



Annual Report on the Implementation of New York City's Waste Equity Law

For Calendar Year 2025

Issued Pursuant to Local Law 152 of 2018

September 2026

New York City Department of Sanitation

Introduction and Background

In August 2018, the City enacted Local Law 152 ("LL152"), also known as the Waste Equity Law. LL152 required the Department of Sanitation ("the Department" or "DSNY") to reduce permitted capacity at transfer stations in Brooklyn Community District 1 by 50 percent and in Queens Community District 12 and Bronx Community Districts 1 and 2 by 33 percent.

The law also created limited exemptions to the reductions in permitted capacity for activities consistent with the City's goals. These exemptions included: processing recyclables, processing organic waste, and diverting construction and demolition debris to beneficial use. The law also fully exempted facilities that export waste by rail and have on-site rail infrastructure. LL152 allows facilities to request a one-time permit increase of up to 20 percent to accommodate future growth in capacity for processing recyclables or organic waste.

The reductions in permitted capacity required by LL152 were implemented at the time of annual permit renewal beginning October 1, 2019 through September 30, 2020.

LL152 requires the Department to report annually to the Mayor and Speaker of the New York City Council the following information:

- a. A list of permitted solid waste transfer stations and for each such station, organized by community district:
 1. The community district in which such transfer station is located;
 2. The type of material permitted for acceptance at such transfer station;
 3. The permitted capacity of such transfer station;
 4. The average amount of waste accepted daily at such transfer station for each quarter year of the previous calendar year; and
 5. Any change to such transfer station's permitted capacity during the previous calendar year, specifying which changes were required pursuant to this chapter.
- b. The feasibility of reducing truck traffic traveling through residential neighborhoods by means other than reductions to permitted capacity for transfer stations.

This report includes information related to putrescible transfer stations and non-putrescible transfer stations covered by LL152 for calendar year 2025. It excludes fill material transfer stations and municipally-operated transfer stations, which are not covered by LL152.

Permitted capacity reductions pursuant to LL152:

Beginning in October 2019 through September 2020, the Department implemented reductions in permitted capacity at 22 facilities that hold a total of 24 transfer station permits. In total, the reductions implemented pursuant to LL152 reduced permitted capacity in the four designated districts by 10,137 tons per day.

Five putrescible transfer stations located in the designated districts have opted to reserve a portion of their capacity exclusively to process source-separated organic waste for beneficial use. In total, these facilities reserved 488 tons per day of capacity to process source-separated organic waste.

The total amount of waste handled at private transfer stations in NYC decreased from an average of 19,102 tons per day in 2019 to 15,912 tons per day in 2020. Since the initial decrease, which also coincided with the COVID-19 pandemic and its impact on New York City's businesses, commercial waste volume has increased slightly to 16,038 tons in 2025.

Detailed data on permitted capacity and throughput for each facility are available in the Data Appendix available in machine-readable format [here](#).

Feasibility of reducing truck traffic by means other than reductions to permitted capacity:

LL152 requires the Department to report on “the feasibility of reducing truck traffic traveling through residential neighborhoods by means other than reductions to permitted capacity for transfer stations.”

In some cases, the new permitted capacity at transfer stations located in designated community districts is lower than the average throughput at such stations prior to the law's implementation. In these cases, the law has tangible reductions in waste throughput and associated truck traffic in designated communities.

Local Law 145 of 2013 requires all trade waste hauling vehicles be equipped with either an EPA-certified 2007 (or later) engine or utilize “Best Available Retrofit Technology.” Post-2007 engines emit 85-90 percent less particulate matter and other air pollutants than pre-2007 engines. This requirement applies to all trade waste carting companies licensed or registered by the Business Integrity Commission, and the requirement became effective in January 2020.

In addition to the implementation of this Waste Equity law, DSNY is charged with implementing Local Law 199 of 2019 (“LL199”), which authorizes the creation of Commercial Waste Zones (“CWZ”). This program was designed to create a safe and efficient commercial waste collection system that provides high-quality service for New York City businesses while advancing the City's goals to increase diversion from landfill and reduce vehicle miles traveled.¹

A primary goal of the CWZ program is to reduce commercial waste truck traffic in New York City. In the Final Generic Environmental Impact Statement on CWZ and subsequent technical memoranda, the Department found that the implementation of CWZ would decrease truck traffic associated with commercial waste collection by 50 percent citywide, as measured in vehicle miles travelled, equivalent to 12 million fewer miles driven per year. This reduction in truck traffic would correspond to reductions in the number of trucks used to collect commercial waste, as

¹ For more information on the Commercial Waste Zones program, visit nyc.gov/commercialwaste.

well as the number of trips and the lengths of routes and would lead to corresponding reductions in air pollutant emissions and noise, as well as improvements in traffic safety.

LL199 required DSNY to consider, among other factors, proposers' waste management plans "describing practices for disposal of commercial waste collected, including but not limited to, a description of the transfer, processing or final disposal locations for all materials collected, and specific practices or investments designed to promote the goals of sustainability, reliability and equity in the delivery of waste management services." In evaluating these plans, the Department was required to consider (1) "the total vehicle miles expected to be traveled" in the collection of commercial waste within zones including the proximity of transfer, processing and disposal facilities to the collection area and (2) "whether such commercial waste will be transported to or from a solid waste transfer station by a sustainable mode of transport, such as rail or barge." These considerations may potentially further reduce truck traffic in the vicinity of certain transfer stations and on residential streets. Additionally, each carter was required to submit plans to related to the use zero emission vehicles in the provision of their services.

In January 2024, DSNY announced contract awards by zone for the CWZ program. Queens Central became the first implemented zone on January 3, 2025. Bronx East and Bronx West were implemented on December 1, 2025. The full citywide implementation of the Commercial Waste Zone program is planned by the end of 2027.

For a complete update on the implementation of Commercial Waste Zones program, refer to the 2026 Commercial Waste Zones Annual Report, available [here](#).

Field Definitions for the Data Appendix:

Borough: The geographical borough in which the transfer station is located.

Community District: The community district in which the transfer station is located. Community districts are generally coterminous with Department of Sanitation service districts and are represented by an appointed Community Board.

Transfer Station Name (Permit #): The corporate name listed on the transfer station permit and the associated permit number with the Department of Sanitation.

Address: Physical address of the permitted transfer station.

Permit Type: Putrescible (P) or Non-Putrescible (NP)

Permitted Capacity: For a putrescible solid waste transfer station, the total amount of solid waste that is permitted by the Department to be delivered to such solid waste transfer station as measured in tons per day, and for a non-putrescible solid waste transfer station, the average tons per day permitted to be delivered to such solid waste transfer station over the quarter year.

Amount Reserved for SSO: As described above, LL152 allows putrescible transfer stations to reserve up to 20 percent of total permitted capacity to accept source-separated organic waste for beneficial use. This column lists the amount of permitted capacity reserved for that purpose, if any.

Average Daily Throughput: The average amount of waste received by the transfer station over the applicable time period, in tons per day. Average daily throughput is provided for each quarter for each calendar year, as well as the annual average for each year.