



Testimony

of

**Daniel Kass**

**Acting Deputy Commissioner, Division of Environmental Health  
New York City Department of Health and Mental Hygiene**

before the

**New York City Council Committee on Consumer Affairs**

regarding

**Intro 35: Relating to the Regulation of Horse Drawn Cabs**

**Intro 86: Replacing Horse Drawn Carriage with Alternative Fuel Powered Classic Cars**

~~**Intro 92: Repealing All Provisions Allowing for the Operation of Horse Drawn Cabs**~~

**Intro 93: Area & Time Restriction on Operation of Horse Drawn Cabs**

March 12, 2010

City Hall  
New York, NY

Good morning Chairperson Koslowitz and members of the Committee on Consumer Affairs. My name is Daniel Kass, Acting Deputy Commissioner for the Division of Environmental Health at the New York City Department of Health and Mental Hygiene (DOHMH). On behalf of Commissioner Farley I would like to thank you for the opportunity to testify regarding Intros. 35, 86, 92 and 93.

The Department's Office of Veterinary Public Health Services (VPHS), part of the Division of Environmental Health, promotes and protects the health and quality of life for New York City residents and visitors by controlling animal-borne diseases and regulating the care and use of animals. As part of this work, VPHS monitors the use of carriage horses and other rental horses used for hire for safe and humane operations. The Office also conducts pre-permit inspections animal holding facilities and may inspect these facilities following complaints.

DOHMH has authority to license rental horses and regulate the activities of the carriage horse industry to promote both the well-being of horses and the safety of the public. The Department works closely with the New York City Department of Consumer Affairs, which is responsible for licensing the carriage horse driver and the carriage itself. Currently, there are 202 licensed carriage horses, 68 licensed carriages, 19 licensed commercial stables and 284 licensed drivers.

Pursuant to the law enacted by the City Council, the Department convened a Rental Horse Licensing and Protection Board, charged by Chapter 3 of Title 17 of the Administrative Code with making recommendations to the Commissioner of Health for improved regulation to protect the health and well-being of horses and the city. The Board issued a final set of recommendations in the Summer of 2009, a copy of which was forwarded to the City Council. Based in large part on these recommendations, last fall, the Department proposed draft amendments to Article 161 of the New York City Health Code and to Chapter 4 of the Commissioner's Rules. When the Department learned that the Council was proposing an amendment to the Administrative Code to address similar concerns, as well as other matters, and after careful consideration of the fact that many of the Rental Horse Board's recommendations target the rules of other agencies, the Department withdrew from consideration both proposals, with one exception: next week we will ask the Board of Health to mandate that rental horses be immunized against rabies. The Committee may hear testimony today referring to other sections of the proposed Board of Health regulations, but we want to be clear that they are withdrawn, and will not conflict with the legislation being discussed today or as part of amendments to these bills as they go forward.

With respect to Intro. 92, the Departments believes that the carriage horse industry can be regulated in such a way to protect the health of the horses used to pull the carriages and the safety of those who patronize them. Intro. 92 seeks to make it unlawful to offer rides to the public on a vehicle drawn or pulled by as carriage horse. It is City's position that strengthening the current regulatory environment is preferred to an outright ban, therefore we oppose Intro. 92. The City also opposes Intro. 86, a bill that would replace horse drawn carriages with alternative fuel powered classic cars and Intro. 93, a bill that would place an area and time restrictions on the operation of horse drawn cabs.

In contrast, we look forward to working with the Council to pass Intro. 35, which would build on the existing local laws and regulations for horse drawn carriages and rental horses, and includes many of the recommendations of the Rental Horse Licensing and Protection Advisory Board. The Department would like to highlight two specific concerns about this bill:

- The bill would require that horses not be left “untethered or unattended except when confined in a stable or other enclosure.” For the safety of the public, DOHMH recommends that all horses be kept in hand by their rider or carriage operator when they are outside of their stable.
- On the issue of mandating a uniform size for stalls for horses: we would recommend that the City Council consider allowing more flexibility. During the public hearing held last month concerning the proposed amendments to Article 161 that proposed a mandatory uniform stall size, we heard conflicting opinions and statements of fact from those who testified suggesting that horse size, the type of activity a horse is used for during the day, and other factors are appropriate to factor into stall type and size. We recommend that stall type and size regulations be made only for carriage horses, because these animals are larger than most rental horses, and not extending them to all rental horses.

The Department will be pleased to work with the Council to address these concerns. Thank you again for this opportunity to testify. I'm happy to answer any questions at this time.

###

**TESTIMONY OF FATHER BRIAN JORDAN, OFM TO SUPPORT A FARE INCREASE  
FOR TEAMSTERS LOCAL 553 HORSE CARRIAGE DRIVERS AT THE CITY  
COUNCIL HEARING, FRIDAY MARCH 12, 2010**

**Good morning, I am Father Brian Jordan a Roman Catholic priest and a Franciscan friar. St. Francis of Assisi is not only the patron saint of ecology, he is also the patron saint of animals. Therefore, it is the Franciscans who are the first animal rights group and continue to advocate for animals. Proof of my claim is that I have visited every horse stable in Manhattan and blessed the horses you see every day in Central Park. I have found each stable to be well-kept which includes the immaculate care of the horses and a sound environment where they receive tender loving care from both the horse carriage drivers and stable hands alike. I even blessed the hay they eat to sustain themselves. How many here who oppose the fare increase and the right of horses to work in Central Park have visited the stables and inspected the horses like I have? Not many if any. I have been properly informed of what goes on in the stables by being there. I do not understand the opposition's rationale who have not seen what I have seen.**

**Why am I, a representative of the first animal rights groups, at this City Council hearing?**

**I am here to make a stand for workers' rights! I am here to stand up for the rights of working men and women who provide for their families on a daily basis. THIS IS A WORKERS' RIGHTS ISSUE NOT AN ANIMAL RIGHTS ISSUE! In this struggling economy, how can you deny a fare increase for these hard-working men and women? They have not received a raise in 23 years? 23 years? How many other professions in the city have been denied a fare increase in 23 years? My research indicates no other profession.**

**Therefore, in a city that prides itself on justice and fairness, I strongly and respectfully request that the City Council approve a fare increase for the horse carriage drivers of Teamsters Local 553. President Obama stresses jobs, jobs, jobs, and so should the City Council. Thank you and God bless the union horse carriage industry!**

**Testimony of  
Stephen Malone-Executive Director of the Horse and Carriage  
Association of New York  
Before the City Council Committee on Consumer Affairs  
March 12, 2010**

Good morning, Chairwoman Koslowitz and members of the Committee on Consumer Affairs. Thank you for giving me the opportunity to testify here this morning. My name is Stephen Malone and I am the Executive Director, Treasurer, Advisory Board Representative and proud member of Teamsters Local 553. I am very proud to say that I am a second generation carriage driver and owner of 2 licensed carriages and 5 beautiful licensed draft horses. My dad, a blacksmith by trade, shod most of the carriage horses in New York between the 1960's and 1990's and managed to buy his first carriage in 1967. I have been a licensed carriage driver for the past 23 years and take pride in my job, my industry and most of all my fathers legacy.

I am here today to respectfully urge the Committee to approve Intro 35 to provide a long overdue and completely reasonable fare increase for my industry. It has been since 1989 when we were last granted an increase. Through that time our cost has risen enormously and we believe it is the fair decent thing to do.

Over the past 3 years I have been working as an elected member of the Horse Rental Advisory Board for the city of New York. It was the boards objective to make recommendations to the Health Commissioner to promote the health, safety and well being of all Rental Horses within the city of NY. Upon completion of our first meeting we collectively agreed to tackle all the issues concerning the carriage horses and then return to the riding industry at a later date. Over the span of the next 2 years we would meet every couple of months and visit all the stables and hack-stands. In this time we met with or were in contact with different agencies such as DOT, DOH, DCA, DEP, PARKS and the NYPD. Through much hard work and determination we came up with a list of very strong suggestions to be implemented upon review by Commissioner. In INTRO 35 you will find many of these recommendations. Stall sizes, age specifications, apprenticeship program for new drivers, additional health examinations, 5 weeks furlough for all carriage

horses, and an earlier closing time for the night shift. Our industry has taken a very PROACTIVE approach when dealing with the Advisory Board even though it has been compromised by the ASPCA. We see it as an excellent step toward working closely with city in the future.

In closing I would like to say that by the committee approving Intro 35 it will assure the longevity and sustainability of one of the oldest and most popular industries within the city of New York. INTRO 35 will provide some much needed economic relief off of a hard working middle class industry. This moderate increase will go directly into our business and believe nobody will be getting rich off of this increase. A vote for INTRO 35 is a vote for jobs, a vote for tradition, a vote for unions and most of all it is a vote for the HORSES.

I want to personally thank Chairwoman Koslowitz and the entire committee for allowing me to testify before you today on this important matter of decency, fairness for working people, appreciation and gratitude for New York City tradition and an iconic tourism business and for the respect and recognition for the power and grace and well being of horses, the true American icon!!



COAL, GASOLINE, FUEL OIL TEAMSTERS, CHAUFFEURS, HELPERS, OIL BURNER INSTALLATION, MAINTENANCE, SERVICEMEN,  
AND HELPERS OF NEW YORK CITY AND VICINITY, NASSAU AND SUFFOLK COUNTIES, NEW YORK

# Teamsters Local Union No. 553

Affiliated with the International Brotherhood of Teamsters  
265 West 14<sup>th</sup> Street, Suite 305, New York, NY 10011-7189  
Phone: 212-929-6828 Fax: 212-691-8025

Demos P. Demopoulos  
Secretary - Treasurer



John "Jack" Dresch  
President

## **Testimony of Demos P. Demopoulos, Secretary – Treasurer & Executive Officer of Teamsters Local 553, International Brotherhood of Teamsters Before the New York City Council Committee on Consumer Affairs – March 12, 2010**

Good morning Madam Chairperson Koslowitz and Council members of the Consumers Affairs Committee.

I am Demos P. Demopoulos, Executive Officer and Secretary -Treasurer of Teamsters Local 553, one of the oldest Teamster Locals in New York, I am also Secretary - Treasurer of Teamsters Joint Council 16, which represents 125,000 Teamsters in New York City, and affiliated with the 1.4 million member International Brotherhood of Teamsters.

I testify before you today on behalf of my brother and sister members that work in the Horse Carriage Trade and strongly encourage this Committee and The New York City Council to support Intro-35.

This is a Local Law that implements stricter safety regulations for the horse-drawn carriage industry, improvements for the welfare of the horses, and allows for a long overdue fare increase they have not had in over 20 years.

Their average operating costs for keeping their horses and running the popular tourism industry have gone up an average of 400 percent, and of course the same applies to the cost of providing for their families at home.

The Teamster Carriage Drivers, on their own have amended intro 35 for even stronger protections for their horses and even includes suggestions from the ASPCA.

The Teamsters strongly oppose; Intro 86, Intro 92 and Intro 93, as a means to destroy an entire industry and way of life for Teamster families, and this cannot and will not happen.

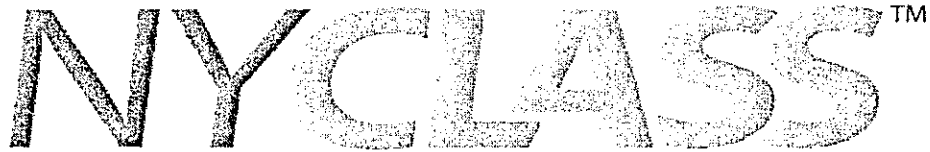
The horse-drawn carriage industry is an iconic image for New York. People from all around the world visit New York City and enjoy a traditional carriage ride through Central Park. In addition many people get engaged in a carriage ride or celebrate an anniversary, holidays and many other special occasions and milestones.

I am proud to represent these individuals, their families, and their horses.

This country, this city, this historic City Hall, was built from materials delivered by horse and wagon. They were delivered by Teamsters of yesterday. The Carriage drivers are a Teamster legacy, and are Teamsters of today.

The Teamsters urge you to vote yes on Intro- 35 and protect union jobs, families and horses.

Thank you, Demos P. Demopoulos, Secretary – Treasurer



New Yorkers *for* Clean, Livable & Safe Streets

**Jane Hoffman Testimony for the  
New York City Council Committee on Consumer Affairs Hearing  
March 12 2010**

My name is Jane Hoffman. I am a Board Member of New Yorkers for Clean, Livable and Safe Streets and a practicing attorney. In these roles, I have spent a great deal of time working to craft policy that not only benefits animals but also the City of New York and the people who live here. I am here to testify in support of Intro. 86 as I believe it represents exactly such a policy and an opportunity to move us all into the 21<sup>st</sup> century.

People have been talking about the problems of the horse carriage industry for years: the snarled traffic, the animal waste in public parks and streets, the accidents that have injured pedestrians and drivers, the lack of regulation to protect the animals, but never before have we discussed a solution that would address all of these concerns while also preserving an industry that has been an integral part of tourism in New York.

The plan outlined in Intro 86 has a clear benefit to animals. Horses accustomed to dire working conditions, cramped stables and the noise and pollution of Midtown traffic would be allowed to live out their remaining years in sanctuaries. The strength of this plan, however, is that it would also benefit the City of New York and the people who live



here. For the City, one of the primary benefits would be a potential doubling of the current revenue generated by the horse carriage industry.

For people who live in this city, especially those in and around Central Park, they would see an increase in their quality of life. Runners, walkers and cyclists would no longer have to dodge piles of manure on their daily outings or worry about accidents caused by spooked horses. In addition, the plan outlined in Intro 86 would greatly improve the traffic congestion currently caused by the horse-drawn carriages.

Intro 86 calls for phasing out the carriages and in their place, introducing eco-friendly vintage cars. The improved technology of these horseless carriages, their reduced size, and greater maneuverability will make them better able to avoid other vehicles, better able to follow traffic laws and less likely to slow traffic around them. They will also be equipped with modern safety equipment, something horse carriages currently lack.

This plan represents not only a giant step forward in technology but also a vast improvement in the public health and safety of New Yorkers, as well as an increase in tourist dollars for the city. It is a win-win situation for animals and humans, for the tourism industry and New York City. I urge you to support Intro 86.



---

New Yorkers *for* Clean, Livable & Safe Streets

---

**Laura Eldridge Testimony for Intro 86 for the  
New York City Council Committee on Consumer Affairs Hearing  
March 12, 2010**

My name is Laura Eldridge. I am the Executive Director of New Yorkers for Clean, Livable and Safe Streets, a non-profit focused on finding common-sense solutions to public safety and quality of life issues such as sanitation, traffic congestion and road safety. Thank you for the opportunity to speak on this very important issue. I am here to support Intro 86 and the plan to phase out the carriage horse operations and replace them with electric antique cars.

NYCLASS supports Intro 86 because it would allow the business owners and workers employed in the horse carriage industry the ability to partake in a whole new industry, as well as creating even greater revenue for both them and the city of New York. Currently the horse carriage industry is primarily cash-based and as a result, provides minimal revenue to the city of New York. Intro 86 would create a regulated electric car industry that could bring in an estimated \$31 million in taxable revenue. In addition, the jobs proposed in Intro 86 will be union jobs, paying up \$21/hour with full benefits and worker's compensation, which the drivers currently lack.

As for the electric antique cars, they would make New York City a leader in eco-tourism and would represent a further commitment to Mayor Bloomberg's PlaNYC, which calls for 30% lower carbon emissions by 2030. The "Green" vintage horseless carriages will meet all liability insurance requirements along with auto standards for safety and crashworthiness. These horseless carriages would be able to keep up with traffic thus reducing congestion on Central Park South and Grand Army Plaza. Additionally, the eco-friendly horseless carriage industry would free up around 150,000 square feet of prime real estate currently used for the stabling of horses, which would provide an estimated \$2 million in tax revenue.

Finally, the tour offered by the new horseless carriage would be one that is more fitting to a city like New York. The drivers would be licensed tour guides, with a speaker system that allows them to always face forward while communicating with their customers. Each car would accept credit cards just like taxis. This new industry will be able to be pre-booked online, cutting the amount of waiting time, and because of their ability to keep up with traffic, they have the ability to tour many of the other vibrant neighborhoods in the city, not just Central Park. Additionally, these vehicles will be able to work in all weather conditions, unlike the horses, which are unable to work below or above certain temperatures.

New Yorkers for Clean, Livable and Safe Streets supports the comprehensive plan proposed in Intro 86 because it reflects the innovation that has earned New York its reputation as a world-class city.



THE AMERICAN SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS<sup>®</sup>

## **The American Society for the Prevention of Cruelty to Animals**

Testimony before the New York City Council Committee on Consumer Affairs  
on Intro. 86

The American Society for the Prevention of Cruelty to Animals  
March 12, 2010



Statement by Melissa S. Norden  
The American Society for the Prevention of Cruelty to Animals  
Testimony before the New York City Council Committee on Consumer Affairs  
on Intro. 86

Good afternoon. I am Melissa Norden, Chief of Staff for the American Society for the Prevention of Cruelty to Animals (ASPCA). On behalf of the ASPCA and its 25,000 New York City supporters I urge you to support Intro. 86, a local law to amend the administrative code of the City of New York, which would replace horse drawn carriages with alternative, fuel-powered classic cars.

When you think about horses, where do you imagine them? Nature has shown us that they need space, room to move, pasture in which to graze. Horses are social animals and spend much of their time grazing together. New York City carriage horses live and work under conditions far removed from what nature intended and humanity dictates. The carriage horse is an anachronism, whose life of hard work is hidden beneath the facade of romance. Neither the New York City environment nor the current law can provide horses with the fundamental necessities to ensure their safety and well-being. Carriage horses were never meant to live and work in today's urban environment. They are allowed to work for nine hours a day, seven days a week under conditions that do not meet their most basic needs. They can work in temperatures as high as 90° F and as low as 19° F with no adjustments made for humidity and

wind chill. They do not have access to turnout areas, and are housed in stables which are antiquated and do not provide adequate ventilation.

In addition to the dangers inherent in working in congested areas, carriage horses spend their days directly behind buses, cars and trucks inhaling exhaust fumes. They have to travel through the midtown area in streets teeming with traffic and impatient drivers, which poses numerous perils to the drivers, the public and the carriage horses themselves.

In the past, the ASPCA has supported a ban of the carriage horse industry, as well as an effort to restrict the horses to Central Park, but in light of historic political and administrative resistance to both proposals, our position has evolved into support of an alternative to the carriage horse industry altogether. This approach marries the humane arguments in opposition to carriage horse operations with economic, environmental, and quality of life interests. Intro. 86 would create a path to a new humane enterprise, which would preserve jobs, and place New York City at the forefront of environmentally friendly tourism. Replacing horse carriages with “Green” show cars would provide rides for tourists, offer jobs to workers currently in the carriage horse industry and maintain the historic feel of the park tours.

