397
CHEVROLET BOLT EUV	56	ELECTRIC	125	7,000
CHRYSLER PACIFICA PLUG-IN HYBRID	1	ELECTRIC/GAS	82	82
FORD F150 LIGHTNING	68	ELECTRIC	76	5,168
FORD MUSTANG MACH-E	25	ELECTRIC	95	2,375
KIA EV9	2	ELECTRIC	99	198
MITSUBISHI OUTLANDER PLUG-IN HYBRID	53	ELECTRIC/GAS	64	3,392
NISSAN LEAF	55	ELECTRIC	123	6,765
TOTOTA PRIUS PRIME	3	ELECTRIC/GAS	114	342
GRAND TOTALS	**350**			**36,719**
AVERAGE CITY MILEAGE FOR LIGHT DUTY VEHICLES PURCHASED IN FY'24				**104.9**

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Local Law 39/Local Law 73 Annual Report Fiscal Year 2024

Local Law 39 (LL39) of 2005 requires all City owned and operated diesel-powered vehicles greater than 8,500 lbs., such as garbage collection trucks and DEP's truck fleet, to use ultra-low sulfur diesel (ULSD) to reduce pollutants. In order to lower the emission of harmful pollutants into the environment, these vehicles also must install emission reduction devices.

All on-road diesel vehicles are powered by Ultra Low Sulfur Diesel Fuel ("ULSD"). Since the passage of LL39, the EPA has required ULSD to be sold nationwide for the on-road fleet. The City Council passed Local law 73 of 2013 (LL73) to further strengthen the requirement that the City fleet is using the cleanest vehicles. This law requires that as of January 1, 2017, 90% of on-road vehicles be equipped with Diesel Particulate filters. The City met this mandate by achieving a 99.28% compliance rate, as shown in the Table for Q1 under the heading 'Percent of all Non-Emergency Vehicles in compliance.'

The answers below describe the status of the City's implementation of the law and respond to the specific questions set forth in Section 24-163.4 (g)(1) of the Administrative Code.

1. *What is the total number of diesel fuel powered motor vehicles owned or operated by each City agency? (Ad. Code 24-163.4(g)(1)(i))*

   Please see table below for each City agency under the column 'All Non-Emergency Diesel Vehicles'. There are in total 7,218 non-emergency vehicles owned or operated by the City in Fiscal Year 2023. Diesel Particulate Filters are referenced in the table as "DPFs."

AGENCY	TOTAL NUMBER OF PRE 2007 NON-EMERGENCY DIESEL VEHICLES WITHOUT DPFs OR MISSING DATA	TOTAL NUMBER OF PRE 2007 NON EMERGENCY DIESEL VEHICLES RETROFITTED WITH DPFs	TOTAL NUMBER OF PRE 2007 NON EMERGENCY DIESEL VEHICLES LISTED FOR SALVAGE	IN PROGRESS OF INSTALLATION BY DCAS	TOTAL NUMBER OF PRE 2007 NON EMERGENCY DIESEL VEHICLES	TOTAL NUMBER OF 2007 AND LATER NON EMERGENCY DIESEL VEHICLES	ALL NON EMERGENCY DIESEL VEHICLES	PERCENT OF All NON EMERGENCY DIESEL VEHICLES IN COMPLIANCE (1)
DCAS/ DCAS CLIENTS	2	8	0	0	10	148	158	98.73%
DEP	2	23	14	0	39	576	615	99.67%
DOT	2	50	2	0	109	1458	1567	96.36%
PARKS	1	0	3	0	4	713	717	99.86%
DSNY	3	3	1	0	66	4075	4141	98.50%
DOHMH	0	1	0	0	1	19	20	100.00%
TOTAL	**10**	**85**	**20**	**0**	**229**	**6989**	**7218**	**98.28%**

Note: There are 114 Diesel Vehicles that have a Diesel Oxidation Catalyst (DOC) installed not included in this chart. While LL73 calls for the tracking of DPF compliance, the reduction in diesel pollutants by using these devices should be noted.

(1) Compliance includes units with retrofit DPFs, units purchased 2007 or later and governed by federal law on DPFs, units currently scheduled for salvage and units currently being retrofitted by DCAS.

2. *What is the number of such diesel fuel powered motor vehicles that used best available retrofit technology (BART) to reduce the emission of pollutants, including a breakdown by vehicle model and the type of technology used for each vehicle? (Ad. Code 24-163.4(g)(1)(iii))*

   There are 85 vehicles that used BART. Refer to the table above for Q1 for the total under the column 'Total Number of Pre 2007 Non-Emergency Diesel Vehicles Retrofitted with DPFs'.

The Table below shows a sample breakdown by vehicle model, type, and technology.

Agency & Vehicle	BART Manufacturer	BART Type
DSNY Collection Truck	Clearie	Diesel Particulate Filter (DPF)
DSNY Collection Truck	Fleetguard	DPF
DSNY Mechanical Truck	Engine Control Systems	DPF
DPR 16 Yard Dump	OEM	DPF
DOT Utility Truck	ESW Thermacat	DPF
DOT Mack Dump Truck	Clearie	DPF
DOT Collection Truck	Engine Control Systems	DPF
DEP Mack CV713	Clearie	DPF
DEP Freightliner FL 70	HUG	DPF
DEP Sterling Acterra	HUG	DPF
DEP CAT L9500	Engine Control Systems	DPF
DEP Heavy Duty	ESW ThermaCat	DPF

Note: For a complete list of diesel equipment, engine details, and agency-specific vehicle counts, please contact DEP.

3. What is the number of such diesel fuel powered motor vehicles that used other authorized technology in accordance with this section, including a breakdown by vehicle model and the type of technology used for each vehicle? (Ad. Code 24-163.4(g)(1)(iv))

114 vehicles used a Diesel Oxidation Catalyst (DOC) per the note referenced in the Chart for the Response to Question 1.

The table below shows a sample breakdown by vehicle model, type, and technology that used a DOC.

Agency & Vehicle	BART Manufacturer	BART Type
DPR 16 Yard Packer	Donaldson	Diesel Oxidation Catalyst (DOC)
DOT Dump Truck Crew Cab	Nelson	DOC
DOT International 4700 LP	Cummings	DOC w/o CCV(technological concerns)

Note: For a complete list of vehicles and engine details, and agency-specific vehicle counts, please contact DEP.

4. What were the number of such motor vehicles equipped with the applicable 2007 EPA standard for particulate matter as set forth in §86.007-11 of title 40 of the CFR? (24-163.4(g)(1)(v))

6,989

Refer to Table above for Q.1 under the column 'Total Number of 2007 and Later Non-Emergency Vehicles.