This bill offers a viable alternative to the carriage horse industry. We urge the City Council to push for the much-needed and past-due phase out of the carriage horses and the implementation of a safe, humane, environmentally friendly and economically viable alternative.

We will continue to work for change to improve the health, welfare and safety of all four-legged New Yorkers, and stand ready to assist the Council in any way to bring this proposed law to fruition.

Thank you.



99 Hudson Street, 3rd Floor, New York, NY 10013-2815  
T: 212-977-5597 | F: 212-977-6202 | www.hraadvisors.com

**HR&A Advisors Testimony for the  
New York City Council Committee on Consumer Affairs Hearing  
March 12 2010**

- My name is Eric Rothman and I am President of HR&A Advisors. I am here on behalf of New York CLASS regarding Intro 86.
- HR&A is an economics and policy consulting firm based in New York City. The firm has conducted research and provided strategic advice to public and private sector clients for over 30 years. We have conducted economic analyses for the High Line, Arts & Culture Organizations across the City, Brooklyn Bridge Park and for the City of New York on multiple efforts including PlaNYC.
- New York CLASS engaged my firm in June 2009 to conduct an economic feasibility study of the proposed Vintage Electric Horseless Carriage described as Show Cars in Intro 86.
- Our findings indicate there is a strong market for these Show Cars that would serve Central Park sightseeing as well as provide niche market tours of New York City at a higher price point.
- Based on our market research, we estimated that a Vintage Electric Horseless Carriage industry could provide 1.1 million rides per year, earning over \$31 million in taxable revenues. This figure is double the estimated revenue of the current cash-based horse drawn carriage industry, due to the potential of the higher priced niche tours, the acceptance of credit cards, more comprehensive marketing, and the use of the technology to achieve efficient vehicle utilization.
- We also projected that the industry could employ 90-125 drivers in a mix of part time and full time positions, plus an additional 30-40 people in ancillary positions, such as marketing and dispatch. Under Intro 86, the drivers would be licensed as New York City tour guides, in contrast to the current horse drawn carriage drivers. Our feasibility study assumes union jobs with average pay of \$21 per hour plus benefits.



- Our findings are based on comprehensive research into the New York City sightseeing transportation market:
  - First, we assessed sightseeing options in New York and in other cities through market research and interviews with experts. We found there are viable Show Car tourism businesses in other cities, including San Francisco and Prague.
  - Second, we conducted a field survey of nearly 300 tourists in and around Central Park in July 2009 to understand their current sightseeing transportation preferences and gauge interest in a potential Vintage Electric Horseless Carriage.
- Our survey found that approximately 50% of tourists across a range of ages, genders, and residence would be interested in sightseeing using the Vintage Electric Show Car, with a median potential price point of \$20 per person for a typical ride.
- The survey also revealed strong interest in Show Cars among tourists who had not used sightseeing transportation, which demonstrated potential expand the existing market.
- Survey participants' main reasons for expressing interest in the Show Car were that it would be a unique, nostalgic experience and it is eco-friendly.
- We did not target horse drawn carriage users specifically, but we did have 18 in our sample and 83% of these indicated they would like to use the Vintage Electric Horseless Carriage. While we do not believe this number is large enough to draw statistical conclusions, it does suggest meaningful interest by current horse drawn carriage users.
- In conclusion, HR&A's study showed that the Show Cars proposed under Intro 86 are an economically feasible replacement for the horse drawn carriage. Intro 86 would utilize progressive, 21<sup>st</sup> Century technology to create a unique sightseeing experience, preserve and create high quality jobs, and support the city's environmental goals.
- Thank you for your time.

**Linda Marcus Testimony for Intro 86 for the  
New York City Council Committee on Consumer Affairs Hearing  
March 12, 2010**

Last summer I rescued a 7 year old NYC carriage horse and named her Chance. She worked on the streets of our city for 2 years and was days away from being sent to slaughter. Attached is her picture.

When I had Chance vetted, she was found to be in poor condition. Her hooves were crumbling forcing her to walk on the heels of her feet which is very painful. The vet said the problem was caused by improper diet, pounding the pavement and poor horseshoeing. Under normal circumstances, Chance would be given a few months off to re-grow her hoof. Instead, because she was unable to work, she was sent by her owner to a so-called "sanctuary" in Pennsylvania. Despite their name, the arrangement at these sanctuaries is that if a horse isn't sold within a week, it goes to slaughter.

Even if regulations for rest time, stall size and treatment were improved, the needs of a horse and Manhattan's extreme urban environment are not compatible. Horses are social animals that require space to rest and interact. According to equine veterinarian Dr. Holly Cheever "there is no way that Manhattan street life can provide a humane existence for a carriage horse."

The high price of real estate, noise, traffic, pollution and extreme weather are not something that will go away. At the very least, these horses should have the

opportunity to lie down fully stretched out after a hard day's work, something that they can't do because of the small size of their stalls.

I am grateful that I had the opportunity to rescue Chance and see her recover, but the life she enjoys should be available to all NYC carriage horses.

I support Intro 86 because it would retire these horses and replace them with a more sustainable and humane alternative.



Statement by Jill Weitz  
Testimony Before the New York City Council Committee on Consumer Affairs  
on Intro. 86

Thank you for the opportunity to testify today in support of Intro. 86, which would replace horse-drawn carriages with eco-friendly "horse-less" carriages. My name is Jill Weitz and I am a resident and native New Yorker.

The innovative business proposed in Intro 86 is green in more than one way: it is not only environmentally-friendly and humane, but it is also revenue-friendly. According to a recent study by HR&A, this new eco-tourist attraction will double the profits of the carriage industry and increase revenues to the city. It will save taxpayer dollars in city oversight and open up 150,000 square feet for taxable new development in midtown Manhattan. It will have the capacity to take credit cards and medallion owners could afford to pay franchise fees to the city. Not least importantly, the business will convert jobs currently held by independent contractors to union jobs. This means that employees will be covered by workman's compensation and the city will have the ability to fully collect all payroll and income taxes. It also means better pay and working conditions.

During these lean times it is especially important that we be innovative in business. This is New York, after all, and New York is looked to as a leader in creativity and entrepreneurship in all sectors. The eco-vintage touring car, which most likely would be "Made in New York," creates the potential for a much larger green replica car industry in New York City that extends beyond tours in Central Park to travel by both tourists and residents throughout the city. Because the

cars, unlike horse carriages, would not be limited by weather, traffic or time restrictions, the possibilities are limitless.

I urge my council member Oliver Koppell who sits on this committee and the entire Consumer Affairs Committee to think “outside the box” and support this ground-breaking venture that will make New York City a leader in urban eco-tourism. Thank you.



S A M S C H W A R T Z  
E N G I N E E R I N G

**Sam Schwartz Testimony for Intro 86  
New York City Council Committee on Consumer Affairs Hearing  
March 12, 2010**

My name is Erich Arcement. I am a Senior Vice President at Sam Schwartz Engineering and am providing testimony in favor of Intro 86 on behalf of Sam Schwartz who could not be here today. Sam Schwartz is an expert in traffic engineering and transportation safety and has been in practice for almost 40 years. He was New York City's traffic commissioner and chief engineer and is currently the President and C.E.O. of Sam Schwartz Engineering which he established 15 years ago. On behalf of NY Class, Sam Schwartz Engineering reviewed the traffic and pedestrian impact of horse carriages on City streets as well as those benefits associated with vintage electric horseless cars.

Horse carriage activity negatively impacts traffic in numerous ways:

- The horse carriages are at a different scale, riding higher than vehicles and people. Operator visibility is limited as they must see over the horses and around the carriage.
- Carriage operators cannot react to traffic the way normal vehicles do. The horse carriage is slower and will often cause congestion.
- They are often operated in conflict of vehicle and traffic law, making U-turns illegally and cutting diagonally across traffic.

Chicago • Newark • New York • Philadelphia • Tampa • Washington D.C. • Windsor-Detroit

Corporate Headquarters  
611 Broadway, Suite 415  
New York NY 10012  
P 212.598.9010 F 212.598.9148

- Drivers are not licensed and therefore may be less aware of motor vehicle law.
- Carriages are not regulated for crashworthiness.
- Of the crashes that have been reported from 1994 to 2007, 87% were related to the horse for reasons ranging from the horse being spooked to the horse breaking free. Removing the horse from the equation would certainly reduce the accidents involved with this site seeing activity.

The alternative, vintage electric cars, will be regulated, crashworthy and more in line with the system in which they operate.

- They will meet the requirements for operation set by the New York State Department of Motor Vehicles.
- Their size is to scale with the pedestrians, pedicabs and vehicles around them providing better visibility to the driver and reducing the likelihood of accidents.
- By design, they will allow an operator (who would be licensed by the DMV) to better pay attention to his driving while also providing a guided tour.
- Since they are designed more in the style of a motor vehicle, they will be more maneuverable with quicker reaction time. They will cause less congestion on city streets and more effectively operate within the traffic flow.
- Most importantly, by replacing the horse carriage with a vintage electric vehicle, the vast majority of incidents with the current site seeing system will be eliminated.

In summary, the vintage electric car will provide numerous benefits as an alternative to the horse carriage.



S A M S C H W A R T Z  
E N G I N E E R I N G

**Sam Schwartz Testimony for Intro 86  
New York City Council Committee on Consumer Affairs Hearing  
March 12, 2010**

My name is Erich Arcement. I am a Senior Vice President at Sam Schwartz Engineering and am providing testimony in favor of Intro 86 on behalf of Sam Schwartz who could not be here today. Sam Schwartz is an expert in traffic engineering and transportation safety and has been in practice for almost 40 years. He was New York City's traffic commissioner and chief engineer and is currently the President and C.E.O. of Sam Schwartz Engineering which he established 15 years ago. On behalf of NY Class, Sam Schwartz Engineering reviewed the traffic and pedestrian impact of horse carriages on City streets as well as those benefits associated with vintage electric horseless cars.

Horse carriage activity negatively impacts traffic in numerous ways:

- The horse carriages are at a different scale, riding higher than vehicles and people. Operator visibility is limited as they must see over the horses and around the carriage.
- Carriage operators cannot react to traffic the way normal vehicles do. The horse carriage is slower and will often cause congestion.
- They are often operated in conflict of vehicle and traffic law, making U-turns illegally and cutting diagonally across traffic.

Chicago • Newark • New York • Philadelphia • Tampa • Washington D.C. • Windsor-Detroit

Corporate Headquarters  
611 Broadway, Suite 415  
New York NY 10012  
P 212.598.9010 F 212.598.9148

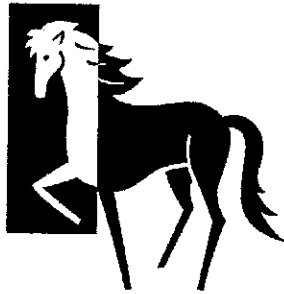


- Drivers are not licensed and therefore may be less aware of motor vehicle law.
- Carriages are not regulated for crashworthiness.
- Of the crashes that have been reported from 1994 to 2007, 87% were related to the horse for reasons ranging from the horse being spooked to the horse breaking free. Removing the horse from the equation would certainly reduce the accidents involved with this site seeing activity.

The alternative, vintage electric cars, will be regulated, crashworthy and more in line with the system in which they operate.

- They will meet the requirements for operation set by the New York State Department of Motor Vehicles.
- Their size is to scale with the pedestrians, pedicabs and vehicles around them providing better visibility to the driver and reducing the likelihood of accidents.
- By design, they will allow an operator (who would be licensed by the DMV) to better pay attention to his driving while also providing a guided tour.
- Since they are designed more in the style of a motor vehicle, they will be more maneuverable with quicker reaction time. They will cause less congestion on city streets and more effectively operate within the traffic flow.
- Most importantly, by replacing the horse carriage with a vintage electric vehicle, the vast majority of incidents with the current site seeing system will be eliminated.

In summary, the vintage electric car will provide numerous benefits as an alternative to the horse carriage.



**HORSE & CARRIAGE ASSOCIATION OF NEW YORK**

Testimony of Ian McKeever, co-Executive Director of the  
Horse & Carriage Association of New York  
Before the City Council Committee on Consumer Affairs  
March 12, 2010

**Good Afternoon, Madam Chairwoman Koslowitz and Committee members. My name is Ian McKeever and I am the co-Executive Director of the Horse & Carriage Association of New York, an industry of 5 working horse stables in New York City representing 400 working men and women and 220 well-bred, highly-trained horses. I am also the stable owner and manager of Shamrock Stables, where we care for 30 of those horses. I am a proud member of Teamsters Local 553, and want to thank them for their support here today.**

**Committee members,  
It has been over 20 years since the City Council last**

**approved a fare increase for our business. 20 years!!!  
Just to put that into perspective, at the start of 1989  
Ronald Reagan had just left office, and the Berlin Wall  
was still standing.**

**I hardly need to point out that in the intervening two  
decades, operational costs have soared. Hay has  
increased 600%, grain 500%. The cost of shoeing a  
horse, which is needed once a month, has gone from  
\$60 to \$200. The same is true for all costs affecting the  
business. Horse healthcare, labor and utilities to name  
but a few.**

**Therefore we respectfully seek the City Councils  
approval for a rate of \$50 for the first 20 minutes, and  
\$90 for a forty-minute ride, and we urge the  
Committee to approve Intro 35 to provide a long  
overdue cost of living fare increase for our industry.**

**We are the concierges of Central Park and are a  
landmark attraction in New York City. Just as  
important, we are a great source of information for  
tourists to help them maximize their enjoyment of the**

## **Big Apple.**

**Finally, I would like to point out that in America today, most horses have jobs .Its in their nature and breeding to work. Be they racehorses, show jumping horses, or New York City police horses. We are proud to be part of that American tradition, and as horse people we know that horses thrive in a working environment, and enjoy interacting with man in a relationship based on respect, discipline and affection.**

**I want to thank Speaker Quinn, Madam Chairwoman Koslowitz and the entire Committee for allowing me the opportunity to testify before you today on this important matter for the working families of our industry. Thank you very much.**

**###**

## **HORSE DRAWN CARRIAGE BILLS TESTIMONY**

March 12, 2010

EVA HUGHES, Secretary & Spokeswoman, New York Horse & Carriage Association

My name is Eva Hughes, and I am a member of the NY Horse & Carriage Association. Thank you for having me here today as I ask you to vote for Intro 35, and against Intros 92 and 86.

There's a book called "Everything I Ever Needed to Know I Learned in Kindergarten". After 30 years in this business, I feel I could write a similar book, called "Everything I Ever Needed to Know I Learned From Being a Carriage Driver"

-From the never-ending onslaught of the malignant efforts of the animal rights people, I have learned that people use misinformation and lies to mislead others into helping them to hurt and vilify innocent people.

-From outfits like PETA and the ASPCA I have learned that behemoth organizations can steamroll the little guy, even when they have ZERO evidence to buttress their assertions. The ASPCA – with what amounts to their own private police force, an annual budget of 85 million dollars, and full, unrestricted access to every carriage horse at all times, has not written ONE cruelty ticket in 30 years. Those aren't my words – on this CD, recorded at a public forum in January of this year, I have ASPCA vet Pam Corey & Agent Pentangelo admitting just that.

-From deep-pocketed businessman I have learned that villains like the Mr. Potter character from the movie It's a Wonderful Life really do exist – but unlike that Frank Capra movie, Jimmy Stewart is not there to put Mr. Potter in his place. So I am gonna be Jimmy Stewart today. Mr. Nislick and his expensive juggernaut of lobbyists, billboard campaigns, cocktail parties and junkets designed to woo the support of the elite will NOT win the day by getting him the real estate that our stables sit on that he covets, as outlined in this article by renowned NY author Michael Gross. In the words of Jimmy Stewart: "You think the whole world revolves around you and your money, Mr. Nislick – but it doesn't." Also, on this CD I have Steve Nislick saying "politicians are never interested in doing what's right, they are only interested in money and votes". I don't believe that, and it's not what I teach my daughter. I am confident that my words are not falling on deaf ears in these chambers.

I am asking you, our elected officials, to help us STOP THE INSANITY. The carriages are a family friendly and historic business. Our blue collar horses live and work with every need met and more, while thousands of jobless horses go to slaughter every DAY. Recognize the calcified prejudice of the animal rights people. Reject the prepackaged narrative of the ASPCA. Vote for Intro 35 now, and give us the ability not only to survive but to THRIVE. We deserve it, and so do our horses.

# MICHAEL GROSS

- [Home](#)
- [About](#)
- [Writing](#)
- [Contact](#)

## GRIPEBOX

« [Neigh-Sayers Rear Up](#) [Neigh Sayers](#) »

# IT'S PARKINGTOWN, JAKE



Could a real-estate grab by a parking lot mogul be the hidden agenda behind the latest development in the [campaign](#) against Central Park's beloved carriage horses? I would never question the motives of animal activists, even though I disagree with some of their goals and tactics. But a document that landed in my in-box last night makes me wonder if those wailing about the allegedly mistreated horses aren't in fact unknowing dupes of rich and powerful real estate interests—specifically [Edison Properties](#), a real estate development and management company based in Newark, New Jersey, though its businesses operate in Manhattan. Two of those businesses—Manhattan Mini-Storage and Edison ParkFast—have multiple locations in the same Far West Midtown neighborhood as the stables where the Central Park horses are housed. It appears they are anything but good neighbors.

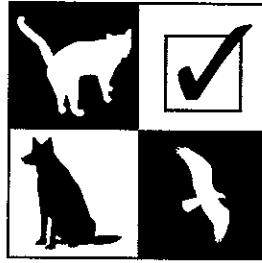
It turns out that the prime mover behind the latest anti-horse gambit—the proposal that they be replaced by cheesy electric-powered faux Model Ts (that don't even exist but if they did would be far better suited to a theme park in Orlando than to midtown Manhattan)—is **Steve Nislick**, chief executive officer of Edison. His connections to local politics are deep, and his company, according to New York City's [web site](#), employs legions of lobbyists to influence city decisions on real estate and zoning in its favor. So what? Nislick revealed his real (estate) agenda late last year when he produced and signed a brochure touting the Model-T plan—the same brochure a carriage-horse-lover sent to me last night. In it, Nislick shows his hand when he discusses those five stables where the horses are housed, all sitting between

10th Avenue and the West Side Highway in midtown, the same neighborhood where Edison operates many of its parking lots and storage warehouses. In a curious twist for a parking lot mogul, Nislick paints his proposal as "a green transportation alternative." But my guess is that the green light in his eyes may be money not ecology. Why? The answer lies on page five of that brochure, which promises "a windfall for the carriage industry from the sale of its multi-million-dollar stables alone," Nislick writes, before getting to his real point. "Currently, the stables consist of 64,000 square feet of valuable real estate on lots that could accomodate up to 150,000 square feet of development. These lots could be sold for new development." What are the odds that good neighbor Nislick, the out-of-state real estate developer, simply covets those valuable, underdeveloped New York lots—and has teamed up with ambitious pols to use the emotions of animal rights activists as fuel for their own agendas? One man's opinion? The City Council should *Just Say Neigh* to this Newark-bred land-grab-in-the-making and consider the real green and revenue-enhancing alternative of controlling the traffic chaos on Central Park South, instead.