5. Were any findings made or waivers issued pursuant to §24-163.4(g)(1)(vii)?

No waivers were issued.

Local Law 40 Annual Report Fiscal Year 2024

Local Law 40 (LL40) requires all contractors managing the City's solid waste disposal program or recycling program for the Department of Sanitation to use ultra-low sulfur diesel fuel (ULSD). It also requires these vehicles to be equipped with emissions reduction technology to reduce the pollutants their vehicles emit into the environment.

As of Fiscal Year 2024, all contractor vehicles were in compliance with this legislation.

Below are answers to the questions posed in the legislation describing the City's status in achieving these milestones. The data for these questions was provided by the Department of Sanitation and its contractors.

1. *What is the total number of diesel fuel-powered motor vehicles and diesel-powered off-road vehicles, respectively, used in the performance of solid waste contracts or recyclable materials contracts? (Ad. Code 24-163.5(j)(1)(i))*

   There was total of eighty vehicles used for these contracts and all of these vehicles are diesel fuel-powered on road and off-road vehicles.

Action Environmental Systems / Interstate Waste						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
1	1	Loader	CAT	938K	2014	Tier 4
2	2	Excavator	CAT	321DP	2014	Tier 4
3	3	Excavator	CAT	320L	2018	Tier 4
4	4	Loader	CAT	938M	2024	Tier 4
5	1	Loader	CAT	980M	2017	Tier 4
6	2	Excavator	CAT	336GC	2019	Tier 4
7	3	Loader	CAT	966M	2021	Tier 4
8	4	Excavator	CAT	336 CGI	2021	Tier 4
9	5	Excavator	CAT	336 CGI	2022	Tier 4
10	6	Loader	CAT	906M	2024	Tier 4
American Recycling Management, LLC.						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
11	1	Front Loader	Komatsu	WA-500	2017	Tier 4
12	2	Excavator	Komatsu	PC-210	2020	Tier 4
13	3	Excavator	Sennebogen	818-R-HD	2018	Tier 4
14	4	Front Loader	Komatsu	WA-500	2018	Tier 4

Reworld Sustainable Solutions, LLC (Covanta Energy)						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
15	1	Skidsteer	Bobcat	S550	2015	Tier 4
16	2	Skidsteer	Bobcat	S530	2014	Tier 4
Pratt Industries						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
17	1	Loader	Komatsu	WA-320-8	2022	Tier 4
18	2	Loader	Komatsu	WA-320-8	2019	Tier 4
Regal Recycling Co.						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
19	1	CAT	CAT	320E	2013	Tier 4
20	2	CAT	CAT	950GC	2022	Tier 4
Republic Services (Allied Waste Systems)						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
21	1	Top Pick	Taylor	XRS-9972	2016	Tier 4
22	2	Wheel Loader	Caterpillar	903C	2015	Tier 4
23	3	Switcher	Ottawa	4x2	2019	Tier 4
24	4	Switcher	Ottawa	4x2	2007	Tier 4/BART
25	5	Switcher	Ottawa	4x2	2007	Tier 4/BART
26	6	Mech Boom	Isuzu	Badger T4	2019	Tier 4
27	7	Top Pick	Hyster	RS46-33CH	2020	Tier 4
Sims Municipal Recycling of New York LLC						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
28	1	Loader	Volvo	L150G	2013	Tier 4
29	2	Loader	Volvo	L150H	2020	Tier 4
30	3	Loader	Volvo	L150H	2023	Tier 4
31	4	Material Handler	Sennebogen	840E	2020	Tier 4

Sims Municipal Recycling of New York LLC						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
32	5	Material Handler	Sennebogen	840E	2020	Tier 4
33	6	Material Handler	Sennebogen	840E	2024	Tier 4
Tully Environmental Inc.						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
34	4	Waste Handler	Komatsu	WA-470-8	2017	Tier 4
35	5	Waste Handler	Komatsu	WA-470-8	2023	Tier 4
Waste Connections Inc						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
36	1	Front Loader	CAT	966G	2002	Tier 4/BART
37	2	Front Loader	CAT	966H	2008	Tier 4/BART
38	3	Skidsteer	CAT	262D	2016	Tier 4
39	1	Front Loader	CAT	962G	1997	Tier 4/BART
40	2	Front Loader	CAT	966H	2010	Tier 4/BART
41	3	Front Loader	CAT	966H	2010	Tier 4/BART
42	4	Skidsteer	CAT	262D	2016	Tier 4
Waste Management of NY LLC						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
43	1	Wheel Loader	Volvo	L 180H	2016	Tier 4
44	2	Wheel Loader	Volvo	L 180H	2022	Tier 4
45	3	Excavator	Volvo	EC 250EL	2017	Tier 4
46	4	Wheel Loader	Volvo	L60	2018	Tier 4
47	5	Excavator	Volvo	EC300	2024	Tier 4
48	1	Wheel Loader	Volvo	L 180H	2020	Tier 4
49	2	Wheel Loader	Volvo	L 180H	2022	Tier 4
50	3	Excavator	Volvo	EC300	2015	Tier 4
51	4	Excavator	Volvo	EC300	2021	Tier 4

Waste Management of NY LLC						
Total No.	**Company No.**	**Type of Vehicle**	**Make**	**Model**	**Year**	**EPA Certified Engine/BART**
52	5	Wheel Loader	Volvo	L 70H	2020	Tier 4
53	6	Wheel Loader	Volvo	L 120H	2018	Tier 4
54	7	Wheel Loader	Volvo	L 120H	2022	Tier 4
55	8	Container Handler	Taylor	TLX330S	2018	Tier 4
56	9	Container Handler	Taylor	9972	2017	Tier 4
57	10	Rail Switcher	Shuttle Wagon	SWX 525	2020	Tier 4
58	11	Rail Switcher	Shuttle Wagon	SWX	2020	Tier 4
59	1	Wheel Loader	Volvo	L 70H	2016	Tier 4
60	2	Wheel Loader	Volvo	L 180H	2024	Tier 4
61	3	Wheel Loader	Volvo	L 70H	2015	Tier 4
62	4	Wheel Loader	Volvo	L 180H	2022	Tier 4
63	5	Excavator	Volvo	EC300	2023	Tier 4
64	6	Excavator	Volvo	EC300	2018	Tier 4
65	7	Reach Stacker	Taylor	TL9972	2020	Tier 4
66	8	Reach Stacker	Taylor	TL9972	2020	Tier 4
67	9	Rail Switcher	Shuttle Wagon	NVX 6030	2020	Tier 4
68	10	Rail Switcher	Shuttle Wagon	NVX 6030	2020	Tier 4
69	1	Wheel Loader	Volvo	L 180H	2019	Tier 4
70	2	Wheel Loader	Volvo	L 60H	2024	Tier 4
71	3	Excavator	Volvo	EC300	2018	Tier 4
72	4	Excavator	Volvo	EC300	2023	Tier 4
73	5	Compactor	CAT	826K	2018	Tier 4
74	6	Wheel Loader	Volvo	L 220H	2022	Tier 4
75	7	Wheel Loader	Volvo	L 180H	2018	Tier 4
76	8	Wheel Loader	Volvo	L 90H	2019	Tier 4
77	9	Compactor	CAT	826K	2022	Tier 4
78	10	Wheel Loader	Volvo	L 180H	2019	Tier 4
79	11	Rail Switcher	Shuttle Wagon	NVX8040	2020	Tier 4
80	1	Rail Switcher	Shuttle Wagon	NVX 8040	2020	Tier 4