Photo from [amNY](#).

© 2005-2007 Michael Gross

[http://www.mgross.com/gripebox/its-parkingtown-jake/](#)



## **NEW YORK LEAGUE OF HUMANE VOTERS**

### **Statement by John Phillips, Executive Director**

Testimony before the Committee on Consumer Affairs on Intro. 86 & Intro. 35, 3/12/10

Good morning Chairwoman Koslowitz and members of the Consumer Affairs Committee. Thank you for holding this important hearing today. Thank you to Council Members Viverito and Palma for their terrific leadership on humane issues.

My name is John Phillips and I'm the executive director of the New York League of Humane Voters, the State's largest political organization for animals. I'm here today on behalf of our more than 20,000 members and supporters in New York City to urge this committee to support Intro. 86 and oppose Intro. 35.

Intro. 86 provides for a graceful and efficient transformation of the horse-drawn carriage industry in New York City. It proposes that over a period of three years, horse-drawn carriages be replaced with green-powered replica antique cars.

As my colleagues at the ASPCA and New Yorkers for Clean, Livable and Safe Streets have already pointed out, the beauty of our proposal is that it would be a win-win-win--the horses, the carriage industry and the City would all benefit. No more suffering horses stuck in congested Manhattan traffic or poorly ventilated and rotting stalls. Safe, clean, high-paying union jobs for drivers. Meanwhile, the City would become a leader in eco-tourism, at the same time taking a strong stand for animal welfare.

The industry's bill, Intro. 35, is simply a rate increase bill. The so-called reform for the horses that is included as part of the bill is little more than political cover. Further, a New York Post exposé in November showed that the carriage industry regularly overcharges passengers by two to three times the rate set by law. It also laid bare other misdeeds by the industry, such as illegally charging per customer instead of per ride and covering up rate cards on the side of their carriages that are required to display the legally-mandated rates.

The fact is that the inalterable conditions of NYC streets and 21<sup>st</sup> century life make reform of this industry impossible. The only humane option is to eliminate these carriages entirely and retire the horses to sanctuaries. We believe a rate increase now, especially given the incredible controversy surrounding this industry, would send the wrong message.

Our organization is committed to working together with the Council and the industry to make Intro. 86 a reality, at long last allowing these horses to live lives free of torment.

Thank you for your time.



## Taken for a ride

By MELISSA KLEIN

Last Updated: 6:52 AM, November 15, 2009

Posted: 3:07 AM, November 15, 2009

Central Park's horse-drawn carriage drivers are making "hansom" profits — charging tourists outrageous fees or shorting them on trotting time.

A standard half-hour jaunt should cost \$34, according to the rates set by the city.

But more than a half-dozen drivers questioned about the price of a ride last week said it cost \$34 for 20 minutes, noting that the tip wasn't included.

Longer rides are supposed to cost \$10 for each additional 15 minutes, with a 45-minute ride set at \$44.

But drivers quoted rates that began at \$60 for a 45-minute trip, and went up from there.

The Web sites of some carriage companies show fares that are even higher, with one saying its half-hour ride is \$78 and a "lover's loop" trip is \$98 for 40 minutes.

One driver named Mario charged a Post reporter and photographer posing as tourists \$80 for a 40-minute ride last week. He said the fee was for two, although city law clearly says rates are per trip, not per passenger.

Another driver, whose city-mandated rate card was covered by a raincoat, charged \$40 for a 20-minute trip.

Stephen Malone, a carriage owner and spokesman for the Horse and Carriage Association of New York, admitted, "We don't have a half-hour ride to give" because drivers follow a designated park path that takes just 20 minutes to cover.

He said his organization was lobbying the city to make the rate structure more accurate as part of proposed changes to the carriage law. Carriage drivers, who have not had a rate increase since 1989, want to charge \$50 for a 20-minute ride and \$90 for 40 minutes.

Malone said customers who feel ripped off should call the city.

"We don't have a tolerance for that," he said.

The city's Department of Consumer Affairs has conducted 212 quarterly and undercover inspections of horse-drawn carriages this year and issued 37 violations, mostly for overcharging.

Danish tourists Thea Blume and Paw Knudsen said they felt bilked last week by a hansom cab driver, who went back and forth over the same path on a ride that didn't last 30 minutes. They paid \$34 and didn't tip.

"This was just a waste of money," Blume said.

[melissa.klein@nypost.com](mailto:melissa.klein@nypost.com)

**Holly Cheever, DVM**  
**665 Clipp Rd**  
**Voorheesville, NY 12186**  
**518-765-4213**

To: Members of the Consumer Affairs Committee  
New York City Council

**RE: INTRO 92**  
**Sponsor: Council member Annabel Palma**  
**Hearing date: March 12, 2010**  
**City Hall**

I would like to submit this testimony in lieu of my appearance to testify at your hearing today. To introduce myself, I am an equine veterinarian, educated at Harvard University and at the College of Veterinary Medicine at Cornell, with a lifetime of experience in horse management, including the driving of carriage horses. Since 1988, I have been the primary equine advisor for 2 states and, to date, 18 municipalities (including New York) that have sought knowledgeable assistance either to ban carriage horses from operating in their cities or to devise protective codes and legislation to prevent the all-too-common animal abuse that occurs in this industry. In particular, I was very involved with the campaign initiated by the American Society for the Protection of Animals and the New York-based Carriage Horse Action Committee between 1988 and 1996, calling for a ban of the use of carriage horses on NYC streets.

To begin with, I would like to state unequivocally that I don't believe that horse-drawn carriages and motor vehicles should share the same roadways due to the distressing history of injuries and deaths (both equine and human) that have occurred across the country due to carriage-car collisions; **New York has seen 3 carriage horse deaths since 2006 alone**. There is no way that cities with their exhaust fumes, hard road surfaces, and busy traffic patterns can provide a **humane** (as opposed to merely **survivable**) environment for a carriage horse. For that reason, I always recommend that an urban ban against city carriage horse rides be implemented, unless the horses can be restricted to a park or other area where they will not be competing with motor vehicles for road space. If a ban is not possible due to the tenacity of an entrenched tourist industry, then **detailed protective regulations and the ability to enforce them** are essential. In the case of New York, the only safe place for this tourist attraction would be to restrict them to Central Park. Realistically, the Commissioner of the Park has always expressed adamant opposition to this plan, so I would prefer by far to see a complete ban due to New York's dense population, busy traffic patterns, climate, and the high-rise corridors in Manhattan that exacerbate these health and safety hazards.

When reviewing the status of an urban carriage horse trade, one must remember that these animals are frequently not in the best of condition, nor are they always handled by the most knowledgeable horsemen/women. Expert carriage drivers who drive as a vocation or for the love of their animals are not the ones who are involved in these urban carriage tourist trades. A topnotch breeder/driver would NEVER subject their prized animals to these conditions: I can furnish names upon request of driving and show judging horse experts who would agree emphatically with this statement.

New York City has inherent characteristics that make the safe handling of urban carriage horses impossible. They are exposed to such health hazards as:

**#1 RESPIRATORY DISEASE:** horses working in traffic lanes are constantly nose-to-tailpipe, and show corresponding respiratory impairment (please note the enclosed discussion of Dr. Roszel's study of New York City's carriage horses and their respiratory problems).

**#2 LAMENESS** is a major problem for horses who must pound the city streets' unnaturally hard, concussive surfaces, especially since the majority is not given adequate farrier care and since many horses come into this industry with preexisting injuries or arthritis incurred in their previous uses on race tracks or Amish farms.

**#3 HEAT PROSTRATION** is seen in many cities in the northern temperate zone and has been, historically, a leading cause of death in the carriage horse populations of New York, Atlanta, and Boston. Signs of imminent heat stress include flared nostrils, brick-red mucous membranes, trembling, and a lack of sweat production on a hot day. Horses should be kept off the streets when the combined temperature-humidity index (the **THI** discussed in the enclosures, derived from the sum of the temperature in degrees Fahrenheit and the percent humidity) exceeds 140; as the THI increases, so does their risk for heat stress. Since New York City's asphalt surfaces have reached temperatures of 200 degrees Fahrenheit as reported in the New York Times, keeping horses sufficiently cool on hot summer days becomes impossible.

The issue of safe temperature ranges for the horses is typically the most contentious problem for city councils in devising adequate protection for them. In the critical temperature range of 89 to 96 degrees Fahrenheit, a large horse, particularly one of the draft breeds, is greatly challenged in its ability to dissipate its body heat into an increasingly warm environment, especially if high humidity is a factor. A horse can lose 8-10 gallons of fluid with exercise in a hot environment, but if the air is saturated by high humidity, cooling by evaporation cannot occur. If the horse is dehydrated and cannot produce sweat, anhydrosis ensues and can be life-threatening. This particular temperature is in a very sensitive danger range for working horses--please remember that **the temperature must be recorded at ground level** to determine the exact environment that the horse is encountering ( the temperature as recorded by the U.S. Weather Bureau is taken typically from a site well above ground level—a Cornell Horticulture study showed that the ground temperature can be as much as **45 degrees higher** than the temperature recorded by the Weather Bureau.) I recommend a top value of 89 degrees F. in humid environments, and can produce equine physiologists and published articles discussing safe

ranges for the prevention of heat prostration. New York's top temperature of 90 degrees F., coupled with its high humidity in the summer, pose a definite threat to carriage horse health and safety.

The low end of the scale should include a wind chill factor for the obvious reason that all mammals are more susceptible to hypothermia when wind chill is present. As mentioned, not all horses in the typical urban carriage horse trade are in "mint condition", and thus should not be outdoors below a safe limit of 26 degrees F. with the wind chill, and would require the use of blankets below 32 degrees F. when standing. I am concerned that New York's bottom limit of 18 degrees F. is too low, and I doubt these horses are all blanketed in such temperatures.

Practically speaking, since New York City has many days per annum in which the temperature/humidity is either too high or too low for the horses' safety, a ban altogether is preferable to a burdensome system attempting to regulate when the horses must be removed from the streets.

**#4 "SPOOKING"** can happen to even the best trained and well-mannered horse. Their evolution as herbivores (i.e. prey animals) has conditioned them to bolt first and consider the situation later, dictating the need for the **driver to be constantly in contact with the horse's head**, whether by holding the reins securely from the carriage box or by standing at the horse's head with the reins in hand. The driver must also learn to anticipate potentially threatening stimuli in order to control the horse before it attempts to flee in panic, which is unlikely when the drivers are novices. I have heard New York carriage owners/drivers claim repeatedly that their horses are "spook-proof"—there is no such thing. As you can well imagine and have witnessed repeatedly, the potential for injury is enormous and represents an extreme liability risk for the City as the licensing agent.

In addition to the stressors, dangers, and welfare concerns cited above, the problem of disposing of the horses once they have outlived their useful lives has always been a problem for this industry: too many horses were sold back to the horse auctions ("killer sales") so that the last bit of income could be squeezed from them. Though now the operators claim to take them to retirement homes, I have yet to see any evidence that the industry actually uses such equine sanctuaries. One crucial part of **Intro 92**, lacking in any of the other bills before you today, is the provision **#17-330: Disposition of Licensed Horses**, which would ensure that the horses employed in this industry would be assured of a humane end. Surely, this is the least that we owe them after their challenging and hazardous lives in New York's carriage horse trade.

During the several years that I inspected New York's carriage horses on the street and in their stables at the request of the ASPCA and the Carriage Horse Action Committee, I noted repeated violations of basic humane equine husbandry and care principles, as follows:

- The horses were not given adequate water during their work shifts since no public water is readily available to them, and most were denied the basic presence of water buckets in their stalls.
- Many horses were afforded inadequate hoof care and shoeing, adding to their likelihood of developing or exacerbating lameness.

- The stables were distressingly inadequate, with poor hygiene, temperature control, and ventilation. Also, most horses were confined to tie stalls rather than to box stalls, which means that their entire lives as NY City carriage horses keeps them restricted to narrow spaces—between the carriage shafts while working and between their stall walls when resting, with never a chance to turn around comfortably or roll or scratch their itching hides after the harness is removed. Bedding was nonexistent or grossly inadequate.
- Many showed harness sores that should require them to be removed from work till healed; however, there was never sufficient enforcement of this precept, and many horses worked with infected and inflamed sores.
- No opportunity for “turn-out” was provided since there is no room for such a space in the stable areas. Therefore, the horses had no opportunity to perform natural movements or experience normal socialization, so necessary for a herd animal, for their entire lives in this industry.

In conclusion, I hope that you will support Intro 92 as providing the most humane protection for these horses. While I greatly appreciate the provision of **Intro 86**, which would replace the horses with electric vintage cars for a tourist attraction, I cannot support a bill that prolongs the suffering of New York City’s carriage horses by permitting a slow phase-out period without a mandated retirement program for the horses to protect them from the grim realities of the auction ring

If I may be of any assistance in trying to remove and save these horses from their inherently hostile (to an equine) urban environment, please do not hesitate to call me. Thank you for your attention in this matter.

Sincerely,

Holly Cheever, DVM



Edita Birnkrant

New York Director, Friends of Animals  
[Edita@friendsofanimals.org](mailto:Edita@friendsofanimals.org)  
917.940.2725



March 12<sup>th</sup>, 2010—Committee on Consumer Affairs Hearing

**Testimony in support of Intro 92, introduced by Council Member Annabel Palma**

I'm Edita Birnkrant, New York Director of Friends of Animals, an international advocacy organization incorporated in New York City 1957, with many thousands of New York members. I also co-founded the Coalition to Ban Horse-Drawn Carriages.



We endorse Council Member Palma's bill, Intro 92.

More than 200 carriage horses live a chaotic and sometimes deadly existence in our city. When they can no longer be exploited for profit, they are auctioned off. Intro 92 would end this disturbing scene.



We oppose Council Member Gennaro's Intro 35, which provides a rate increase for drivers—despite their routine violations of the law by overcharging customers.

Council Member Mark-Viverito's Intro 86 would replace the industry with antique cars. This innovative concept, to have our support, needs added language, as in Intro 92, that would have the horses go to a sanctuary rather than end up being auctioned or slaughtered, and we would support the idea of merging both bills.

Using horses as vehicles is no longer considered quaint, as evidenced by the major cities worldwide that have discontinued the habit, or are experiencing outcries against it. New York City should lead by a humane and respectful example.

Our New York members and supporters urge this Committee to vote for Intro 92.

Priscilla Feral, President  
Friends of Animals, Inc.

□ NATIONAL HEADQUARTERS:  
777 Post Road, Suite 205  
Darien, Connecticut 06820  
(203) 656-1522  
FAX: (203) 656-0267

□ NEW YORK OFFICE  
1841 Broadway, Suite 812  
New York, New York 10023  
(212) 247-8120  
FAX: (212) 582-4482

□ WASHINGTON DC OFFICE  
2000 P Street NW, Suite 415  
Washington, DC 20036  
(202) 296-2172  
FAX: (202) 296-2190

visit our web site at: [www.friendsofanimals.org](http://www.friendsofanimals.org)





# THE HUMANE SOCIETY OF THE UNITED STATES

FRIDAY, MARCH 12, 2010

### OFFICERS

Ann Wilgus, Esq.  
Chair of the Board  
Wendy Leaning, Ph.D., S.M.H.  
Vice Chair of the Board  
Walter J. Brown, Esq.  
Board President  
Wayne Poteete  
President & CEO  
Marianne Melnick  
Executive Vice President & COO  
G. Thomas White III  
Treasurer & CFO  
Andrew N. Rowan, D.D.  
Chief International Officer  
& Chief Scientific Officer  
Roger E. J. Nash, Esq.  
General Counsel & CIO  
Janet D. Foxe  
Secretary

### STAFF VICE PRESIDENTS

Polly Posner  
Chief Development Officer  
John Balas  
Senior Vice President  
Communications  
John W. Goren, Ph.D.  
Senior Vice President  
Wildlife & Habitat Protection  
Hilary Friedman  
Senior Vice President  
Gifts & Donations  
Catherine J. Handy  
Media and Online  
Communications  
Nancy Lawson  
Public Affairs &  
Fund Management  
Jonathan R. Livson, Esq.  
Animal Protection Litigation  
Nancy Perry, Esq.  
Government Affairs  
Kelly Peterson  
Field Services  
Robert G. Ross, Ph.D., SPHR  
Human Resources &  
Education Programs  
Melva Seider-Rubin, Esq.  
Animal Care Centers  
& Veterinary Services  
John M. Snyder  
Companion Animals  
Marlene J. Stephens, Ph.D.  
Animal Research Center

### DIRECTORS

Whitney L. Anderson  
Regional Director  
Evel L. Benishel, Esq.  
Dorinda S. Brack  
Anthony Caputo, Esq.  
Neil B. Fong, Esq., CPA  
Jane Greenbaum Gale  
Paula A. Grubb, Esq.  
Richard Leung, M.D., S.M.H.  
Kathleen M. Lusk, Esq.  
Dorothy F. Lusk, Esq.  
John Mackey  
William F. Marston  
Mary J. Mei  
Patrick L. McDermott  
Lucy Day  
Sharon Lee Pattee  
Liz J. Pei  
Marian G. Probst  
Louisa S. Reider, Ph.D.  
Wynne J. Stewart, Esq.  
Andrew Winterton  
Peru White  
David O. Wolfen, M.D.  
Tara Williams

Patrick Kwan, New York State Director  
The Humane Society of the United States  
200 W. 57<sup>th</sup> Street, Suite 705, New York, NY 10019  
Mobile: (917) 331-7187 Email: [pkwan@humanesociety.org](mailto:pkwan@humanesociety.org)

### Testimony in Support of Int. 86 and 92 and in Opposition to Int. 35

Thank you to the members of the Consumer Affairs Committee for this opportunity for The Humane Society of the United States to testify at this hearing.

I'm Patrick Kwan, New York state director for The Humane Society of the United States. With 11 million members and supporters – or one in every 28 Americans – including over 217,000 New York City residents, The Humane Society of the United States is the largest animal protection organization in the nation, working to build a more humane society by celebrating animals and confronting cruelty.

Our New York office is located near Central Park South where we witness firsthand every day how mixing horses and city traffic are an inhumane and dangerous combination.