2. *What is the number of such vehicles that were powered by ultra-low sulfur diesel fuel (ULSDF)? (Ad. Code 24-163.5(j)(1)(ii))*

   All eighty vehicles used for these contracts were powered by ULSDF.

3. *What is the number of such vehicles that used the best available retrofit technology (BART), including a breakdown of such vehicles by model, engine year, and technology? (Ad. Code 24-163.5(j)(1)(iii))*

   The above chart shows that out of the eighty, seven of these vehicles used Classification Level IV Diesel Particulate Filters *(BART)*. Seventy-three are equipped with OEM Tier IV EPA Certified Engines.

4. *What is the number of such vehicles that used other authorized technology? (Ad. Code 24-163.5(j)(1)(iv))*

   No technology, other than those presented above, were used.

5. *What is the number of vehicles equipped with an engine certified to the applicable 2007 EPA standard for particulate matter as set forth in section 86.007-11 of title 40 of the Code of Federal Regulations (CFR)? (Ad. Code 24-163.5(j)(1)(v))*

   There are seventy-three vehicles certified to comply with section 86.007-11 of Title 40 of the CFR, as they are model engine year 2007 or later.

6. *What were the locations where such vehicles were used? (Ad. Code 24-163.5(j)(1)(vi))*

   The locations were as follows:

   1). Action Environmental Systems, LLC
   920 E. 132nd Street
   Bronx, NY 10454

   2). Action Environmental Systems, LLC
   941 Stanley Avenue
   Brooklyn, NY 11237

   3). American Recycling Management, LLC
   172-33 Douglas Ave
   Jamaica, NY 11433

   4). Reworld Sustainable Solutions LLP
   1740 York Avenue
   New York, NY 10128

   5). Sims Municipal Recycling of New York LLC
   472 2nd Ave
   Brooklyn, NY 11232

   6). Tully Environmental Inc
   127-50 Northern Blvd
   Flushing, NY 11368

   7). Waste Connections Inc.
   577 Court Street
   Brooklyn, NY 11231

   8). Waste Management of NY LLC
   38-22 Review Avenue
   Long Island City, NY 11101

9). Pratt Industries
4435 Victory Blvd
Staten Island, NY 10314

10). Regal Recycling Company
176-06 Douglas Avenue
Jamaica, NY 11433

11). Republic Services (Allied Waste Systems
600 West Service Road
Staten Island, NY 10314

12). Waste Management of NY LLC
475 Scott Ave
Brooklyn, NY 11222

13). Waste Management of NY LLC
221 Varick Street
Brooklyn, NY 11237

14). Waste Management of NY LLC
98 Lincoln Ave
Bronx, NY 10474

7. What waivers were issued for ULSDF (Ad Code 24-163.5(j)(1)(vii))

There were no waivers issued.

8. What waivers were issued for the use of other authorized technology in lieu of the best available technology (Ad. Code 24-163.5(j)(1)(viii))

There were no waivers issued because Local Law 74 of 2013 states that, *the Commissioner shall not renew any waiver issued pursuant to this subdivision after January 1, 2014.*

Local Law 73 of 2013 states, as of January 1, 2017, all diesel fuel-powered motor vehicles used in the performance of such contract shall utilize the best available retrofit technology that meets the level 4 emission control strategy or be equipped with an engine certified to the applicable 2007 on-road and 2010 off-road United States Environmental Protection Agency standard. Therefore, contractors had to replace their older vehicles with newer ones that comply with current EPA standards.

Local Law 41 Annual Report Fiscal Year 2024

Local Law 41 (LL41) requires all City-licensed sightseeing diesel buses to use Ultra Low Sulfur Diesel (ULSD) to reduce pollutants. In addition, to lower the emission of harmful pollutants into the environment, these vehicles must install emission reduction devices (BART).

As of Fiscal Year 2024, 100% of the required vehicles comply by using classification level 4 (BART) or are equipped with 2007 or newer EPA certified engines. Additionally, all diesel vehicles are powered by ULSD, as mandated nationwide by the EPA following the passage of LL41.

LL41 codified at Section 24-163.6 (g) (1) of the Administrative Code, sets forth seven questions to be answered in the Annual Report. The questions and the charts below summarize those responses from Sightseeing Bus Companies and City Agencies.

1. What is the total number of diesel fuel-powered sightseeing buses licensed pursuant to Subchapter 21 of Chapter 2 of title 20 of the Administrative Code? (Ad. Code 24-163.6(g) (1)(i))

There are 120 sightseeing buses licensed pursuant to S*ubchapter 21 of Chapter 2 of Title 20 of the Administrative Code. (Ad. Code 24-163.6(g) (1) (i))* of which 98 buses are equipped with diesel engines.

2. What is the number of such buses that utilized the best available retrofit technology? (24-163.6(g) (1) (ii))

Twenty-nine vehicles utilize BART (See table below)

Sight Seeing BusCompany	Number Licensed by DCA	Number with OEM	Number with BART	Type of Technology
Go New York Tours Inc.	56	49	7	There are Seven CDTI Active Electrical Regeneration units and forty-nine are certified 2009-2014 model year engines (Equipped with OEM Installed Technology).
Taxi Tours D.B.A. Big Bus Tours NYC	40	26	14	There are Twelve Classification Level IV CDTI (DPF)'s and Two Cummins (DPF)'s. Twenty-six are certified 2012, 2013, 2014 and 2015 model year engines (Equipped with OEM Installed Technology).