Despite current laws, carriage horses often work in oppressive and inhumane weather conditions, including in the sweltering heat and extreme cold. And carriages often operate in icy, dangerous and slippery conditions where they pose a hazard to the public and compete in traffic with emergency vehicles.

The status quo is not protecting the lives and welfare of the horses, drivers, tourists, or New Yorkers.

It's also been two and a half years since the former Comptroller released an independent audit documenting the inhumane conditions carriage horses live and work in. The report found horses are not provided with enough water, lack protection from the elements, and are forced to stand in their own waste because of inadequate drainage in stables.

But meeting these most basic of needs is just the beginning.

Horses deserve better treatment than to be forced to work in dangerous traffic conditions every day, and often in harsh weather, where their lives and welfare are threatened and the safety of pedestrians and drivers are put at risk.

The Humane Society of the United States echoes our support for Int. 92 from past hearings for an immediate end to the inhumane treatment of horses. We also urge the City Council to support Int. 86 to create a more humane industry by phasing out the horse carriages and replacing them with eco-friendly antique show cars while creating better paying jobs and work conditions for New Yorkers. Thank you.

**NEW YORK  
CITY BAR**

Contact: Maria Cilenti - Director of Legislative Affairs - mcilenti@nycbar.org - (212) 382-6655

**TESTIMONY ON BEHALF OF  
THE COMMITTEE ON LEGAL ISSUES PERTAINING TO ANIMALS  
REGARDING INTRODUCTION NOS. 35 AND 86  
NEW YORK CITY COUNCIL CONSUMER AFFAIRS COMMITTEE  
March 12, 2010**

Good morning. I am here on behalf of the New York City Bar Association Committee on Legal Issues Pertaining to Animals. I appreciate this opportunity to address Introduction Nos. 35 and 86.

In previous years, the New York City Bar has urged the City Council to enact legislation to ban horse drawn carriages in New York City. We believe that an outright ban of carriage horse rides is necessary due to the dangerous and harsh conditions inherent in driving carriage horses in congested New York City streets and keeping horses in a crowded urban environment. Therefore, we approve Introduction No. 86, which will phase out licenses for carriage horse by May 31, 2012.

In addition to addressing our concerns about the welfare of animals, Introduction No. 86 benefits the public in other ways. It establishes a new licensing program for antique-replica show cars. This program will offer an alternative source of employment for persons currently working in the carriage-horse industry as well as a new tourist attraction. The Department of Health and Mental Hygiene and the ASPCA will no longer be required to devote scarce resources to monitoring the welfare of carriage horses. Taxpayers will be relieved of the burden of funding the water provided to the horses by the Department of Environmental Protection.<sup>1</sup> And health and quality of life concerns relating to horse manure<sup>2</sup> will be eliminated. We note that Introduction No. 92-2010 includes specific provisions for the humane disposition of horses and we recommend considering incorporating provisions such as those into Introduction No. 86-2010 to provide that the horses are humanely cared for after they cease working as carriage horses in New York City.

The New York City Bar opposes Introduction No. 35. Although some reforms have been proposed, the legislation fails to adequately address the most critical animal welfare concerns relating to carriage horses. Horses are worked on severely congested streets and there have been numerous accidents involving people and horses in recent years. After nine-hour workdays in a stressful environment, horses spend the rest of their days in cramped stables. Although the proposed legislation would increase the minimum stall size, the proposed size, 64 square feet, is significantly smaller than the 144 square feet stalls required by the voluntary certification program of the New York State Department of Agriculture and Markets. Finally, the proposal for a five-week furlough does not meet a horse's regular need for turnout in a pasture or paddock and the bill does not ensure that horses are retired after they are 20 years old.

For these reasons, we urge you to pass Introduction No. 86 and reject Introduction No. 35. Thank you.

<sup>1</sup> See New York City Administrative Code § 24-330(a)(1).

<sup>2</sup> See Kelly Crow, *Parents Say Stable's New Site Means Dust and Distraction for Children*, NY TIMES (Oct. 22, 2000); Marianne Garvey, *Making a Stink; School Hits Horse Barn Next Door*, NY POST (Jan. 9, 2005).



# NEW YORK CITY BAR

Contact: Maria Cilenti - Director of Legislative Affairs - mcilenti@nycbar.org - (212) 382-6655

## COMMITTEE ON LEGAL ISSUES PERTAINING TO ANIMALS

A Local Law to amend the administrative code of the city of New York, in relation to the regulation of horse drawn cabs.

### **New York City Introduction No. 35-2010**

Sponsors: Gennaro, Crowley, Koslowitz, James, Koppell and White

## **THIS LEGISLATION IS OPPOSED**

### **A. Summary of Introduction No. 35-2010**

Introduction No. 35-2010 ("Intro. 35") would amend sections 17-330, 17-333, 20-380, 20-381, and 24-330 of the Administrative Code of the City of New York ("Ad Code") to (1) require that stalls be at least 64 square feet; (2) provide horses with a furlough at least five non-consecutive weeks per year; (3) increase the minimum number of required veterinary examinations from one to two a year; (4) require that, at the time of purchase, horses be between five and twenty years of age; (5) increase the fee the industry may charge customers; (6) provide for a probationary horse-drawn carriage driver license; (7) require that the Department of Environmental Protection maintain and make available to the horses a source of water all year round; and (8) require that carriages be equipped with horse blankets in winter.

### **B. Analysis: The proposed reforms would have negligible impact on the horses' working conditions and lives**

We oppose Intro. 35. Unfortunately, while Intro. 35 seeks to improve some conditions under which our City's carriage horses live and work, the legislation would not significantly promote the health, safety and well being of the carriage horses, it does not meet the best standards adopted by the state, and it may actually worsen their conditions. We believe that an outright ban of carriage horse rides is necessary due to the dangerous and harsh conditions inherent in operating carriages in congested New York City streets and keeping horses in a crowded urban environment.<sup>1</sup>

Specifically, as explained below, we oppose Intro. 35 because (1) the legislation fails to address the most critical concerns relating to the carriage horse industry including the urban environment and long workday; (2) the proposed stable size is less than half the size recommended by the New York State Department of Agriculture and Markets; (3) five weeks of

<sup>1</sup> For several years, the New York City Bar has urged the City Council to enact legislation to ban carriage horse rides in New York City. Our reports and testimony concerning the regulation of carriage horses in New York City are available on the New York City Bar Web site at [http://www.nycbar.org/pdf/report/Carriage%20Horses%20Ban%201\\_3.pdf](http://www.nycbar.org/pdf/report/Carriage%20Horses%20Ban%201_3.pdf); <http://www.nycbar.org/pdf/report/Comment653a.pdf>; <http://www.nycbar.org/pdf/report/TestimonyCarriageBill.pdf>.

furlough does not meet a horse's need for regular turnout in a pasture; (4) the proposed amendment does not ensure that horses are not worked after they are 20 years old; and (5) the provision relating to water lacks necessary specificity and imposes the burden to pay for water on City taxpayers instead of the horse owners.

**1. *The legislation fails to address the most critical concerns relating to the carriage horse industry including the urban environment and long workday***

In 1989, the City Council enacted the Ad Code provisions relating to carriage horses in order to “assure the health and safety of motorists and pedestrians” and “insure the proper care and handling of the horses and to further safeguard the horses and the public from the hazards of traffic.”<sup>2</sup> Since then, the problem of traffic congestion has increased in its severity—more than 800,000 cars enter Manhattan beneath 60<sup>th</sup> Street each weekday.<sup>3</sup> Despite the increase in traffic, Intro. 35 does nothing to address the health and safety of motorists and pedestrians and safeguard the horses and public from traffic hazards.

There have been numerous documented traffic accidents involving carriage horses. For example, on September 19, 2009, a yellow cab crashed into a horse-drawn carriage near Central Park sending two people to the hospital.<sup>4</sup> On August 31 2008, two horses pulling a wedding buggy in Brooklyn became startled and proceeded to run wildly through the street, propelling the driver onto the windshield of a parked vehicle.<sup>5</sup> On September 14, 2007, a spooked horse reared up and turned its carriage over, charging a tree and another carriage.<sup>6</sup> This sent a second horse running against traffic and plowing into a Mercedes-Benz. The horse died on the pavement near Center Drive. On July 3, 2007, a spooked horse flipped over his carriage and collided with a taxi on Central Park South.<sup>7</sup> A motorcyclist and a bike were hit with the carriage. One person was hospitalized and the horse suffered several gashes on its right hind leg. On June 2, 2007, a spooked horse galloped into traffic still attached to his carriage.<sup>8</sup> An SUV struck the horse at 54<sup>th</sup> Street and Seventh Avenue and the horse fell to the pavement. On April 13, 2007, a taxi crashed into a carriage while a horse was working.<sup>9</sup> In addition, a documentary film shows horses being spooked by city noises and weaving in and out of traffic nearly missing cars, and horse-carriage drivers reading books while driving carriages carrying passengers through City streets.<sup>10</sup>

**2. *The stable size is less than half the size recommended by the New York State Department of Agriculture and Markets***

Intro. 35 provides, “Standing stalls in stables shall be sixty four square feet or larger, with a minimum width of seven feet, and shall be configured to permit a horse to turn around and

<sup>2</sup> See Local Law No. 89-1989 § 1

<sup>3</sup> Regional Plan Association, *Congestion Pricing in New York City: Making the Case*, available at <http://www.rpa.org/pdf/Spotlight40.pdf>.

<sup>4</sup> John Doyle, et al., *Horse Unhurt in Central Park Cab Crash*, NY POST (Sept. 19, 2009), available at [http://www.nypost.com/p/news/local/manhattan/item\\_jT1BHoqh51xdrhYiWncuWN](http://www.nypost.com/p/news/local/manhattan/item_jT1BHoqh51xdrhYiWncuWN) (last visited Feb. 20, 2010).

<sup>5</sup> Reuven Fenton, *2 Horses Go Buggy*, NY POST (Sept. 1, 2008).

<sup>6</sup> Kerry Burke and Michael White, *Spooked by Drum, Carriage mare Breaks Her Leg in a Wild Dash and Dies. Horse Horror at the Park*, NY DAILY NEWS (Sept. 15, 2007).

<sup>7</sup> Erin Calabrese and Dan Kadison, *Horse and Taxi in Tale of Whoa*, NY POST (July 5, 2007).

<sup>8</sup> Coalition to Ban Horse Drawn Carriages Web site, <http://www.banhdc.org/archives/ch-acc-20070602.html>

<sup>9</sup> *Id.*, <http://www.banhdc.org/archives/ch-acc-20070413.html>

<sup>10</sup> Trailer for BLINDERS: THE TRUTH BEHIND THE TRADITION (McMoss Productions 2007), available at <http://www.blindersthemovie.com/trailers/>

safely lay down within the stall.” This is less than half the stable size required by the New York State Department of Agriculture and Markets Horse Health Assurance Program. (“NYSHHAP”). NYSHHAP is a voluntary certification program that requires compliance with best practices developed by equine veterinarians and staff of the Department of Agriculture and Markets’ Division of Animal Industry.<sup>11</sup> Roughly 75 public and private entities are certified by NYSHHAP, including the New York City Police Department Mounted Units A, B, D, E, and F.<sup>12</sup> The NYSHHAP Standards require that stalls be about 12 feet by 12 feet (144 square feet) for mid-sized horses and 14 feet by 14 feet (196 square feet) for draft horses and large warmbloods.<sup>13</sup>

### 3. *Five weeks of furlough does not meet a horse’s need for regular turnout in a pasture*

Intro. 35 provides, “Carriage horses shall receive no less than five non-consecutive weeks of vacation or furlough per year at a horse stable facility which allows daily access to paddock or pasture turnout. Proof of such vacation or furlough shall be provided upon request to the department of health and/or the ASPCA.” This requirement does not meet a horse’s need for regular turnout time in a safe pasture. “Turnout” means the practice of turning horses loose in a pasture, arena or corral for all or part of the day.<sup>14</sup>

The NYSHHAP Standards assume that horses will be provided with regular turnout time in a safe pasture of adequate size.<sup>15</sup> Pasture facilities must be safe and appropriate and vegetation must be properly maintained.<sup>16</sup> Regular turnout in a safe pasture is necessary for a horse’s health and well being.<sup>17</sup> In at least one other jurisdiction, the law requires that horses be provided with turnout of at least two hours per day.<sup>18</sup> The proposed amendment falls short of meeting this essential requirement and allows only a few weeks of rest per year during which there is no requirement that a horse be provided with turnout time.

In addition, the furlough requirement is imprecise and could be easily exploited. There is nothing to ensure that a furloughed horse is not worked in another industry and, for example, a carriage horse could be put to work in a farm on Pennsylvania. Also a horse may be furloughed in a stable that lacks NYSHHAP certification, which could expose the horse to the risk of disease or mistreatment.

---

<sup>11</sup> The best practices are contained in the NYSHHAP Standards and Certification Manual (“referred to hereinafter as “NYSHHAP Standards”), available upon request from NYSHHAP Coordinator Dr. Lyda W. Denney at [lyda.denney@agmkt.state.ny.us](mailto:lyda.denney@agmkt.state.ny.us).

<sup>12</sup> Certified Members of the NYSHHAP at <http://www.agmkt.state.ny.us/NYSHHAP/certmembers.html>.

<sup>13</sup> NYSHHAP Standards at 34.

<sup>14</sup> Dictionary of Horse Terms, Horse and Horse Information Web page at <http://www.horses-and-horse-information.com/horsedictionary.shtml#t>; see also New Jersey Administrative Code § 2:76-2A.10.

<sup>15</sup> NYSHHAP Standards at 43; see also Lyda W. Denney, NYSHHAP Equine “Fast Facts” Series 5 (May 2009), at <http://www.agmkt.state.ny.us/NYSHHAP/infodocs/FastFact2009.pdf> (last visited Feb. 20, 2010).

<sup>16</sup> NYSHHAP Standards at 43.

<sup>17</sup> E.g., Nancy S. Loving, DVM, *Colic: Updates and Prevention*, TheHorse.com (Oct. 7, 2007) (daily turnout is the best strategy for avoiding colic), at <http://www.thehorse.com/ViewArticle.aspx?ID=10551> (last visited Feb. 20, 2010); Carolyn Heinze, *The Grass is Not Always Greener*, TheHorse.com (Mar. 1, 2004) (turnout helps horses avoid health problems and socialize), at <http://www.thehorse.com/ViewArticle.aspx?ID=1217> (last visited Feb. 20, 2010).

<sup>18</sup> Irene Stamatelakys, *Swiss Animal Protection Law Includes Horse Management Guidelines*, Horse.com (Oct. 24, 2008), at <http://www.thehorse.com/ViewArticle.aspx?ID=12959> (last visited Feb. 20, 2010).

**4. *The proposed amendment does not ensure that horses are not worked after they are 20 years old***

Intro. 35 provides, "Carriage horses shall not be younger than five years of age nor older than 20 years of age at the time of purchase" This provision is misguided in its focus on the age at purchase of the carriage horse instead of on the age during which the horse's services are utilized in association with carriage horse operations. The proposed amendment does not ensure that horses are retired when they reach the age of 20 or earlier if necessary to ensure the horse's health and well being. Opinions on when a horse is "old" and ready for retirement vary, but most consider horses to be senior citizens when they reach their 20<sup>th</sup> birthday or earlier.<sup>19</sup>

**5. *The provision relating to water lacks necessary specificity and imposes the burden to pay for water on City taxpayers instead of the horse owners***

The City Comptroller audit observed that the horses work in less than optimal conditions and that there are no water spigots in the areas in which carriages wait to pick up passengers, making it difficult to obtain drinking water for the horses.<sup>20</sup> The fact that horses do not have adequate access to water during their long shifts is particularly significant because working horses need access to plenty of clean fresh water at all times to maintain health. According to NYSHHAP, an average horse consumes five to 15 gallons of water a day, which is equivalent to approximately a quarter- to a half-gallon of water per hour.<sup>21</sup> Diet, temperature, and exercise can influence water maintenance needs.

The proposed legislation makes an effort to improve the situation but does not adequately address the need for water. It requires the Department of Environmental Protection ("DEP") to maintain and make available to the horses a source of water all year round. However, the legislation does not seem to require the carriage-horse owners and operators to allow horses access and adequate time to drink water. Also, it does not address the well-documented fact that the troughs are frequently filled with trash and other debris and the fact that the water in troughs outside freezes in winter and the horses cannot drink water in a solid state. Furthermore, it imposes the duty to pay for water on taxpayers instead of the persons profiting from the business.

**C. Conclusion**

For these reasons, we oppose Introduction No. 35-2010.

<sup>19</sup> Carolyn Heinze, *Ready for Retirement?*, TheHorse.com (Apr. 1, 2004), at <http://www.thehorse.com/ViewArticle.aspx?ID=5119> (last visited Feb. 20, 2010).

<sup>20</sup> City of New York, Office of the Comptroller, *Audit Report on the Licensing and Oversight of the Carriage-Horse Industry by the Departments of Health and Mental Hygiene and Consumer Affairs* (June 27, 2007).

<sup>21</sup> NYSEHAP, *Equine Water Needs*

<http://www.agmkt.state.ny.us/nyshhap/infodocs/Fast%20Facts%20Equine%20Water%20Needs.pdf> (last visited Feb. 20, 2010).

**NEW YORK  
CITY BAR**

Contact: Maria Cilenti - Director of Legislative Affairs - mcilenti@nycbar.org - (212) 382-6655

**COMMITTEE ON LEGAL ISSUES PERTAINING TO ANIMALS**

**A Local Law to amend the administrative code of the city of New York, in relation to replacing horse drawn carriages with alternative fuel powered classic cars and repealing sections 20-377, 20-377.1, 20-380, 20-381, 20-381.1, 20-382 and 20-383(b-d) of such code.**

**New York City Introduction No. 86-2010**  
Sponsor: Mark-Viverito

**THIS LEGISLATION IS APPROVED**

Introduction No. 86-2010 ("Intro. 86") would amend the Administrative Code of the City of New York ("Ad Code") to gradually reduce the number of licenses issued for horse-drawn carriages so that all licenses will be eliminated or expired by May 31, 2012. Intro. 86 adds a new subchapter 33 of chapter 2 of Title 20 of the Ad Code to provide a new licensing program for environmentally friendly antique-replica show cars. Preference for show car licenses will be granted to persons in possession of a valid horse-drawn carriage license.

We approve Intro. 86 because it will prohibit carriage horses in New York City by June 1, 2012. For years, the New York City Bar has advocated for an outright ban of carriage horse rides due to the dangerous and harsh conditions inherent in operating carriages in congested New York City streets and keeping horses in a crowded urban environment.<sup>1</sup> Although some minor reforms have been proposed, such as those in Introduction 35-2010, they do not significantly improve the lives of the horses. Carriage horses would still be required to work long hours in busy and dangerous streets and live in substandard stables that are less than half the size required for voluntary certification by the New York State Department of Agriculture and Markets' Horse Health Assurance Program ("NYSHHAP").<sup>2</sup> Moreover, the proposed reforms do not provide horses with regular turnout time in a pasture or paddock, an activity that the NYSHHAP Standards assume will be provided.

There is a concern that the elimination of carriage horse rides, while in the best interest of animals, would eliminate the horse carriage owners' and drivers' source of income. The proposed legislation would address that concern by giving horse-carriage cab licensees priority in applying for "show car" licenses under a new licensing program and providing a new source of employment.

<sup>1</sup> Our reports and testimony concerning the regulation of carriage horses in New York City are available on the New York City Bar Web site at [http://www.nycbar.org/pdf/report/Carriage%20Horses%20Ban%201\\_3.pdf](http://www.nycbar.org/pdf/report/Carriage%20Horses%20Ban%201_3.pdf); <http://www.nycbar.org/pdf/report/Comment653a.pdf>; <http://www.nycbar.org/pdf/report/TestimonyCarriageBill.pdf>.

<sup>2</sup> The New York City Police Department's Mounted Units are certified by NYSHHAP.

In addition to addressing our concerns about the welfare of carriage horses, this legislation also benefits the public in several ways. The Department of Health and ASPCA will no longer be required to devote scarce resources to regulating the horse-carriage industry. Taxpayers will no longer have to fund the provision of water to the horses.<sup>3</sup> Health and quality of life concerns relating to horse manure and urine<sup>4</sup>—on average 45 pounds are produced per horse per day—<sup>5</sup> will be eliminated. And tourists will be able to participate in an exciting new environmentally friendly attraction.

For these reasons, we approve Introduction No. 86-2010. We note that Introduction No. 92-2010 includes specific provisions for the humane disposition of horses and we recommend considering incorporating provisions such as those into Introduction No. 86-2010 to provide that the horses are humanely cared for after they cease working as carriage horses in New York City.

---

<sup>3</sup> See Ad Code § 24-330(a)(1).

<sup>4</sup> In 2000 and 2005, the *New York Times* and *New York Post* ran stories about an elementary school located next door to a DCA-licensed horse stable; children complained of asthma and other health problems, which were caused by tiny airborne manure particles according to the school nurse. Kelly Crow, *Parents Say Stable's New Site Means Dust and Distraction for Children*, NY TIMES (Oct. 22, 2000); Marianne Garvey, *Making a Stink; School Hits Horse Barn Next Door*, NY POST (Jan. 9, 2005).

<sup>5</sup> NYSHHAP Standards and Certification Manual 41 (Feb. 2008).

**Testimony for Committee of Consumer Affairs public hearing, 3/12/10**

Good morning. My name is Jannette Patterson, and I am representing People for the Ethical Treatment of Animals. On behalf of PETA and our more than 25,000 New York City members and supporters, please vote in favor of Intro. 86, which will replace horse-drawn carriages with classic "green" horseless carriages. Horse-drawn carriages are dangerous for people and cause immense suffering and death for the horses used in this outdated form of entertainment. Intro. 86 gives us the perfect solution to end the cruel use of horses while moving forward with a safer, more efficient mode of transportation for tourist rides.

There are approximately 220 horses used for pulling carriages in New York City, and they are allowed to work nine hours a day, seven days a week, often in extreme heat and cold. When their work day is over, they are taken to stalls in multistoried warehouses on the far west side of the city. This requires that horses are driven down the very busy Ninth Avenue, competing with dangerous, heavy traffic heading to Lincoln Tunnel. Then they are taken from the shaft of the carriage to climb steep ramps into a small stall, without enough room to lie down. They do not get to turn out to pasture, graze, or interact with other horses, as they so love to do.

New York City has the highest accident rate for horse-drawn carriages in the country. Since 1994, 31 people have been injured and five horses have been killed on the streets. Also, horses suffer from respiratory ailments as they breathe in the exhaust fumes from vehicles only a few inches away from their noses, and they develop debilitating leg problems from walking on the hard city streets. New York City horses work an average of four years before they are lame or broken down. Then they are sold, and many are shipped to slaughter in Mexico or Canada. The transportation and methods of slaughter can be extremely cruel—I'll spare you those heartbreaking details today.

As you know, in August 2007, the New York City comptroller released an audit concluding that the horses used to pull carriages do not have ready access to water, have no shade during hot weather, and stand on hot asphalt and in pools of their own waste. It also was critical of the city for its lax oversight of the carriage industry. A follow-up audit published this past September revealed that several recommendations had still not been implemented, and the already-overworked Health Department and Department of Consumer Affairs still cannot consistently perform necessary inspections and keep track of horses or licenses issued.

As any horse lover will tell you, horses are not suited for life in a busy, congested city. Horse-drawn carriages have been banned in major cities around the world, including Paris, London, and Beijing as well as in many cities in the U.S. New York City needs to make the progressive, compassionate, and practical decision to move away from suffering horses to clean horseless carriages. Please support Intro. 86; it is a win-win solution for horses and the people of New York City. Thank you.

Ms. Jannette Patterson  
225 Central Park West #1214  
NY, NY 10024  
212-564-3429

*BLINDERS THE MOVIE. COM*

Testimony of Jesus Rojas, member of the  
Horse and Carriage Association of NY  
Before the City Council Committee on  
Consumer Affairs  
March 12, 2010

Good morning Chairwoman Koslowitz and members of the Consumer Affairs Committee. My name is Jesus Rojas and I have been apart of the horse and carriage family for the past 5 years. I started as a member of the Horse and Carriage clean-up crew.

My job entailed sweeping hacklines where horses wait for fares as well as the loop in the park where they operate. I come from Mexico, where I was raised with horses. My passion as a young boy was to work with horses. As a young teen boy my dream was to come to America. As it has turned out I am living my dreams by operating a horse and carriage in New York. I take great pride in the job that I do and service that I provide each day. I respectfully and graciously ask your support of INTRO 35. Support of this bill will enable me to continue to live in this city and keep my dreams and hopes alive. It is necessary for the committee to understand the rising costs of rents and everyday living expenses are making it nearly impossible to survive under the current rates that have been in place since 1989.

I would like to take the time to thank you all for allowing me to testify before you today.





## FOR THE RECORD

LEWIS H. GOLDSTEIN, 2015 ST. PAUL AVENUE, BRONX, N.Y. 10461

### STATEMENT BY LEWIS GOLDSTEIN ON INRO 86

MY NAME IS LEWIS GOLDSTEIN. OVER THE YEARS I HAVE BEEN VERY INVOLVED IN NOT ONLY PROTESTING ABUSE AND DISCRIMINATION BUT IN ADVOCATING FOR THE ERADICATION OF ABUSE THROUGH LEGISLATION AND EDUCATION. I AM PROUD OF MY ACTIVITIES IN FIGHTING DISCRIMINATION. I AM PROUD OF MY WORK WITH THE NY LEAGUE OF HUMANE VOTERS. THERE ARE MANY TITLES I HAVE HAD OVER THE YEARS: MEMBER, NYS DEMOCRATIC COMMITTEE, VICE CHAIR, BRONX COUNTY DEMOCRATIC COMMITTEE, MEMBER, STONEWALL DEMOCRATIC CLUB, MEMBER 504 DEMOCARTIC CLUB, MEMBER, CONGREGATION BETH SIMCHAT TORAH, MEMBER, NY LEAGUE OF HUMANE VOTERS AND MANY OTHERS. NO TITLE IS MORE IMPORTANT THEN THAT OF AN ADVOCATE FOR THE RIGHTS OF ALL CREATURES OF G\_D. FOR THIRTY FIVE YEARS I WORKED FOR THE NYC BOARD OF EDUCATION. I HAVE A MASTER'S DEGREE IN ENVIRONMENTAL SCIENCE. DURING MY YEARS AS A TEACHER I TAUGHT HUMANE AND ENVIROMENTAL EDUCATION. TO ME, WE AS HUMAN BEINGS HAVE A RESPONSIBILITY TO PROVIDE FOR THE PROTECTION OF ALL CREATURES OF G\_D, BE THEY HUMAN OR NONHUMAN IS MOST IMPORTANT. ACTS OF ABUSE AGAINST ANY LIVING CREATURE IS THE GREATEST OF ABOMINATIONS



LEWIS H. GOLDSTEIN, 2015 ST. PAUL AVENUE. BRONX. N.Y. 10461

**IN 2007 THE NEW YORK STATE DEMOCRATIC COMMITTEE PASSED A RESOLUTION IN SUPPORT OF ANIMAL PROTECTION LEGISLATION. INTRO 86 IS A BILL THAT PROTECTS ANIMALS SPECIFICALLY HORSES FROM ABUSE. ONE CAN EASILY SEE THE ABUSE BY OBSERVING THE HORSE DRAWN CARRIAGES AROUND CENTRAL PARK. I HAVE OBSERVED AND I HAVE BEEN DISGUSTED. PIGEONS AND OTHER WILDLIFE ARE SEEN ALIGHING ON THE WATER TROUGHS AND OFTEN THEIR WASTE IS IN THE ROUGH AND DIGESTED BY THE HOSRES. THE FOOD BUCKETS HAVE FLIES AND OTHER INSECTS ON AND IN THE FOOD. THE HORSES HAVE TO ENDURE THE EXTREME HEAT OF SUMMER AND THE EXTREME COLD OF WINTER. THEY ARE CONSTANTLY IN DANGER OF BEING HIT BY MOVING VEHICLES. MANY HAVE. IS THAT THE KIND OF TREATMENT YOU WOULD OR COULD ENDURE? OF COURSE NOT. CIVILIZATION IN THE 21<sup>ST</sup> CENTURY SHOULD NOT ALLOW HORSES TO BE USED AS ENETRtainment. CITIES SUCH AS LAS VEGAS, RENO, PALM BEACH, SANTA FE, BEJING, TORONTO, LONDON, KEY WEST AND KEY WEST HAVE BANNED HORSE DRAWN CARRIAGE RIDES. IT IS TIME FOR NEW YORK TO DO THE SAME. I RESPECTFULLY ASK YOU TO SUPPORT INTRO. 86**

**THANK YOU.**

## FOR THE RECORD

### NYS Democratic Committee Resolution in Support of Animal Protection Legislation

Whereas, Mohandas Gandhi once said a civilized society can be judged by the way it treats its animals; and,

Whereas, We cannot call ourselves civilized while hundreds of thousands of animals are tortured and killed each year in New York State; and,

Whereas, There are too few laws to protect animals in New York State; and,

Whereas, Millions of New Yorkers care about the welfare and rights of animals, and share their lives with animal companions; and,

Whereas, Sharing one's life with a companion animal has been shown to have beneficial health effects, particularly with the elderly; and,

Whereas, New York State should lead the fight against cruelty in all its forms; and,

Whereas, Around the state in "wildlife killing contests", often sponsored by bars, customers kill the largest number of animals they can in the shortest period of time, with the winner getting a free case of beer;

Whereas, Students should know that they are legally permitted to opt out of dissection courses; and,

Whereas, Fires have killed thousands of animals at pet stores and other facilities which shelter animals for extended periods simply because the establishment failed to install sprinkler systems; and,

Whereas, In so-called "canned shoots," reviled even by hunters, "retired" circus animals and others are fenced-in and drugged, and customers are guaranteed a trophy for their wall;

Be it resolved that the New York State Democratic Committee is committed to the humane treatment of animals.

Be it further resolved that the New York State Democratic Committee calls on the New York State Legislature to pass legislation to ban wildlife killing contests and canned shoots ; notify students of their right to opt out of dissection courses; include humane education in schools and require the installation of fire sprinklers in pet stores and other facilities which shelter animals;

## FOR THE RECORD

Elizabeth Allen Tobier

8602 Fort Hamilton Parkway • Apt 3D • Brooklyn NY 11209

917-676-0383 • [elizabethtobier@gmail.com](mailto:elizabethtobier@gmail.com)

Testimony prepared for 3/12/10 Hearing on Intro 0035-2010, 0086-2010, 0092-2010, 0093-2010

Committee on Consumer Affairs, New York City Council  
Council Chambers, City Hall, NYC

My name is Elizabeth Tobier and I reside in Bay Ridge, Brooklyn. I volunteer with and support the Coalition to Ban Horse-drawn Carriages, because this organization is the leading advocacy group working to free the horses from their current condition of slavery.

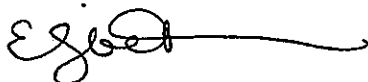
I am in support of Intro 92, which repeals all provisions allowing for the operation of horse drawn cabs.

I oppose the carriage industry bill, Intro 35, which seeks to strengthen its stance as a legitimate industry, when in fact it is a business built on the backs of slaves, whose entire lives are being sacrificed. The horses work 7 days a week, 9 hours a day, in all kinds of weather, are subjected to loud and sudden noises and exhaust fumes. The horses work day-in, day-out dragging heavy loads of tourists through the crowded traffic, and all to benefit the carriage industry. After their workday, carriage horses return everyday to a single stall stable and are given no opportunity to freely run around, forage, socialize and be normal. The true purpose of Intro 35 is to establish rate increases for drivers; the other supposed improvements for the horses are simply window-dressing. According to the Coalition to Ban Horse-Drawn Carriages website, at <http://banhdc.org/>, "At least six people have been hospitalized and three horses have died from horse carriage incidents in New York since 2006." If this bill succeeds, the hellish circumstances experienced by the horses and the risk of tragic accidents due to spooking and traffic accidents will continue.

Regarding Intro 86, which would establish a classic cars business to replace the carriage horses, I believe it would be smarter for the City to support and strengthen the existent Pedicabs industry instead. Further, Intro 86 does not adequately specify the safe disposition of the horses, which leaves them vulnerable to being slaughtered or sold into an alternative slave condition. If Intro 86 is enacted, it will increase dangerous conditions on the streets for horses and humans during the remainder of the time when carriage rides are allowed.

I hope all Council Members will explore the website for the Coalition to Ban Horse-Drawn Carriages and view the film "Blinders," by Donny Moss to learn more about why we need to safely retire all carriage horses at this time. Along with my testimony, I submit a copy of the film, "Blinders".

Thanks for the opportunity to comment on these proposals.



Elizabeth Tobier

## FOR THE RECORD

City Council on Consumer Affairs  
City Council Committee on Parks & Recreation

About 67 years ago I fell in love with horses. World War II was being waged and many horses were being used with delivery wagons by the local stores in my Brooklyn neighborhood. Rationing was in full force so rubber and gasoline were required for the war effort.

It was in this way that I became aware of horses when I was about five years old.

I still remember the grateful expression of Daisy, a little palomino mare when I was instructed to feed her a carrot.

I wanted to learn more about horses and so I was taken by my aunt to Eaton Place in the Kensington section where, at the time, there existed a half dozen stables.

Coincidentally, I rode for the first time at the stable where I have participated as a trail guide and instructor for the past sixteen years.

We provide the opportunity for contact with horses for experienced riders as well as total beginners, many of whom become regular patrons and learn horsemanship and handling of horses.

Where else can urban folks have this opportunity?

Many of the youngsters I have known since they were 5 or 6 years of age have become wonderful riders, grooms, pony ride leaders and all around barn assistants. Some are aspiring to become veterinarians, or attend colleges with riding programs. We continue to provide positive experiences to city dwellers of all ages.

There is not one horse in the barn without a fan club or special friends. The public is always welcomed, especially with carrots. We have maintained Rocky, a sturdy gray Appaloosa. He gets all of the attention and care of any horses except that he is blind and hasn't been able to work since 2003. The normal course in most barns would be to sell him at auction where the inevitable and unspeakable fate would await him.

Our feeding, vet attention, shoeing and all around care rival any expensive private barn.

Abuse and neglect simply do not exist at Kensington Stables.

Love of our horses flourishes.

Sincerely,  
Joel Vincent

Joel Vincent  
161 E 25<sup>th</sup> St.  
NYC, New York 10010

## FOR THE RECORD

John G. Hynes, DVM, PC  
4828 Arthur Kill Road  
Staten Island, NY 10309  
Cell 917-626-3028  
[jghdvmpc@yahoo.com](mailto:jghdvmpc@yahoo.com)

Date: March 12, 2010

To: NYC Council's Consumer Affairs Committee

Re: Intro 86, Intro 92, Intro 35

My name is John Hynes, from Staten Island. I am a USDA accredited veterinarian for the state of New York.

I am here in support of Intro 86 and 92, and in opposition to Intro 35.

I am here in the interest of the health and welfare of the carriage horses, and in the interest of the public's safety. Let me say that with the documented history of injuries and deaths, both human and animal, that carriage horses no longer have a place on urban streets. There is no way, according to equine veterinarian and former ASPCA investigator Dr. Holly Cheever, for a city to provide a humane environment for a carriage horse.

Although Intro 92 is the ideal bill for the horses, Intro 86 addresses the carriage drivers, and it provides a new, progressive, green industry for the city in the eco-friendly antique cars.

Intro 86 will provide high paying union jobs for the drivers, and will retire the current carriage horses to sanctuaries.

The eco-friendly horseless carriages are cleaner, greener, and most importantly will be safer for pedestrians and motorists.

I hope New York can move ahead and join the growing list of cities that have left horse drawn carriages behind, and moved on to more progressive, safer, and more humane alternatives.

**RUTH MOORE  
651 Vanderbilt Street, Apt. #7-D  
Brooklyn, NY 11218  
Tel: 347-731-5002**

March 12, 2010

Re: Written Testimony on Int. 0035-2010

Thank you for the opportunity to comment on the proposed Amendment. My name is Ruth Moore and I have been a horse enthusiast for over 40 years, and I am a co-founder of the New York City Chapter of the New York State Horse Council, an organization I joined because I care about the future of horses in New York State.

I spoke at the February 3<sup>rd</sup>, 2010 meeting specifically on the way the proposed amendments affected RIDING horses and RIDING barns, and again wish to restrict my comments to items affecting riding barns with which I am very familiar, and respectfully leave discussion on carriage barns and carriage horse management to those with direct experience and expertise in that area.

My concern at the February meeting was that many of the initial proposals did not sufficiently recognize the differences between the type of work, the working conditions, and the housing conditions, experienced by riding horses as opposed to carriage horses, and could inadvertently cause hardship, or require inappropriate practices for the riding barns.

The riding barns are all single story dwellings with multiple exits, located in much quieter environments than midtown Manhattan, and all have at least one arena, close access to parks and trails, and minimal interaction with traffic, just to name a few differences.