Sight Seeing Bus Company	Number Licensed by DCA	Number with OEM	Number with BART	Type of Technology
Experience the Ride Inc (Durama Tours Inc.)	3	3	0	There are Three bus certified model year engines (Equipped with OEM Installed Technology).
Gray Line New York Tours Inc.	4	0	4	There are four Classification Level IV BART, One JM and Road Warriors (DPF)'s, Two Gesi (DPF)'s.
Aurora Tourism Services LLC	5	1	4	There are Four Classification level IV BART.
USA Guided Tours NY LLC.	7	7	0	There are Seven 2015, 2016, 2017 and 2024 model year engines (Equipped with OEM Installed Technology).
Eagle Bus Lines Incorporated	5	5	0	There are Five 2014, 2016, 2018 & 2023 model year engines (Equipped with OEM Installed Technology).

* Pursuant to EPA regulations, all 2007 and later model engine years are certified to be at least or more stringent as "BART" requirements because the manufacturer (OEM) pre-retrofits most of them with DPFs. These are EPA Certified engines, therefore, meet LL41 requirements.

2007 and newer engines meet applicable United States Environmental Protection Agency (EPA) standards for Particulate Matter (PM) as set forth in S*ection 86.007-11 of Title 40* of the Code of Federal Regulations. (2010 or newer Certified Engines gives NOx benefit in addition to PM).

According to Local Laws No.73 and No.74 of the City of New York for the year 2013,none of these buses from the above list are under any waiver provisions and they all meet level 4 emission control strategy.

3. What is the number of such buses that utilized other authorized technology? (24- 163.6(g)(1)(iii)?

Not applicable. All were either Level IV (DPF's)/BART or equipped with 2007 or newer model year engine/OEM Technology.

4. What is the number of such buses that are equipped with engines certified to the applicable 2007 USEPA standard for Particulate Matter as set forth in §86.007-11 of Title 40 of the CFR? (24-163.4(g)(1)(iv)

There are 91 such buses out of the 120 that are certified to the applicable 2007 USEPA standard. The other 30 buses are equipped with level 4 BART (DPF).

5. What were the locations where such buses utilized the best available retrofit technology? (24-163.6(g)(1)(v))

These buses tour all of New York City, and as a result, this report provides the permanent address for the sightseeing companies.

Sight Seeing Bus Co.	Permanent Address	Mailing Address
Go New York Tours Inc.	74 Onderdonk Avenue Ridgewood, NY 11385	2 E 42nd Street New York, NY 10017
Big Bus Tours NYC / Taxi Tours Inc.	723 7th Avenue 5th Floor New York, NY 10019	Same
Experience the Ride Inc (Durama Tours Inc.)	545 8th Avenue Suite 14S New York, NY 11108	Same
Gray Line New York Tours Inc.	33 2nd Avenue Brooklyn, NY 11215	1430 Broadway New York, NY 10018
Aurora Tourism Services LLC.	25 Broadway New York, NY 10004	Same
USA Guided Tours NY LLC.	1325 Avenue of the Americas New York, NY 10019	Same
Eagle Bus Lines Incorporated	175 Bergen Blvd, Fairview, New Jersey,07022	Same

6. What was the age of the engine that did not utilize BART? (§ 24-163.6(g)(l)(vi))?

All were equipped with BART classification level 4 device or were certified to 2007 and later model year engines, which are exempt from BART pursuant to 40 C.F.R. § 86.007-11.

7. Were any waivers issued for failure to use BART? (§24-163.6(g) (1)(vii))?

No waivers were issued.

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Local Law 42 Annual Report Fiscal Year 2024

§24-163.7 of NYC Administrative Code required that by September 1, 2006, certain General Education (GE) diesel fuel-powered school buses be powered by a specific diesel fuel, ultra-low sulfur diesel fuel (ULSD). In addition, §24-163.7 required that by September 1, 2007, all theseschool buses use best available retrofit technology (BART) to reduce emissions.

Finally, §24-163.7 requires the DOE to submit a report each year regarding the use of ultra-low sulfur diesel fuel and the use of the best available retrofit technology by school buses during the immediately preceding fiscal year and answering the specific questions below.

Of NYC DOE's contracted GE diesel fueled fleet, 99 % of the vehicles are using emission controldevices. There are currently Eight active or spare vehicles that require retrofitting. DOE continues its ongoing work with the vendors to complete these retrofits.

Below are answers to the specific questions posed in Ad. Code 24-163.7(j)(1):

1. What is the total number of school buses used to fulfill the requirements of school bus contracts? (Ad. Code 24-163.7(j)(1)(i))

There is a fleet of 2,328 diesel powered Type C and D, general education school buses used to fulfill the requirements. (In total, there are currently 9,552 active or spare vehicles listed by vendors in OPT's system.)

2. What is the total number of such buses that were powered by ULSD? (Ad. Code 24.163.7 (j)(1)(ii))

As of December 1, 2010, all highway diesel fuel nationwide has been ULSD. All the buses reported are powered by ULSD.

3. What is the number of such buses that used BART, including a breakdown by vehicle model, engine year, and the type of technology used for each vehicle? (Ad. Code 24.163.7(j)(1)(iii))

Fifty buses used this technology. The distribution was as follows: only were Three were DPF only, twenty-five were equipped with DPF and CCVS, and Six used a CCVS only. This information is provided in table 1 below.

Table 1. Pre 2007 school buses by type of particulate reducing technology and manufacturer year.

Technology	Manufacturer	Engine-Type	USLD	2003	2004	2005	2006	Total
Diesel Particulate Filter (DPF) Only	IC, Bluebird, Thomas	Cummins/ IC-Navistar/ Caterpillar/ Freightliner/Ford	Yes	0	0	0	3	3
Diesel Particulate Filter (DPF) with Closed Crankcase Ventilation System (CCVS)	IC, Bluebird, Thomas	Cummins/ IC-Navistar/ Caterpillar/ Freightline/Ford	Yes	0	0	0	25	25
Diesel Oxidation Catalyst (DOC) with CCVS	IC, Bluebird, Thomas	Cummins/ IC- Navistar/ Caterpillar/ Freightliner/ Ford	Yes	0	0	0	9	9
DOC Only	IC, Bluebird, Thomas	Cummins/ IC- Navistar/ Caterpillar/ Freightliner/ Ford	Yes	0*	0*	0*	0*	0*
CCVS Only	IC, Bluebird, Thomas	Cummins/ IC- Navistar/ Caterpillar/ Freightliner/ Ford	Yes	0*	0*	0*	6*	6*
None	IC, Bluebird, Thomas	Cummins/IC-Navistar/ Caterpillar/ Freightliner/ Ford	Yes	0*	0*	3*	4*	7*

*Not required to retrofit as buses are part of 5-year waiver from the Mayor's Office.