I am pleased to note that the current amendments addressed all the items I mentioned in both my written and spoken commentaries, with the exception of my suggestion to change the wording, currently in item 2c. on stalls to read as follows: “.....in a configuration appropriate to the size of the horse or pony that enables it to be untethered and to turn around and lay down in the stall.” My intention here was to recognize that many riding barns may keep very small ponies or pet miniature horses in stalls that may not match up exactly to specific measurements given, and to spare them the expense of reconfiguration.

Again, I reiterate that people need direct exposure to, and direct experience with horses in order to care about them, even in an urban environment. And that such exposure helps to educate and grow the future advocates for the welfare of domestic and wild horses.



Adele Murphy - New York City resident

Testimony for the Consumer Affairs Committee public hearing

March 12, 2010

Good morning, my name is Ardele Murphy and I live in New York City. I am a member of the Coalition to Ban Horse-Drawn Carriages and I support Intro 92, which is a total ban of the carriage industry.

Horse-drawn carriages have been a problem issue for years. Most New Yorkers and many tourists want to see the industry end. I know this because we often table near the hack line gathering signatures for our petitions. We have always had an excellent response from passersby. Tourists come to NYC for the museums, theater, shopping and restaurants. Very few come to take a ride in a carriage. Yet somehow, the industry has persuaded the administration that they are vital.

New York City is one of the most congested cities in the world yet the city continues to allow these unsafe slow moving carriages to mix with traffic. The horses work between the shafts of their carriages for nine hours straight, seven days a week only to go back to their multi storied stables into stalls that are too small. Even with the Department of Health proposals and Intro 35, they will still be too small. It is clearly inhumane.

It has always amazed me that NYC officials cannot do better for its animal population. It makes NYC look behind the times, which is embarrassing for a city that prides itself in being number one.

I know that several members of this committee have already signed onto the Industry bill, which makes it look like the fix is in. But please listen to the people instead of questionable unions and a politically connected industry. Please do the right thing for the horses and the people of NYC and pass Intro ~~92~~ 92

It is past time.

**Elizabeth Allen Tobier**  
8602 Fort Hamilton Parkway • Apt 3D • Brooklyn NY 11209  
917-676-0383 • [elizabethtobier@gmail.com](mailto:elizabethtobier@gmail.com)

Testimony prepared for 3/12/10 Hearing on Intro 0035-2010, 0086-2010, 0092-2010, 0093-2010

Committee on Consumer Affairs, New York City Council  
Council Chambers, City Hall, NYC

My name is Elizabeth Tobier and I reside in Bay Ridge, Brooklyn. I volunteer with and support the Coalition to Ban Horse-drawn Carriages, because this organization is the leading advocacy group working to free the horses from their current condition of slavery.

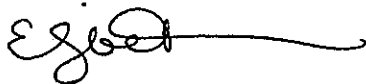
**I am in support of Intro 92**, which repeals all provisions allowing for the operation of horse drawn cabs.

**I oppose the carriage industry bill, Intro 35**, which seeks to strengthen its stance as a legitimate industry, when in fact it is a business built on the backs of slaves, whose entire lives are being sacrificed. The horses work 7 days a week, 9 hours a day, in all kinds of weather, are subjected to loud and sudden noises and exhaust fumes. The horses work day-in, day-out dragging heavy loads of tourists through the crowded traffic, and all to benefit the carriage industry. After their workday, carriage horses return everyday to a single stall stable and are given no opportunity to freely run around, forage, socialize and be normal. The true purpose of Intro 35 is to establish rate increases for drivers; the other supposed improvements for the horses are simply window-dressing. According to the Coalition to Ban Horse-Drawn Carriages website, at <http://banhdc.org/>, "At least six people have been hospitalized and three horses have died from horse carriage incidents in New York since 2006." If this bill succeeds, the hellish circumstances experienced by the horses and the risk of tragic accidents due to spooking and traffic accidents will continue.

**Regarding Intro 86**, which would establish a classic cars business to replace the carriage horses, I believe it would be smarter for the City to support and strengthen the existent Pedicabs industry instead. Further, Intro 86 does not adequately specify the safe disposition of the horses, which leaves them vulnerable to being slaughtered or sold into an alternative slave condition. If Intro 86 is enacted, it will increase dangerous conditions on the streets for horses and humans during the remainder of the time when carriage rides are allowed.

I hope all Council Members will explore the website for the Coalition to Ban Horse-Drawn Carriages and view the film "Blinders," by Donny Moss to learn more about why we need to safely retire all carriage horses at this time. Along with my testimony, I submit a copy of the film, "Blinders".

Thanks for the opportunity to comment on these proposals.



Elizabeth Tobier

**FOR THE RECORD**

**Daniella DaCunzo  
151 Second Street  
Hoboken, New Jersey 07030**

March 11, 2010

New York City Committee  
On Consumer Affairs

RE: Opposed to Int 0035-2010  
Support Int 0092-2010

Dear Council Members:

Please accept this submission in opposition to Int 0035-2010, introduced by Council Member James Gennaro, et al., and in support of Int 0092-2010, introduced by Council Member Annabel Palma.

I am a resident of New Jersey and work in Manhattan. I feel compelled to submit my opposition to Councilman Gennaro's bill. I find Councilman Gennaro's and his colleague's sponsorship of such a bill tantamount to condoning animal cruelty. In contrast, I wholeheartedly support Councilwoman Palma's bill, which is the only solution to such a brutal situation – ban horse-drawn carriages completely and ensure the horses are only sold or disposed of in a humane manner. I will address the bills separately as follows:

Int 0035-2010

This bill is nothing more than a band-aid placed on a situation, on an industry, that can only be described as inhumane. Coming from New Jersey, it is embarrassing for me to see the horse-drawn carriages. Indeed, I avoid Central Park solely because of how heartbreaking it is for me to see the miserable lives these horses endure day and day. Horses do not belong on the streets of Manhattan or any other city. It is an outmoded industry that depends on animal cruelty for profitability. Just like in London, Paris,

Toronto and cities in New Jersey, Florida, New Mexico and Mississippi, New York City should be on the side of animal welfare and progress. The horse-drawn carriage industry needs to be completely banned. Anything less will only serve to perpetuate horrific conditions for the horses. The proposed bill is inadequate and it is clear the Committee was heavily influenced by the horse-drawn carriage industry. It is obvious that the underlying purpose of the bill is to effectuate a rate increase for the drivers, with alleged improved conditions for the horses thrown in to garner support. The inadequacy of the bill is evident in the weakness of the proposals and the inability for any agency to realistically regulate and enforce these amendments.

Initially, the rules promulgated have several flaws; notably, lack of any real oversight. Notwithstanding the inability to regulate and enforce any of the proposed rules, the bill fails in all other regards. First, work periods of 10 hours in a 24-hour period, 7 days per week for 47 out of 52 weeks of the year is tantamount to slave labor. That amounts to each horse working 70 hours per week – something that very few humans are required to do, even the members of this Committee. Moreover, the conditions the horses must endure are nothing less than inhumane. They go from the stable, which is inadequate in size, ventilation and location, to the hack line, work 10 hours per day in all temperature and weather extremes and then return to the confines of the stall. Even if a 5-week furlough was mandated, this still subjects the horses to repeat this routine day and after for 47 weeks straight; that is, 329 days straight. There is no other industry, whether animal or people-driven, that has a work schedule even approaching what these horses are subjected to.

Second, the proposed changes to the stables amount to no substantial improvement or difference in the lives of the horses. The current stable size, as well as the proposed stable size, is not adequate for a horse. Any reputable equine veterinarian recommends at least 12 x 12 feet for horses, with 14 x 14 feet for large draft breeds, of which several carriage horses are.

Third, the suggested 5-week furlough is irrelevant to the needs of horses. All reputable equine experts recommend daily turnout for horses. 5-week furloughs are useless unless the horse also receives daily turnout. The suggestion in the proposals that exercise for a horse includes time spent driving a carriage is preposterous and an obvious benefit to only the

drivers/owners. There is no reputable equine expert who would suggest driving a carriage equates with exercise and daily turnout.

Fourth, the temperature parameters set forth in the rules shows how callous the industry and the sponsors behind this bill really are. It fails to take into account wind chill or heat index or any inclement weather such as ice rain or sleet. Allowing the horses to work in such potential weather extremes is nothing less than abuse. Moreover, the suggestion that drivers maintain a daily log of temperatures and keep those logs at the stable is pointless. Who exactly is going to review the entries in each log book? How can the entries ever be disputed? Does this Committee or any council member actually think a driver is going to take the temperature each hour and record it? Would a driver ever place an entry in the log book showing the temperature was below 18 degrees or above 90 degrees? This is an utterly disingenuous proposal, which has absolutely no benefit for the horses.

Finally, there is little, if any, enforcement today. Carriage drivers do what they want, when they want, how they want. Creating additional regulations, even as weak as these are, is not going to improve the conditions for the horses. It is not going to erase the problems and insurmountable difficulties these horses endure day after day.

For the foregoing reasons, I urge the city council members to oppose this bill. Failing to do so will perpetuate this barbaric practice and allow the horses to continue to suffer. Failing to oppose this bill will show the world that New York City promotes the horse-drawn carriage industry by allowing the industry to profit from its inhumane treatment of horses.

#### Int 0035-2010

Council Members Palma and Gale A. Brewer should be applauded for their introduction of this bill. They have taken a stand which, apparently, few members of the City Council have the heart or compassion to – ban the horse-drawn carriage industry. This is the only way to stop the inhumane treatment of the horses and, in turn, preclude these horses from their wretched existence.

This bill, coupled with Int 0086-2010, which replaces horse-drawn carriages with alternative fuel powered classic cars, satisfies both positions.

It offers the owners and drivers an alternative employment, in precisely the same geographic area and engaging in the same type of work – taking people on drives through Central Park and other designated areas of Manhattan. More importantly, it removes the horses from the streets of Manhattan. Although this bill does not address what happens with the horses if the industry is abolished, Council Member Palma's and Brewer's bill does. Merging these two bills will create a win-win for both sides.

I urge the council members to vote in favor of Int 0035<sup>92</sup>. I hope that the members will do the right thing, the humane thing, and close down the horse-drawn carriage industry.

Very truly yours,

**Daniella**

**DaCunzo**

Daniella DaCunzo

TESTIMONY from Tom Cohen  
City Council Hearing, 3/12/2010

My name is Tom Cohen, and I'm currently the Executive Producer and Director of a TV series called Cash Cab on Discovery Channel. While working on that show -- and more generally as a 16-year resident of Manhattan -- I've spent a lot of time on the streets of the city. Over recent years, I have become increasingly aware of the cruelly anachronistic and inhumane nature of the carriage horse industry. I personally have no financial or political interest in testifying today, and certainly have nothing to gain from doing so. I ask myself when New York will finally become a place where animal exploitation is no longer marketed as a tourist attraction. Surely a forward thinking city like ours can do better than exploiting animals for our amusement. It's time to ~~ban this practice~~, as they've done in London, Toronto, Beijing and New Delhi. Those city governments realized that crowded, bustling city streets are not suitable for these animals, and they came to the logical conclusion that there are no regulations that can effectively protect them from the harsh realities of their existence. *phase out*

Horses need to graze daily and they require stables that provide ample room for them to turn around. They are affected by heat and cold and wind, they can become sick from car exhaust, and they are not meant to work long, grueling shifts walking on hard concrete. Horses are prey animals, and they react to threat or fear by trying to flee. When a carriage horse is scared, it cannot run away or indulge its natural instinct because it's tied to a carriage. We've seen terrible accidents on our streets as the result of this fight-or-flight reaction, and there will only be more incidents. Usually it is the horse that gets injured or killed. The irony is that while everyone in the industry talks about how much they care for these horses, the only real way to demonstrate this care would be to free them from lives that for all intents and purposes stifle their innate instincts and basic comforts.

A large number of people are here today because they care about making New York a better city. Let's not continue to have this debate year after year. I urge the council to pass ~~Intro 92~~, which eliminates the carriage horse industry in a humane way. Considering all the options before the council, this seems like the only ethical path to take. Thank you for your time.

INTRO 86

## **Why this dad is glad his children had horses**

My daughter turned sixteen years old today, which is a milestone for most people. Besides looking at baby photos and childhood trinkets with her, I took time to reflect on the young woman my daughter had become and the choices she will face in the future. As I looked at her I could see the athlete she was, and the strong woman she will soon be. I thought about some of the girls we knew in our town who were already pregnant, pierced in several places, hair every color under the sun, drop outs, drug addicts and on the fast track to nowhere, seeking surface identities because they had no inner self esteem. The parents of these same girls have asked me why I "waste" the money on horses so my daughter can ride. I'm told she will grow out of it, lose interest, discover boys and all kinds of things that try to pin the current generation's "slacker" label on my child. I don't think it will happen. I think she will love and have horses all her life.

Because my daughter grew up with horses, she has compassion. She knows that we must take special care of the very young and the very old. We must make sure those without voices to speak of their pain are still cared for.

Because my daughter grew up with horses, she learned responsibility for others than herself. She learned that regardless of the weather you must still care for those you have the stewardship of. There are no days off just because you don't feel like being a horse owner that day. She learned that for every hour of fun you have there are days of hard slogging work you must do first.

Because my daughter grew up with horses, she learned not to be afraid of getting dirty and that appearances don't matter to most of the breathing things in the world we live in. Horses do not care about designer clothes, jewelry, pretty hairdos or anything else we put on our bodies to try to impress others. What a horse cares about is your ability to work within his natural world, he doesn't care if you're wearing \$80.00 jeans while you do it.

Because my daughter grew up with horses, she learned about sex and how it can both enrich and complicate lives. She learned that it only takes one time to produce a baby, and the only way to ensure babies aren't produced is not to breed. She learned how babies are planned, made, born and, sadly, sometimes die before reaching their potential. She learned how sleepless nights and trying to out-smart a crafty old broodmare could result in getting to see, as non-horse people rarely do, the birth of a true miracle.

Because my daughter grew up with horses, she understands the value of money. Every dollar can be translated into bales of hay, bags of feed or farrier visits. Purchasing non-necessities during lean times can mean the difference between feed and good care, or neglect and starvation. She has learned to judge the level of her care against the care she sees provided by others and to make sure her standards never lower, and only increase as her knowledge grows



Because my daughter grew up with horses, she has learned to learn on her own. She has had teachers that cannot speak, nor write, nor communicate beyond body language and reactions. She has had to learn to "read" her surroundings for both safe and unsafe objects, to look for hazards where others might only see a pretty meadow. She has learned to judge people as she judges horses. She looks beyond appearances and trappings to see what is within.

Because my daughter grew up with horses, she has learned sportsmanship to a high degree. Everyone that competes fairly is a winner. Trophies and ribbons may prove someone a winner, but they do not prove someone is a horseman. She has also learned that some people will do anything to win, regardless of who it hurts. She knows that those who will cheat in the show ring will also cheat in every other aspect of their life and are not to be trusted.

Because my daughter grew up with horses, she has self-esteem and an engaging personality. She can talk to anyone she meets with confidence, because she has to express herself to her horse with more than words. She knows the satisfaction of controlling and teaching a 1000 pound animal that will yield willingly to her gentle touch and ignore the more forceful and inept handling of those stronger than she is. She holds herself with poise and professionalism in the company of those far older than herself.

Because my daughter grew up with horses, she has learned to plan ahead. She knows that choices made today can effect what happens five years down the road. She knows that you cannot care for and protect your investments without savings to fall back on. She knows the value of land and buildings. And that taking care of your vehicle can mean the difference between easy travel or being stranded on the side of the road with a four horse trailer on a hot day.

When I look at what she has learned and what it will help her become, I can honestly say that I haven't "wasted" a penny on providing her with horses. I only wish that all children had the same opportunities to learn these lessons from horses before setting out on the road to adulthood.

## Keep The Riding Horse Industry Alive For The Next Child of New York City!!!

Cherryl RA Mitchell

718-967-0742

Ms Cheryl R Mitchell  
322 Sharrotts Rd  
Staten Island, NY 10309

**FOR THE RECORD**

**Pamela B. Goldsmith  
2-01 50<sup>th</sup> Avenue  
Long Island City, New York 11101**

March 11, 2010

New York City Committee  
On Consumer Affairs

RE: Opposed to Int 0035-2010  
Support for Int 0092-2010

Dear Sirs/Mesdames:

Please accept this submission in opposition to Int 0035-2010, introduced by Council Member James Gennaro, et al., and in support of Int 0092-2010, introduced by Council Member Annabel Palma.

As a resident of New York City since 1987 (currently District 26) and a practicing attorney in New York City since 1988, I feel compelled to submit my opposition to Councilman Gennaro's bill. I find Councilman Gennaro's and his colleague's sponsorship of such a bill tantamount to condoning animal cruelty. New Yorkers deserve better representation. In contrast, I wholeheartedly support Councilwoman Palma's bill, which is the only solution to such a brutal situation – ban horse-drawn carriages completely and ensure the horses are only sold or disposed of in a humane manner. I will address the bills separately as follows:

Int 0035-2010

This bill is nothing more than a band-aid placed on a situation, on an industry, that can only be described as inhumane. Horses do not belong on the streets of Manhattan or any other city. It is an outmoded industry that depends on animal cruelty for profitability. Just like in London, Paris, Toronto and cities in New Jersey, Florida, New Mexico and Mississippi, New York City should be on the side of animal welfare and progress. The

horse-drawn carriage industry needs to be completely banned. Anything less will only serve to perpetuate horrific conditions for the horses. The proposed bill is inadequate and it is clear the Committee was heavily influenced by the horse-drawn carriage industry. It is obvious that the underlying purpose of the bill is to effectuate a rate increase for the drivers, with alleged improved conditions for the horses thrown in to garner support. The inadequacy of the bill is evident in the weakness of the proposals and the inability for any agency to realistically regulate and enforce these amendments.

Initially, the rules promulgated have several flaws; notably, lack of any real oversight. The inability to regulate and enforce should be obvious to any member of the Committee and City Council by virtue of the history of lack of oversight. In September 2007, the New York City Comptroller conducted an audit, spanning the period from July 2005 through March 2007, concluding that the Department of Health and Mental Hygiene and the Department of Consumer Affairs abandoned many responsibilities. No inspection of a single horse took place, there was noted switching of horses, horses were shown to be in substandard conditions, receiving insufficient water and shade, and there were several cases of hoof and joint disease. Further, neither the Department of Health and Mental Hygiene nor the Department of Consumer Affairs created the 5-member oversight committee it had been directed to do in the 1980's. Such history should not be forgotten. Should this bill pass, we will all look back as history will undoubtedly repeat itself – no oversight.

Notwithstanding the inability to regulate and enforce any of the proposed rules, the bill fails in all other regards. First, work periods of 10 hours in a 24-hour period, 7 days per week for 47 out of 52 weeks of the year is tantamount to slave labor. That amounts to each horse working 70 hours per week – something that very few humans are required to do, even the members of this Committee. Moreover, the conditions the horses must endure are nothing less than inhumane. They go from the stable, which is inadequate in size, ventilation and location, to the hack line, work 10 hours per day in all temperature and weather extremes and then return to the confines of the stall. Even if a 5-week furlough was mandated, this still subjects the horses to repeat this routine day and after for 47 weeks straight; that is, 329 days straight. There is no other industry, whether animal or

people-driven, that has a work schedule even approaching what these horses are subjected to.

Second, the proposed changes to the stables amount to no substantial improvement or difference in the lives of the horses. The current stable size, as well as the proposed stable size, is not adequate for a horse. Any reputable equine veterinarian recommends at least 12 x 12 feet for horses, with 14 x 14 feet for large draft breeds, of which several carriage horses are.

Third, the suggested 5-week furlough is irrelevant to the needs of horses. All reputable equine experts recommend daily turnout for horses. 5-week furloughs are useless unless the horse also receives daily turnout. The suggestion in the proposals that exercise for a horse includes time spent driving a carriage is preposterous and an obvious benefit to only the drivers/owners. There is no reputable equine expert who would suggest driving a carriage equates with exercise and daily turnout.

Fourth, the temperature parameters set forth in the rules shows how callous the industry and the sponsors behind this bill really are. It fails to take into account wind chill or heat index or any inclement weather such as ice rain or sleet. Allowing the horses to work in such potential weather extremes is nothing less than abuse. Moreover, the suggestion that drivers maintain a daily log of temperatures and keep those logs at the stable is pointless. Who exactly is going to review the entries in each log book? How can the entries ever be disputed? Does this Committee or any council member actually think a driver is going to take the temperature each hour and record it? Would a driver ever place an entry in the log book showing the temperature was below 18 degrees or above 90 degrees? This is an utterly disingenuous proposal, which has absolutely no benefit for the horses.

Finally, there is little, if any, enforcement today. Carriage drivers do what they want, when they want, how they want. Creating additional regulations, even as weak as these are, is not going to improve the conditions for the horses. It is not going to erase the problems and insurmountable difficulties these horses endure day after day.

For the foregoing reasons, I urge the city council members to oppose this bill. Failing to do so will perpetuate this barbaric practice and allow the horses to continue to suffer. Failing to oppose this bill will show the world that New York City promotes the horse-drawn carriage industry by allowing the industry to profit from its inhumane treatment of horses.

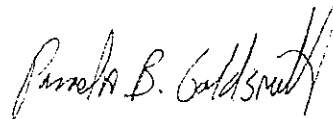
Int 0035-2010

Council Members Palma and Gale A. Brewer should be applauded for their introduction of this bill. They have taken a stand which, apparently, few members of the City Council have the heart or compassion to – ban the horse-drawn carriage industry. This is the only way to stop the inhumane treatment of the horses and, in turn, preclude these horses from their wretched existence.

This bill, coupled with Int 0086-2010, which replaces horse-drawn carriages with alternative fuel powered classic cars, satisfies both positions. It offers the owners and drivers an alternative employment, in precisely the same geographic area and engaging in the same type of work – taking people on drives through Central Park and other designated areas of Manhattan. More importantly, it removes the horses from the streets of Manhattan. Although this bill does not address what happens with the horses if the industry is abolished, Council Member Palma's and Brewer's bill does. Merging these two bills will create a win-win for both sides.

I urge the council members to vote in favor of Int 0035<sup>92</sup>. I hope that the members will do the right thing, the humane thing, and close down the horse-drawn carriage industry.

Respectfully submitted,



Pamela B. Goldsmith

## FOR THE RECORD

Lisa Clark-Kahn  
84 E. Main St.  
Stony Point, NY 10980

March 9, 2010,

NYC Council  
Consumer Affairs Committee

Hello,

Im writing today to urge you to seriously consider having the courage and empathy to pass **INTRO 92**. This bill would ban the old outdated industry of carriage horses in NYC. We have had lots of traditions that were banned outright as we evolved as a more aware moral society of humans.

I understand that change is hard, especially when you are in any powerful position. But change in ideas and awareness and ethics have been what has made society better for us all. It took the courage and passion of humans in your position to say this industry like many others that use to profit from pain is over. Its not acceptable anymore.

The NYC horse-drawn carriage industry is about serious long term suffering daily in this wonderful city people look up to. Imagine being worked all day in the congested busy loud streets, then your reward at the end of the day is to be tied in a stall to small for your body. No turning around ,no stretching no mercy.

Lastly I wanted to share a wise quote from an idol of society **GANDI-A SOCIETY AND ITS MORAL PROGRESS CAN BE JUDGED BY THE WAY ITS ANIMALS ARE TREATED.**Its time for use to put this behavior towards these horses in the past and look to a greater future for all. Please help us evolve support this bill proudly.

Thank you so much for giving me the chance to express my concern about the carriage horses.

Lisa Clark-Kahn

To: Council Members of the Consumer Affairs and Parks and Recreation Committees

In Opposition to Intro No. 35 specifically Section 1 Subdivision c of section 17-330 of the administrative code of the city of New York as amended.

My name is Walker Blankinship. I have been president of Kensington Stables Inc., the only barn serving Prospect Park in Brooklyn for 17 years. For two years prior to my running the stables I kept my first horse there. In total I have twenty years of horse experience. I also have a Bachelors of Science degree in Biology from Brooklyn College.

It has been my goal to preserve horseback riding at Prospect Park. My reasons have been two fold.

The first is to preserve history. Prospect Park was created to give all the amenities of a trip upstate without leaving Brooklyn. Parts of this ingenious design by Vaux and Olmstead were intended to only be seen from horseback or from a carriage. Just seeing the horses in the park adds to Prospect Park's rustic beauty and adds to the sense of escaping from the city. By preserving this history I remind people that horses have lived with us and worked with us to build the city we see today.

The second reason is to provide the least expensive riding to the public. I want to reach out to average people in New York City and give children and adults the opportunity to build lasting bonds with horses and ponies and develop compassion for animals.

In the last three years I have added therapeutic horseback riding through GallopNYC (a 501c3).

Accomplishing these goals has been expensive and has caused myself and my family a lot of financial hardship. The only compensation I have received is the joy of bringing horses into people's lives.

All of our services are being put in jeopardy by proposed changes to stall requirements for riding rental horses.

The changes would add so much to the cost of keeping horses in the city I may not even be able to implement them and I would be forced to close. If I do manage to implement the changes riding for the public would be much more expensive and the availability of horses would decrease.

When I first started running the stables I admit that I just continued the horse management as it had always been done. Because I have a love of science and I care about my horses health, I have collected information on the science of horse care. What little science that is available shows that what a horse wants in housing is counterintuitive to what a person would want. The slip or tie stalls provide a safe feeling environment where they can be close to their neighbors as they would stand in a pasture. Box stalls create a sense of isolation and can increase stereotypic (abnormal) behaviors in horses.

I do not believe that it is by accident that the three remaining barns offering trail rides all use tie stalls. With limited access to turnout it is the socializing that can occur between horses in their stalls that becomes an important quality of life issue for horses and an important safety issue for people. In the closer quarters of tie stalls a greater number of horses can bond together socially. These bonds help keep horses together in busy public

parks and enable riding stables to provide safer trail rides to beginner riders. A loose horse is a danger to the public at large. Prospect Park has over eight million visits per year and our barn sits outside the park on the other side of an eight lane traffic circle.

It is also common knowledge that box stalls have worse ventilation than tie stalls. As horse urine breaks down a box with four solid walls fills with ammonia gas (which is heavier than air). Horses are best fed in a manner which allows their heads to be down in a natural grazing position. This places their head well inside the gases coming up from the box stall floor and they inhale the ammonia into their lungs. This is especially true for ponies whose lungs are closer to the ground. Box stalls are also harder to maintain in a hygienic condition. Tie stalls allow stable hands to constantly remove waste deposited by the aisle ways. Tie stalls also guarantee that a horse cannot eat and defecate in the same place.

I expect to hear today that the council should adopt a box stall standard of 12' by 12' as specified by the New York State Horse Health Assurance Program. After noticing that there are five barns certified in the program in New York City, the NYPD Mounted Units, four of which use tie stalls, I called the program head Dr Lyda Denney. She told me that any reference to the NYSHHAP requiring 12' by 12' box stalls is a misinterpretation of the program. She assured me that my barn which uses tie stalls could be considered for certification. If you read the NYSHHAP standards carefully you will find first a disclaimer that all best management practices could not be covered in said standards because every barn is different. Also you will find that the mention of 12' by 12' box stalls is in a section for education and possible interpretation and is not a required standard at all. I would suggest that anyone interested in the NYSHHAP should contact Dr Denney directly and not listen to anyone's interpretation.

What we need is to amend Intro No. 35 in such a way that it would allow the carriage industry to adopt its suggested 8' by 8' box stall standard, (Carriage horses are all similar since their task is the same and they are always handled by professionals.) while still allowing the needed flexibility for riding stables to use both tie stalls and box stalls to accommodate mini horses and Clydesdales for beginners to professional riders. Lets first make it a good law and then lets get it passed.

Reference:

Tie Stalls Verses Box Stalls Horse Illustrated January 2001 page 28

Normal and Abnormal Behavior of Stabled Horses by Dr Sue McDonnell

Stable Management February 2006

Behavior of stabled horses provided continuous or intermittent access to drinking water.

Clinical, biochemical, and hygiene assessment of stabled horses provided continuous or intermittent access to drinking water

Both in AJVR Vol. 60 No. 11 November 1999

Day-time time budgets of pregnant mares housed in tie stalls: a comparison of draft versus light mares by Drs Flannigan and Stookey

New York State Horse Health Assurance Program Standards and Certification Manual  
Revised January 2009



Renata Brand  
1943 East 19<sup>th</sup> Street  
Brooklyn, N.Y. 11229

March 10, 2010

Re: Kensington Stables, Inc.

To The Honorable City Hall Members,

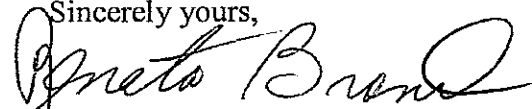
I am a person with disabilities, having had 4 (four) hip replacements on my left hip and 1 (one) hip replacement on my right. I began riding at the stable various years ago and have benefitted from the physical therapy afforded on horseback. The stable employees and instructors were caring and very sensitive to my special needs. It has always been painful and difficult for me to walk but on horseback my particular physical limitations are completely erased. For me, it has been a blessing, a necessity and a gift.

I would also like to mention that the care of the horses is above the standard that I have seen afforded many household pets. They have fresh bedding daily, they have the stalls cleaned continuously throughout the day, they can lie down in their stalls without restrictions. I would also mention that a horse with crippling knee injuries is cared for and exercised even though it generates no income and another blind horse is also cared for with the same affection given the working horses. Besides the excellent care that these horses have, the most important need of all to maintain these horses is the fact that they give low income children and adults in the neighborhood an opportunity to learn and interact with a creature that would otherwise be unavailable to them. The children growing up in this neighborhood have learnt responsibility, care and awareness of the horse and his needs.

Ultimately the horse is a national symbol for the courage and perseverance upon which our nation was founded. Every New Yorker, no matter their income level, should have the ability to share, learn and be able to have the company of horses. It would be a terrible injustice if no one within the limits of New York City could experience and benefit from time spent with horses. It is unfair that only wealthy New Yorkers who can afford to go outside the City be the only ones who would enjoy horses.

I offer these thoughts and observations with respect for the horse and in the trust that a just decision be rendered.

Sincerely yours,



Renata Brand

## **FOR THE RECORD**

### **Testimony of Fiona Walsh NYC Council – Consumer Affairs Committee March 12, 2010**

My name is Fiona Walsh and I am a NYC resident and a long time opposer of carriages horses in NYC.

I support Intro 92 which seeks a ban on horse drawn carriages in NYC. Carriage horses do not belong on New York City streets. No matter what concessions are made, and there will never be enough, it is simply not a suitable environment for a horse to work in. Every time I pass a horse on the street, I am reminded how archaic this practice is – a reminder of a bygone era. 2010 should see NYC strive to be a more humane city and exacting a ban on carriage horses with provision for their safe retirement is the only way to do this.

Fiona Walsh, NY NY

Michelle Herman  
254 13<sup>th</sup> street  
Bklyn NY 11215  
917-833-0438  
[MCHPT3@aol.com](mailto:MCHPT3@aol.com)

I want tell you a story of two girls that are cousins.

One lives in the city and one lives in the country. Kyra and Sasha have a mutual love which is horses.

They both wake up early to go to school. The city girl walks down fourth ave pass the careening cars, to the F train sometimes she meets her friend Natalie who goes to the same school. They run when they here the roar of the train swipe their metro cards run up the grimey stairs to second ave. There they get a bus Walk pass the methadone clinic people. Where they get to school are greeted by their principle . Then run up five flights of stairs of a dilapidated building the former Stuy high school. And these girls are lucky. They go to one of the best schools in the city. It doesn't look so pretty but her teachers and the staff are spirited and dedicated.

Kyra gets in her yellow shiny school bus and goes to a school where they have a proper campus. Sasha goes to union square

After school Sasha takes the F train not to 4<sup>th</sup> ave but to Fort Hamilton red cheeked and happy knowing she is going to meet Jessie her instructor. Her teachers know this too form the boots she so proudly wears. An the helmet attached to her back pack.

From Fort Hamilton Sasha walks to Caton aver where there is a small barn hidden in a quaint corner that makes you feel like you just step back in time. There is a proud wooden sign that quaintly announces you arrived at Kensington Stables This is a sweet warm place you can feel it .Always a person to say hello. A pony ride. Or Ryka with her gaggle of young students who she lets hang around her to learn the art of proper horse care. Ryka is a legend.

Jessie and Sasha groom their horses and pick a horse that will be good for the lesson or the ride. They ride through the most amazing park in the world. People come from all over the world to be in this park. Jess is on her horse carefully guiding ,teaching Sasha as she is on her horse. It is magic

Kyra mom drives her to a stable with beautiful green pastures and I am sure they can have fun too. But something about finding a jewel like the stables in the city somehow makes it a bit sweeter.

I know that Sasha's city life surroundings are not the same as Kyra's or where they ride their horses are not identical. But I don't think Sasha's experience is less valuable. Barns and houses are different in the country than the city. Their life's are completely different as are their horses. I do know that Sasha lives a rich colorful life and so are the horses that she loves and cares for..

I know the people at the barn care for their horses the same way they care for my daughter. So please be very careful with your regulations. Listen to the horse people that know how to take care of their horses. Don't over regulate a small wonderful jewel that could be lost to the city and the kids who would so loose out. This is a small business that needs for the city council to protect and nurture. it.

I trust the city council to teach my daughter about the best part of the city and that her pony will keep his home here and I will not have to explain the alternative cause I don't think I can.

Hi my name is Sasha Herman. I am eleven years old and take lessons at Kensington Stables. When I take my lessons at the stable I come in early to get ready. I see the horses of Kensington Stables very often and they and I all are so happy to be doing what we do together. They have this staff that devotes their time and love to these gentle animals and do everything they can to make them happy and us, the kids of Kensington Stables. Everyone that is a part of the stable is not just part of a business, but part of a family. Horses, children, teenagers and adults. Even a few senior citizens that have dedicated a life to the horses of the Stable. I know that each horse is loved by every member of this unique place. I met my two best friends at Kensington Stables, Sierra and Katia. Sierra loves Merlin deeply as does Katia to Butterscotch. I even love a pony named Snickers.

Just this Sunday my lovely instructor Jessica Dasch and I went on a trail ride through Prospect Park. I rode one of the sweetest horses named Genie. Jessie was on her thoroughbred, a beautiful, young, dappled, shiny, well taken care of horse named Harley. It was warm and sunny and the park was beautiful. I don't know what I could do knowing that I'd never be able to have another one of those amazing rides.

Sasha Herman  
254 13<sup>th</sup> Street  
Bklyn NY 11215  
917-833-0438  
Lsnx512@gmail.com

City Council on Consumer Affairs  
City Council Committee on Parks & Recreation

About 67 years ago I fell in love with horses. World War II was being waged and many horses were being used with delivery wagons by the local stores in my Brooklyn neighborhood. Rationing was in full force so rubber and gasoline were required for the war effort.

It was in this way that I became aware of horses when I was about five years old.

I still remember the grateful expression of Daisy, a little palomino mare when I was instructed to feed her a carrot.

I wanted to learn more about horses and so I was taken by my aunt to Eaton Place in the Kensington section where, at the time, there existed a half dozen stables.

Coincidentally, I rode for the first time at the stable where I have participated as a trail guide and instructor for the past sixteen years.

We provide the opportunity for contact with horses for experienced riders as well as total beginners, many of whom become regular patrons and learn horsemanship and handling of horses.

Where else can urban folks have this opportunity?

Many of the youngsters I have known since they were 5 or 6 years of age have become wonderful riders, grooms, pony ride leaders and all around barn assistants. Some are aspiring to become veterinarians, or attend colleges with riding programs. We continue to provide positive experiences to city dwellers of all ages.

There is not one horse in the barn without a fan club of special friends. The public is always welcomed, especially with carrots. We have maintained Rocky, a sturdy gray Appaloosa. He gets all of the attention and care of any horses except that he is blind and hasn't been able to work since 2003. The normal course in most barns would be to sell him at auction where the inevitable and unspeakable fate would await him.

Our feeding, vet attention, shoeing and all around care rival any expensive private barn.

Abuse and neglect simply do not exist at Kensington Stables.

Love of our horses flourishes.

Sincerely,  
Joel Vincent

Joel Vincent  
161 E 25<sup>th</sup> St.  
NYC, New York 10010

## Coalition to Ban Horse Drawn Carriages

My name is Dena Allen and I am ~~xxxxxxxxxxxx~~ I support ~~Intro 92, which would ban~~ the industry outright. NYC is no place for these slow moving 19<sup>th</sup> century artifacts and it is time for us to embrace the 21<sup>st</sup> century and retire the horses.

I am opposed to Intro 35, which is the industry bill, because its real purpose is to get a rate increase for the drivers and provide indexing for inflation, which is nothing more than a public bailout of a private industry. All the other provisions in the bill like stall size, which is too small, or vacations, but not daily turnout, are window dressing designed to deceive. It will not help the horses.

The carriage industry overcharges and gets away with it. The Administration looks the other way, the Department of Consumer Affairs looks the other way and I believe this committee is also looking the other way. If any other industry in NYC violated the law like this, there would be big penalties. Even Governor Paterson is being blasted for accepting free Yankee tickets – which he should not have done – but is it so much worse than charging rates that are not legal?

This issue was brought up at the hearing last January 2009 and every official looked the other way. And here we are more than one year later and nothing has changed. What kind of role model is it when the City Council essentially rubberstamps this kind of fraud.