4. What is the number of such buses that used other authorized technology in accordance with the law, including a breakdown by model and engine age technology? (Ad. Code 24.163.7 (j)(1)(iv))

Please see Table 1 (above) for the breakdown.

5. What is the number of such buses that are equipped with an engine certified to the applicable 2007 EPA standard for particulate matter in accordance with the law? (Ad. Code 24.163.7(j)(1)(v)). Please refer to Table 2 below.

2,280 buses are equipped with the applicable 2007 or later EPA standard engines.

Table 2. Later School buses by year of manufacture

Year	Manufacturer	Engine-Type	ULSD	Number of Buses
2007	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	11
2008	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	207
2009	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	214
2010	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	86
2011	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	482
2012	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	136
2013	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	107
2014	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	160
2015	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	157
2016	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	142
2017	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	78

Year	Manufacturer	Engine-Type	ULSD	Number of Buses
2018	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	159
2019	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	108
2020	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	38
2021	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	34
2022	IC, Bluebird, Thomas	Cummins/IC-Navistar/Caterpillar/Freightliner/Ford	Yes	7
2023	IC, Bluebird, Thomas	Cummins/IC- Navistar/Caterpillar/Freightliner/Ford	Yes	39
2024	IC, Bluebird, Thomas	Cummins/IC- Navistar/Caterpillar/Freightliner/Ford	Yes	108
2025	IC, Bluebird, Thomas	Cummins/IC- Navistar/Caterpillar/Freightliner/Ford	Yes	7
Total				**2280**

6. Where were the locations of the school districts where such buses were powered by ULSDF, used BART or other authorized technology in accordance with this section, or were equipped with an engine certified to the applicable 2007 EPA standard for particulate matter? (Ad. Code 24.163.7(j)(1)(vi))

All thirty-two community school districts within the five boroughs of New York City used these buses as well as school districts in Westchester, Rockland, Nassau, and Suffolk counties in New York.

7. Were any waivers granted pursuant to 24-163.7(h) of this law? (Ad. Code 24.163.7(j)(1)(vii)

No waivers were granted.

Local Law 43 / 2010 as Amended by Local Law 119 / 2016
Fiscal Year 2024 Annual Report

Introduction

The environmental and public health benefits of blending biodiesel into heating oil are substantial. Unlike petroleum diesel, biodiesel is non-toxic and biodegradable, making it less of a threat to human health and the environment than petroleum-based fuels in instances of spills, and other direct exposure scenarios. Blending biodiesel into home heating oil leads to reductions in emissions, like particulate matter (PM), sulfates and air toxics that are harmful to public health, reductions in lifecycle carbon dioxide (CO2) emissions, reductions in agricultural and food waste, and increased sustainability in fuel production practices.

Biodiesel is a blend stock commodity primarily used as a value-added blending component with diesel fuel. Biofuels are a renewable energy source derived from organic material either directly from plants, or indirectly from agricultural, commercial, domestic, and industrial wastes. Over the past decade, public policy at the federal level, as well as in some states, is requiring the use of biofuels to displace petroleum-based fossil fuels as a way to reduce emissions of greenhouse gases and to enhance energy security by reducing dependence on foreign oil.

Laws and Regulations

Effective in 2012, New York City local law has required all heating oil dealers in the city to sell a B2 biodiesel blend in place of traditional heating oil. LL43/2010 as amended by LL 119/2016 increased the requirement in heating oil from B2 to B5 for all buildings in New York City by October 1, 2017, and with the potential to increase the percentage blended over the next 20 years.

§ 3. Subdivision (h) of Section 24-168.1 of the Administrative Code of the City of New York, as amended by local law number 38 for the year 2015, is amended to read as follows:
(h) The Commissioner shall have the authority to sample, test and analyze heating oil supplied to buildings in the city to determine compliance with this section.

% Bio-Diesel Blend in Heating Oil Program

The DEP laboratory determines the level of % Biodiesel in heating oil collected from a building's storage oil tanks, major oil companies' terminals, and oil trucks delivering oil to residential and commercial buildings. If a sample result is found to be below the regulated % Bio-Diesel Blend levels in heating oil which is 5%, then summonses are issued by the Bureau of Environmental Compliance's (BEC) Enforcement group.

Data Discussion

July 1st, 2023, to June 30th, 2024, BEC's Enforcement inspectors collected oil samples from the boiler rooms in buildings in the five boroughs.

A total of 380 samples (as shown in table 2) were taken at the boiler level from a strainer before oil enters the burner. Samples were scanned for the percentage of biodiesel mixture in heating oil. Twenty-one samples (as shown in Table 1) did not comply with Subdivision (h) of Section 24-168.1 of the Administrative Code of the City of New York. Seventeen notices of violations (NOV's) were issued as part of the corrective steps by the Bureau of Environmental Compliance (BEC). There were 524 attempts made during July 1st, 2023 to June 30th, 2024 with no super on site at the building or no entry to the building. Notice of no entry, and pending appointment letters were left at each building for the building owners to call us back for a reinspection. Summonses were issued if there was no response to the DEP notices after the third attempt.

Table 1

Sample ID	Type of Oil Sample	ASTM D7371- Biodiesel % (FAME)	Borough
5	#2 Oil	4.64	Bronx
23	#2 Oil	< 1.00	Bronx
108	#2 Oil	3.68	Manhattan
119	#2 Oil	4.09	Manhattan
125	#2 Oil	4.39	Manhattan
183	#2 Oil	4.06	Queens
185	#4 Oil	4.1	Queens
200	#4 Oil	3.78	Bronx
401	#4 Oil	4.33	Bronx
404	#4 Oil	4.23	Bronx
405	#4 Oil	4.44	Bronx
826	#4 Oil	4.42	Brooklyn
841	#2 Oil	4.32	Manhattan
843	#2 Oil	4.32	Manhattan
859	#4 Oil	3.97	Brooklyn
868	#4 Oil	3.99	Manhattan
870	#2 Oil	4.81	Bronx
952	#4 Oil	3.91	Brooklyn
967	#2 Oil	3.33	Manhattan
DCAS	#4 Oil	2.8	Brooklyn
2024FL12-00309	#4 Oil	3.67	Brooklyn

Table 2

SAMPLE # & OIL GRADE	% Biodiesel	Borough
917-04	5.7	Bronx
920-04	4.2	Bronx
921-04	5.3	Bronx
922-04	4.7	Bronx
923-04	4.7	Bronx
924-02	9.1	Bronx
925-04	5.6	Bronx
926-04	4.9	Bronx
927-04	4.6	Bronx
928-04	5.9	Bronx
929-04	4.5	Bronx
930-04	5.3	Bronx
931-04	5.8	Bronx
932-04	5.6	Bronx
001-02	5.5	Bronx
933-04	5	Bronx
935-04	6.7	Bronx
934-04	5.2	Bronx
936-02	4.6	Bronx
002-02	5.8	Bronx
003-04	5	Bronx
004-02	4.5	Bronx
005-02	4.64	Bronx
006-04	5.9	Bronx
112-02	4.73	Bronx
007-04	5.9	Bronx
008-02	7.4	Bronx
009-04	6.6	Bronx
010-04	6.8	Bronx
011-02	8.4	Bronx
13-02	4.73	Bronx
171-04	8.9	Bronx
172-02	7.7	Bronx
176-04	8	Bronx
16-04	9.7	Bronx
17-04	6.8	Bronx
870-02	4.8	Bronx
178-02	5.1	Bronx
18-04	7.7	Bronx

SAMPLE # & OIL GRADE	% Biodiesel	Borough
19-04	6.2	Bronx
187-02	5.4	Bronx
194-04	6.7	Bronx
20-02	12.9	Bronx
21-04	7.4	Bronx
23-02	< 1.00	Bronx
22-02	6.5	Bronx
884-04	7.2	Bronx
885-02	7.2	Bronx
887-04	6.7	Bronx
24-04	7	Bronx
167-04	5.7	Bronx
168-04	5.6	Bronx
169-04	5.4	Bronx
188-04	6.8	Bronx
174-02	7.7	Bronx
173-04	9.2	Bronx
175-04	5.3	Bronx
176-02	6.4	Bronx
177-04	6.1	Bronx
189-04	6	Bronx
179-04	5.6	Bronx
180-02	6.1	Bronx
181-04	6	Bronx
182-04	6.2	Bronx
183-04	5.3	Bronx
190-04	5.5	Bronx
191-02	7	Bronx
184-04	6.2	Bronx
185-02	6.2	Bronx
186-04	5.6	Bronx
193-04	6.5	Bronx
192-04	6.6	Bronx
193-04	5.8	Bronx
194-02	6.1	Bronx
195-04	5.3	Bronx
196-02	5.8	Bronx
197-04	5.53	Bronx
198-04	8.79	Bronx
199-04	5.29	Bronx

SAMPLE # & OIL GRADE	% Biodiesel	Borough
200-04	3.78	Bronx
401-04	4.33	Bronx
402-02	5.72	Bronx
403-02	11.2	Bronx
404-04	4.23	Bronx
405-04	4.44	Bronx
406-02	5.29	Bronx
407-04	4.83	Bronx
408-04	5.6	Bronx
409-04	5.1	Bronx
410-04	7	Bronx
411-04	5.4	Bronx
412-04	5	Bronx
413-04	5.8	Bronx
414-04	5.9	Bronx
937-04	5	Brooklyn
938-04	4.7	Brooklyn
939-04	4.9	Brooklyn
940-04	5.7	Brooklyn
941-04	4.7	Brooklyn
942-04	5.9	Brooklyn
943-02	4.8	Brooklyn
944-04	4.7	Brooklyn
945-02	17.5	Brooklyn
946-04	5.8	Brooklyn
947-04	5.5	Brooklyn
948-04	5	Brooklyn
949-04	6.1	Brooklyn
950-04	5.4	Brooklyn
951-04	4.8	Brooklyn
953-04	5.9	Brooklyn
954-04	6.7	Brooklyn
955-04	5.8	Brooklyn
956-02	4.9	Brooklyn
957-04	4.7	Brooklyn
958-04	6.6	Brooklyn
952-04	3.9	Brooklyn
959-04	4.5	Brooklyn
961-02	6.28	Brooklyn
960-02	11.8	Brooklyn

SAMPLE # & OIL GRADE	% Biodiesel	Borough
DCAS-04	2.8	Brooklyn
173-02	14.9	Brooklyn
825-02	4.1	Brooklyn
826-04	4.2	Brooklyn
829-02	5.1	Brooklyn
2024FL12-00309	3.67	Brooklyn
831-02	11.52	Brooklyn
832-02	12.64	Brooklyn
172-02	8.2	Brooklyn
839-04	6.3	Brooklyn
856-02	6	Brooklyn
857-02	5.8	Brooklyn
858-02	5.1	Brooklyn
859-04	4	Brooklyn
860-02	5.9	Brooklyn
861-02	6.6	Brooklyn
864-04	7	Brooklyn
869-02	16.4	Brooklyn
871-02	5.9	Brooklyn
878-02	8.4	Brooklyn
879-02	6	Brooklyn
880-02	6.2	Brooklyn
875-02	5.3	Brooklyn
886-02	8.6	Brooklyn
012-02	8.3	Manhattan
14-04	8	Manhattan
51-02	12	Manhattan
52-02	14	Manhattan
53-04	4.6	Manhattan
54-04	5.6	Manhattan
55-02	15	Manhattan
56-04	4.7	Manhattan
57-04	4.8	Manhattan
58-04	5.9	Manhattan
59-04	5.7	Manhattan
60-04	5.3	Manhattan
61-04	6.2	Manhattan
62-04	5.6	Manhattan
63-02	5.22	Manhattan
64-04	6.4	Manhattan

SAMPLE # & OIL GRADE	% Biodiesel	Borough
65-02	12.58	Manhattan
66-04	5.1	Manhattan
67-04	8.6	Manhattan
68-04	8.8	Manhattan
69-04	7.1	Manhattan
70-04	9	Manhattan
71-04	8.5	Manhattan
72-04	8.4	Manhattan
73-04	6.8	Manhattan
74-04	7.5	Manhattan
75-04	6.7	Manhattan
76-04	7.6	Manhattan
77-04	7.2	Manhattan
78-02	14.08	Manhattan
79-04	7.7	Manhattan
80-04	7.6	Manhattan
81-04	7.4	Manhattan
82-02	5.48	Manhattan
84-04	5.4	Manhattan
85-02	9.14	Manhattan
86-02	5.49	Manhattan
87-04	6.1	Manhattan
88-02	6.55	Manhattan
89-04	6.9	Manhattan
90-02	4.79	Manhattan
91-04	7.8	Manhattan
92-04	5.8	Manhattan
93-04	6.5	Manhattan
94-04	7.4	Manhattan
95-04	7.4	Manhattan
96-04	6.1	Manhattan
97-04	7	Manhattan
98-04	8.2	Manhattan
99-04	7	Manhattan
100-04	6.7	Manhattan
101-04	6.5	Manhattan
102-04	5.8	Manhattan
103-04	6.4	Manhattan
104-02	6.17	Manhattan
105-04	6.6	Manhattan

SAMPLE # & OIL GRADE	% Biodiesel	Borough
106-02	6.68	Manhattan
107-02	7.02	Manhattan
108-02	3.68	Manhattan
109-04	7	Manhattan
110-02	5.7	Manhattan
111-02	4.76	Manhattan
112-02	9.54	Manhattan
113-04	7.3	Manhattan
114-02	6.76	Manhattan
115-04	8.4	Manhattan
116-04	7.2	Manhattan
117-04	7.2	Manhattan
118-02	10.58	Manhattan
119-02	4.09	Manhattan
120-04	8.5	Manhattan
121-04	8.4	Manhattan
122-04	8.2	Manhattan
123-02	5.54	Manhattan
124-04	6.1	Manhattan
125-02	4.39	Manhattan
126-02	4.87	Manhattan
127-04	1340	Manhattan
128-02	6.3	Manhattan
129-04	6.1	Manhattan
130-02	7.3	Manhattan
131-04	6.1	Manhattan
132-04	8.6	Manhattan
133-04	6.6	Manhattan
134-02	6.6	Manhattan
135-02	14.1	Manhattan
136-02	11.2	Manhattan
137-02	7.9	Manhattan
138-04	7.1	Manhattan
139-04	6.6	Manhattan
140-04	6.4	Manhattan
141-02	6	Manhattan
142-04	6.8	Manhattan
143-04	6.2	Manhattan
144-04	6.2	Manhattan
145-04	6.6	Manhattan

SAMPLE # & OIL GRADE	% Biodiesel	Borough
146-04	7.2	Manhattan
147-02	21.3	Manhattan
148-04	6.9	Manhattan
149-02	12.3	Manhattan
150-02	5.9	Manhattan
151-04	6.8	Manhattan
152-04	8.8	Manhattan
153-02	7.4	Manhattan
154-04	6.8	Manhattan
155-04	6.9	Manhattan
156-04	7	Manhattan
157-02	5	Manhattan
158-04	6	Manhattan
159-02	5	Manhattan
160-02	5.9	Manhattan
161-02	6.6	Manhattan
162-04	5.7	Manhattan
163-04	5.4	Manhattan
164-04	5.2	Manhattan
165-04	5.3	Manhattan
166-02	13.6	Manhattan
174-04	7.5	Manhattan
175-02	12.5	Manhattan
188-04	6.1	Manhattan
189-04	5.7	Manhattan
191-02	17.2	Manhattan
808-04	5.7	Manhattan
809-04	5.9	Manhattan
810-04	5	Manhattan
811-04	4.6	Manhattan
812-04	4.8	Manhattan
813-04	5.5	Manhattan
814-02	4.5	Manhattan
815-04	5.6	Manhattan
816-04	5.5	Manhattan
817-02	5.7	Manhattan
818-04	5.9	Manhattan
819-02	5	Manhattan
820-02	13.6	Manhattan
821-02	5.7	Manhattan

SAMPLE # & OIL GRADE	% Biodiesel	Borough
822-02	5	Manhattan
823-04	5	Manhattan
824-02	6.8	Manhattan
836-02	10.14	Manhattan
837-04	5.7	Manhattan
838-04	8.3	Manhattan
840-02	5.86	Manhattan
841-02	4.32	Manhattan
842-04	5.2	Manhattan
843-02	4.32	Manhattan
844-04	5.8	Manhattan
845-04	5.8	Manhattan
847-02	7.9	Manhattan
848-02	5.9	Manhattan
849-04	6.6	Manhattan
850-04	4.5	Manhattan
851-04	6.1	Manhattan
852-02	4.2	Manhattan
853-04	5.1	Manhattan
854-04	5.3	Manhattan
855-04	5.9	Manhattan
862-04	5.4	Manhattan
863-04	5.5	Manhattan
865-04	5.8	Manhattan
866-04	5.8	Manhattan
867-04	7.5	Manhattan
868-04	4.8	Manhattan
872-04	5.9	Manhattan
873-04	6.5	Manhattan
874-02	12.4	Manhattan
883-04	7	Manhattan
888-02	7	Manhattan
889-02	5.8	Manhattan
890-04	6.3	Manhattan
891-04	6.6	Manhattan
892-02	6.5	Manhattan
893-04	7.3	Manhattan
894-02	5.8	Manhattan
895-04	7.4	Manhattan
962-04	6.7	Manhattan

SAMPLE # & OIL GRADE	% Biodiesel	Borough
963-04	5.4	Manhattan
964-02	5	Manhattan
965-04	4.8	Manhattan
966-04	5.6	Manhattan
967-02	3.33	Manhattan
968-04	5.8	Manhattan
969-04	6.4	Manhattan
970-02	6	Manhattan
971-02	5.4	Manhattan
972-04	7.6	Manhattan
973-02	18.2	Manhattan
974-02	6.95	Manhattan
975-04	6.6	Manhattan
976-04	5.7	Manhattan
977-04	5.9	Manhattan
978-04	6.6	Manhattan
979-02	14.8	Manhattan
980-02	7.3	Manhattan
981-04	7.9	Manhattan
982-02	7.3	Manhattan
983-04	9.7	Manhattan
984-04	11.7	Manhattan
985-04	9.1	Manhattan
986-04	5.7	Manhattan
988-04	5.6	Manhattan
989-02	5.5	Manhattan
990-02	4.75	Manhattan
991-04	6.4	Manhattan
992-04	6	Manhattan
993-04	6.4	Manhattan
994-04	7.1	Manhattan
995-04	6.7	Manhattan
996-04	6	Manhattan
997-04	4.9	Manhattan
998-04	5.1	Manhattan
999-04	5	Manhattan
170-04	6.6	Queens
171-04	7.7	Queens
827-02	5.8	Queens
828-02	6	Queens

SAMPLE # & OIL GRADE	% Biodiesel	Borough
177-02	7.9	Queens
846-02	7.3	Queens
179-02	11.64	Queens
180-04	4.6	Queens
181-02	5.6	Queens
182-02	4.6	Queens
183-02	3.4	Queens
184-02	14.8	Queens
185-04	4.8	Queens
186-02	15.3	Queens
178-02	6.7	Queens
877-02	7.8	Queens
187-02	20.7	Queens
881-02	6.1	Queens
882-02	5.9	Queens
830-02	9.84	Staten Island
833-02	7.31	Staten Island
834-02	5.96	Staten Island
835-02	6.78	Staten Island

TOTALS BY BOROUGH	
Bronx	94
Brooklyn	49
Manhattan	212
Queens	19
Staten Island	4
Total	**378**

Local Law 53 Annual Report Calendar Year 2024

This Local Law 53/2018 report details the number of noise inspections, with a focus on the number of noise complaints received by the Department of Environmental Protection (DEP) related to after-hours noise complaints and response time to those complaints as well as the number of summonses issued.

The answers below describe the status of the DEP's implementation of the law and respond to the specific questions posed in the legislation.

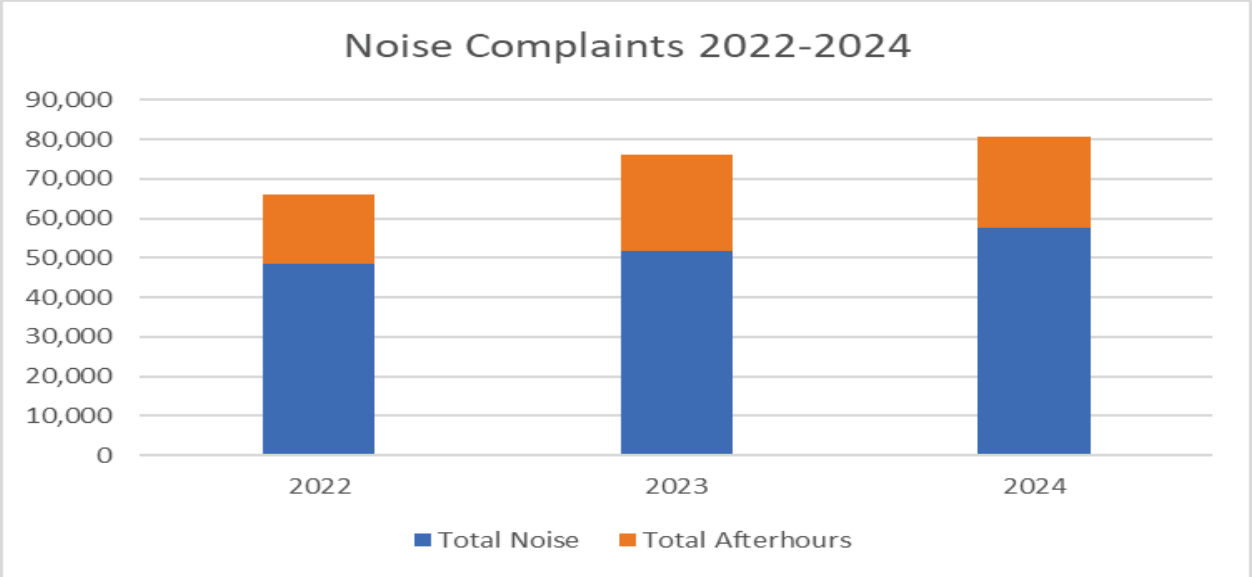
1. What is the number of inspectors employed by the department?

There are 65 Air and Noise Inspectors. DEP is in the process of hiring 8 inspectors.

2. What is the number of complaints regarding noise received by the department, disaggregated by the type of noise?

Noise Complaints Calendar Year 2024	
Noise: Construction Before/After Hours (NM1)	22843
Noise: Construction Equipment (NC1)	8807
Noise, Barking Dog (NR5)	8343
Noise: Alarms (NR3)	5572
Noise: air condition/ventilation equipment (NV1)	4388
Noise: Jack Hammering (NC2)	2596
Noise: lawn care equipment (NCL)	1318
Noise, Ice Cream Truck (NR4)	1278
Noise: Private Carting Noise (NQ1)	849
Noise: Loud Music from Siebel (NP21)	697
Noise: Boat (Engine, Music, Etc.) (NR10)	491
Noise, Other Animals (NR6)	303
Noise: Manufacturing Noise (NK1)	182
Noise: Other Noise Sources (Use Comments) (NZZ)	60
Noise: Loud Music/Daytime (Mark Date And Time) (NN1)	8
Noise: Vehicle (NR2)	4
Total	**57,739**

The overall noise complaints have remained fairly consistent, with after-hours complaints increasing slightly in 2024.



3. What is the number of after-hours noise complaints responded to within the amount of time prescribed by rule as well as the number of duplicative after-hours noise complaints?

There were 8,396 duplicative after-hours noise complaints. All after-hours noise complaints follow the prescribed protocol which is contained at *15 RCNY Chapter 52.*

The link below sets out the DEP's rule concerning response times. Please see:

https://codelibrary.amlegal.com/codes/newyorkcity/latest/NYCrules/0-0-0-109903

4. What is the number of non-violation resolution to complaints?

In calendar year 2024, out of 57,739 complaints, DEP issued 1581 noise summonses for all categories.

5. What is the number of noise related violations issued for after-hours complaints?

For after-hours, 684 summonses were issued.

6. What is the number of such violations that were dismissed for after-hours complaints?

There were 7 violations dismissed.

7. What is the amount of civil penalties paid pursuant to after-hours summonses?

The amount paid was $115,663.50 and the imposed amount was $390,905.00.

8. What is the number of alternative noise mitigation plans approved pursuant to section 24-221 of the Noise Code?

There were 1474 alternative noise mitigation plans approved.

9. What is the number of written stop work orders issued pursuant to section 24-223.1 of the Noise Code?

None were issued.

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Local Law 58 Annual Report Calendar Year 2024

This Local Law 58/2018 report details the number of idling violations issued by the Department of Environmental Protection as well as the number of citizen complaint filings and the civil penalties imposed for each enforcement action.

The answers below describe the status of the DEP's implementation of the law and respond to the specific questions posed in the legislation.

1. What are the number of notices of violation filed with OATH, including the penalties for such violations?

There were 67,848 summonses filed with OATH in Calendar Year 2024. Although 86,571 were issued by the DEP inspectors, they were not all filed within the calendar year. All of the remaining violations that were processed in 2024 but not filed with OATH will be captured in the Calendar Year 2025 numbers. The amount imposed was $34,222,170.00. The amount paid was $9,532,321.14.

2. What are the number of 311 idling complaints disaggregated by borough?

SUMMARY 2024	
BRONX	331
BROOKLYN	1256
MANHATTAN	2301
QUEENS	877
STATEN ISLAND	195
TOTAL COMPLAINTS	**4,960**

3. What are the number of citizen complaints filed with DEP (disaggregated by borough)?

SUMMARY 2024	
BRONX	1,953
BROOKLYN	30,921
MANHATTAN	83,110
QUEENS	8,100
STATEN ISLAND	246
TOTAL COMPLAINTS	**124,330**

Citizen participation has greatly increased over the past few years. The charts below show the complaints submitted and the penalty amounts imposed for 2022 to 2024. Both the number of complaints received, and summonses issued have increased exponentially over the past few years.