This is the proof:

There are several YouTube videos that show drivers overcharging on the street – some even charge sales tax, which is not required. I listed the links for you to look at later.

[http://www.youtube.com/watch?v=zSun\\_1Ly6ro](http://www.youtube.com/watch?v=zSun_1Ly6ro)

<http://www.youtube.com/watch?v=fbZR4FZZQRM>

The New York Post and later Gothamist reported this overcharging on November 15, 2009 in an article “**Taken for a Ride – carriage trade rips off tourists.**”

[http://www.nypost.com/p/news/local/manhattan/taken\\_for\\_ride\\_TtM1wU97tnbyWZt4sCXBgO](http://www.nypost.com/p/news/local/manhattan/taken_for_ride_TtM1wU97tnbyWZt4sCXBgO)

There are several industry websites that continue to significantly overcharge and get away with it.

**New York Tours** charges \$125 to \$173 for 40 minutes

<http://www.nytours.us/?event=offer.type&productType=CARRIAGE&mpt=2043&name=Carrriage%20Rides%20in%20Manhattan>

**Gotham Carriages** charges \$58 for 25 minutes and up to \$120 for 40 minutes. The prices on their web site have been removed – possibly in preparation for the hearing today?

**Manhattan Carriage Company** lists \$34 for 17 minutes (which is not legal) and asks tourists to call for prices. Why would that be when the prices are supposedly set.

<http://www.ajfineart.com/MCC/CarriageRide.html>

**Kensington Stables** – charge \$90 for 40 minutes.

<http://www.kensingtonstables.com/carriagerides/index.htm>

I am pointing this out to you because it is simply not ethical or honest for this to continue with impunity. Intro 35 is a bad bill and must be opposed.





Updated: Sun., Nov. 15, 2009, 6:52 AM

## Taken for a ride

By MELISSA KLEIN

Last Updated: 6:52 AM, November 15, 2009

Posted: 3:07 AM, November 15, 2009

Central Park's horse-drawn carriage drivers are making "hansom" profits — charging tourists outrageous fees or shorting them on trotting time.

A standard half-hour jaunt should cost \$34, according to the rates set by the city.

But more than a half-dozen drivers questioned about the price of a ride last week said it cost \$34 for 20 minutes, noting that the tip wasn't included.

Longer rides are supposed to cost \$10 for each additional 15 minutes, with a 45-minute ride set at \$44.

But drivers quoted rates that began at \$60 for a 45-minute trip, and went up from there.

The Web sites of some carriage companies show fares that are even higher, with one saying its half-hour ride is \$78 and a "lover's loop" trip is \$98 for 40 minutes.

One driver named Mario charged a Post reporter and photographer posing as tourists \$80 for a 40-minute ride last week. He said the fee was for two, although city law clearly says rates are per trip, not per passenger.

Another driver, whose city-mandated rate card was covered by a raincoat, charged \$40 for a 20-minute trip.

Stephen Malone, a carriage owner and spokesman for the Horse and Carriage Association of New York, admitted, "We don't have a half-hour ride to give" because drivers follow a designated park path that takes just 20 minutes to cover.

He said his organization was lobbying the city to make the rate structure more accurate as part of proposed changes to the carriage law. Carriage drivers, who have not had a rate increase since 1989, want to charge \$50 for a 20-minute ride and \$90 for 40 minutes.

Malone said customers who feel ripped off should call the city.

"We don't have a tolerance for that," he said.

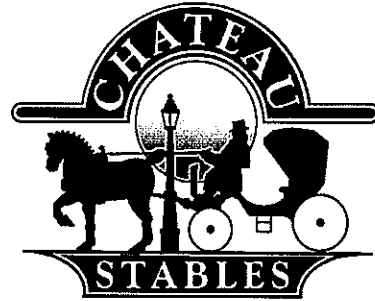
The city's Department of Consumer Affairs has conducted 212 quarterly and undercover inspections of horse-drawn carriages this year and issued 37 violations, mostly for overcharging.

Danish tourists Thea Blume and Paw Knudsen said they felt bilked last week by a hansom cab driver, who went back and forth over the same path on a ride that didn't last 30 minutes. They paid \$34 and didn't tip.

"This was just a waste of money," Blume said.

*melissa.klein@nypost.com*

NEW YORK POST is a registered trademark of NYP Holdings, Inc.  
NYPOST.COM, NYPOSTONLINE.COM, and NEWYORKPOST.COM are trademarks of NYP Holdings, Inc.  
Copyright 2010 NYP Holdings, Inc. All rights reserved. Privacy | Terms of Use



*Testimony of*  
**Chateau Stables, Inc.**

*on*

**New York City Council Introductions 86-2010 and 92-2010**

*Presented by*  
**The Public Advocacy Group LLC (Chad A. Marlow, Esq.)**

– MARCH 12, 2010 –

Madam Chair and members of the Committee on Consumer Affairs, my name is Chad Marlow and I am president of The Public Advocacy Group. I am pleased to be testifying today on behalf of Chateau Stables, the oldest continually operating horse drawn carriage stable in New York City.

As you know, there are presently four bills before the New York City Council that address the horse drawn carriage industry. One bill, Intro. 35-2010, proposes numerous revisions to the laws regulating our industry. Committee members Gennaro, Koslowitz and Koppell are currently sponsors of that bill. Intro 35, while not perfect, is a very constructive bill. It provides a good starting point from which to begin a dialogue about how to improve our industry both for the persons and animals who participate in it and for the tens of thousands of enthusiastic customers who ride with us each year. A re-examination of the rules governing horse drawn carriages is something persons inside as well as outside our industry are seeking. For example, we are very concerned that the rates horse drawn carriages are permitted to charge have not been raised in over two decades. And we are equally if not more concerned that a non-governmental organization, namely the ASPCA, remains authorized to oversee, inspect and enforce the laws governing our industry, even though it has been on record since 2007 as supporting a total ban on horse drawn carriages in New York. If that does not present a conflict of interest, I do not know what does.

Another pending bill, Intro. 93-2010, seeks to make changes to when and where horse drawn carriages are permitted to operate. Intros. 35 and 93 are not before this Committee today, but we have been assured they will receive a hearing.

The two remaining bills are the subject of today's hearing. The first, Intro. 86-2010, wants to ban horse drawn carriages and replace them with replicas of classic cars, while the second, Intro. 92-2010, just seeks to ban horse drawn carriages.

Before discussing these two bills, I would like to briefly provide some background on the New York City horse drawn carriage industry. The New York City horse drawn carriage industry has been in operation for over 150 years. When we started, we were essentially the taxi cabs of the 19<sup>th</sup> Century. At that time, horses and carriages were the primary means of getting around the city other than walking, and we provided carriages for hire. Over the years, as our operations have shifted towards events and tours, especially of Central Park, the horse and carriage has developed into an iconic symbol of New York City.

Movies and television shows set in New York City have regularly featured images of horse drawn carriages. In doing so, they have projected the allure of a New York City carriage ride to the world. Looking back, as best as I have been able to ascertain, the first appearance of one of our industry's horse drawn carriages in a movie was in the 1940 film "Little Nelley Kelly," which was Judy Garland's first film after The Wizard of Oz. And for the most recent appearance of a horse drawn carriage, one needs only to look back to earlier this week. This past Tuesday night, according to Nielsen's overnight ratings, over 10 million Americans watched as two characters on CBS's hit show "How I Met Your Mother," began (and I'm quoting here) a "goosey and romantic" "super-date" by setting off on a New York City horse drawn carriage ride. Is there anything in the world that can match the romanticism of a carriage ride in New York

City? I don't think so. Even Frank Sinatra crooned that "love and marriage go together like a horse a carriage," and nobody disagrees with the Chairman of the Board.

Members of the committee, I respectfully submit that the bills before us today are not worthy of serious consideration. Banning horses and carriages from New York City is simply unthinkable. Such a ban would do great harm to the history, tradition and uniqueness of New York City that makes it so special. Eliminating horse drawn carriages from our city would be like painting our taxis red, extinguishing the colorful lights at the top of the Empire State Building, or banning hot dog vendors from our streets. New York City has already lost one iconic symbol this century. Let's not make it two.

Unlike Intros. 35 and 93, Intros. 86 and 92 are not constructive bills. Rather, they reflect the desires of a small group of very vocal activists who wish to see our industry destroyed. The truth is an overwhelming majority of those who live in and visit our city treasure our horse drawn carriages and would never want to see them go. When our horses and carriages appear on a street, or in a television show or movie, the emotional response they elicit is overwhelmingly positive. If that wasn't the case, we'd have no customers, and we'd have been written out of TV and movie scripts a long time ago.

Despite being around for 150 years, the emergence of the viewpoint that operating horse drawn carriages is somehow cruel to horses is a very recent phenomenon. In fact, it seems to have begun just about the same time the ASPCA was contracted by the city to start inspecting our industry. This is not surprising. Could you imagine what would happen if the City of New York hired the old New York State Temperance Society to oversee the inspection of the city's bars? I'm sure after 25 years, they would be able to selectively secure and disseminate enough negative information about consuming alcohol in bars to whip up a fringe movement to bring prohibition back to the city.

Again, because the bills before this committee are not constructive, they are not worthy of extensive comment. When the other bills come before this committee, we will testify because we want to be a part of that conversation. Today, we are testifying only because we felt our silence would have been conspicuous.

With that being said, I want to close with three observations.

The first observation deals with the treatment of our horses. Let me be clear. No one loves and cares about our horses more than we do. You do not get into our industry unless you love horses, because most of your time is spent caring for them, not riding with them. Running a business in our industry is a labor of love. For any group to suggest that they care more about our horses than our industry does would be like me telling all dog owners in New York City that I know more about and care more about the well being of their dogs than they do. Such claims are unfounded and outrageous.

But beyond loving our horses, for purely economic reasons, our industry has every incentive to take excellent care of our horses, because doing so allows us to get the most out of our investment in them. Intro. 86 talks about replacing horses with replicas of classic cars, but it is unimaginable that the owners of these cars would choose to run them into the ground by not

maintaining them properly. Why would the economics of our industry operate any differently? Unless we keep our horses happy and healthy, we will not be able to keep them on the road. As such, the claim that we do not take excellent care of our horses is not only factually deficient, it doesn't even make economic sense.

The second observation I would like to make is that banning the horse and carriage industry would have numerous secondary effects that would be devastating. I will highlight just one. Since the Claremont Riding Academy closed its doors in 2007, Chateau Stables has provided a home for the New York Therapeutic Riding Center free of charge. The New York Therapeutic Riding Center primarily provides children with disabilities, such as blindness, cerebral palsy and traumatic brain injury, with a chance to ride our horses. I have attached an article about one such child to my testimony. Riding these horses provides not only real physical and emotional therapy for these children, but it builds their confidence and frees them, if only for a short period of time each week, from the burden of their disability. When these children are on top of our horses, they are on top of the world. If you put the horse and carriage industry out of business, you do the same to the New York Therapeutic Riding Center. I wonder what the ASPCA and PETA would have to say about that type of cruelty.

Finally, I would like to address the past assertion by PETA that, but for our industry, New York City carriage horses would be "living in a lush pasture." The argument that if you shut down our industry, our current and future horses will instead end up gallivanting in a field somewhere, is absurd. The horses we use are not of the kind that race in the Kentucky Derby and or spend their lives being bred to pass on their superior genes. If our horses did not engage in the pleasant task of meandering along the smooth paths of Central Park while pulling passengers along in a carriage, one of three things would most likely to happen to them. Most likely, they would end up in what is called a "rendering facility." Once there, according to the National Renderer's Association, they would be turned into one of four categories of products: ingredients in livestock and pet food; ingredients in industrial processes; ingredients used in the manufacture of soaps and personal care products; or into an edible product for use in the food industry. If they avoid that fate, they stand a decent chance of being butchered in the United States, Canada or Mexico and exported to Asia, Europe or South America where horse meat is regarded as a delicacy. Finally, God willing, if they escape both of those alternatives, they would probably end up working on a farm somewhere, which, if you will pardon the pun, is hardly a walk in the park.

Madam Chair, now is as good a time as any to take a real good look at how we can update the laws governing the horse drawn carriage industry in New York. When Intros. 35 and 93 come before this committee, I think it will mark the beginning of a very productive dialogue on the subject. But neither of the current bills have a place in that conversation. Both would destroy an iconic New York City industry and only reflect the interests of a very small group of vocal outliers instead of an overwhelming majority of New Yorkers and visitors to our city.

I would be happy to answer any questions you have at this time.

# DAILY NEWS

50¢

NEW YORK'S HOMETOWN NEWSPAPER

## CRITTERS

# Therapy good horse sense

BY AMY SACKS  
DAILY NEWS WRITER

SIX-AND-A-HALF-year-old Lauren cannot walk without the braces that lay hidden beneath her brown leather cowboy boots.

But once a week, the shy brunette sits high on the saddle of her favorite horse named Blossom — and soars.

"I love horses," Lauren said, as she dismounted from the strong, chestnut-colored horse last week after her 4 p.m. therapeutic riding class, at the Claremont Riding Academy on W. 89th St.

Lauren, who has cerebral palsy, is a three-year veteran of a unique summer program run by the New York Therapeutic Riding Center. The nonprofit group conducts year-round therapeutic horseback riding classes for people with disabilities who live in the five boroughs.

"This is a gift for a child like her," said her father, Sol Reischer, 52.

Lauren is one of a dozen students who attends the Tuesday classes, which are staffed by a therapeutic riding instructor, physical therapist and four gentle horses with good temperaments.

A dedicated cadre of 40 volunteers leads walkers, and side walkers, including officers from the NYPD mounted unit, also play a key role.

"The freedom the horse brings is a wonderful thing," said NYTRC president and founder Richard Brodie, who started the program in 1988. The organization serves people with a wide range of disabilities including autism, blindness, cerebral palsy, muscular dystrophy and spinal cord injuries.

Students like Sergio Rios, a 17-year-old with Down syndrome, from Flushing, Queens, are helped tremendously by horseback riding, even beyond the physical benefits, Brodie said.

**B**esides improving balance, posture and coordination, the unique relationship with a strong horse helps boost confidence and self-esteem, increases attention span and improves social skills.

Still, the physical benefits are priceless.

During a recent class, Leah, 6, stood straight up in the stirrups and stretched her arms out to the side, an exercise that helps improve balance and strengthens the muscles affected by polio.



JEREMY BAILES

Instructor Sarah-Jane Casey helps cerebral palsy patient Chloe Hart, 4, feed a horse during therapeutic riding class at Claremont Riding Academy on the upper West Side.

"There is no better medicine than the movement of a horse," said Edie Becker, a physical therapist who monitors the student's physical improvements.

Lauren and Leah also attend daily physical therapy sessions at the Rusk Institute of Rehabilitative Medicine, part of the NYU Medical Center, which sponsors their therapeutic riding rehabilitation.

Therapeutic riding has been used in Europe since the early 1950s. Of the 600 therapeutic riding programs throughout the U.S. today, most are in suburban and rural areas.

The New York Therapeutic Riding Center, however, stands out for its dedication to urban youth.

Brodie's vision is for disabled city kids and adults to interact with a horse and reap the benefits the emotional bond can provide.

For Savoun, a preschooler from Harlem who has learning disabilities, handling a horse helps tackle issues he struggles with in school — including focus, respect and responsibility.

"They don't get a chance to do that where he comes from," said his grandmother Vanessa Johnson.

**S**till, renting a riding facility in Manhattan is mighty costly. The program can accommodate only up to 12 students in its present upper West Side location. Brodie's dream, he said, is to have a 6,000-square-foot facility in the city dedicated to the cause. A dedicated therapeutic riding facility could serve up to 100 students a week and offer additional services including vocational training, horse care and stable management.

Then, even more city kids with disabilities could feel how Sergio felt while stroking a gray horse's mane and feeding him carrots. He said, "I feel happy."

To contact the New York Therapeutic Riding Center, call Richard Brodie at (212) 535-3917. The NYTRC also is seeking volunteers to help build its Web site.

amy@sacks1@hotmail.com

**Teresa Russo, in favor of Intro 0092-2010**

**Local Law to amend the administrative code of the city of New York, in relation to repealing all provisions allowing for the operation of horse drawn cabs.**

My name is Teresa Russo, I'm speaking in favor of Intro 0092-2010, which would ban horse drawn carriages from New York City.

The carriage horse industry is inhumane and outdated.

The horses are housed in dilapidated buildings on the West Side of Manhattan. They are kept in stalls on upper floors, and walked up and down steep ramps, to and from the stables. If a fire were to break out in one of these old buildings, it would be impossible to get all the horses down the ramps and to safety.

Every day they are walked through heavy traffic to and from Central Park, along taxis, buses, and other vehicles, and breath in the fumes from exhaust pipes.

In the Park, they are typically worked nine hours, which includes standing on hard concrete much of the time, while they wait for fares. This causes stress on their legs and hooves.

Six months out of the year the water in Central Park is turned off, and the horse troughs are empty, except for snow, dirt and garbage. There is a portable trough at Grand Army Plaza, which is filled manually. On the occasions that I have seen the trough, it was nearly empty and the water looked very dirty. A working horse typically needs 20 gallons of water a day, and even more in summer and winter<sup>2</sup>. I had witnessed a horse standing at the curb on this past Valentines Day, drinking the dirty water from the gutter, that being all that was available to him.

The building of a year round thermal trough system in Central Park has been discussed. The reality is that the industry is not building this trough system or paying for it. They expect the City to construct and pay for it. In other words, they expect NYC tax payers to shoulder the expense for the care of the horses that they own, in a time when the City is cutting the budget by taking away free MetroCards from lower income school children.

I would also like to add that not supplying an animal with adequate drinking water violates Article 353<sup>1</sup> of the New York State Cruelty Statutes and is considered a Class A misdemeanor. This violation has been active for years.

There have been a number of accidents involving NY City carriage horses. Some horses have died in these accidents, and a some humans have been injured. In other cites that have carriage horses, there have been human deaths. If there was an accident involving a human fatality in NYC, besides being a tragedy, the financial cost to the City resulting from a law suit would easily be in the millions.

I do think that replacing the horses with classic green cars is a good idea. However, it must be made clear in any bill that provisions be made to either have the horses adopted as companion animals, or retired to reputable sanctuaries. There must also be transparency as far as the public and/or humane agencies being able to track the placement of each of the horses.

<sup>1</sup> [http://www.animallaw.info/statutes/stusnyag\\_mkts332\\_379.htm#s353](http://www.animallaw.info/statutes/stusnyag_mkts332_379.htm#s353)

<sup>2</sup> [http://www.extension.org/pages/Horses\\_and\\_Water](http://www.extension.org/pages/Horses_and_Water)

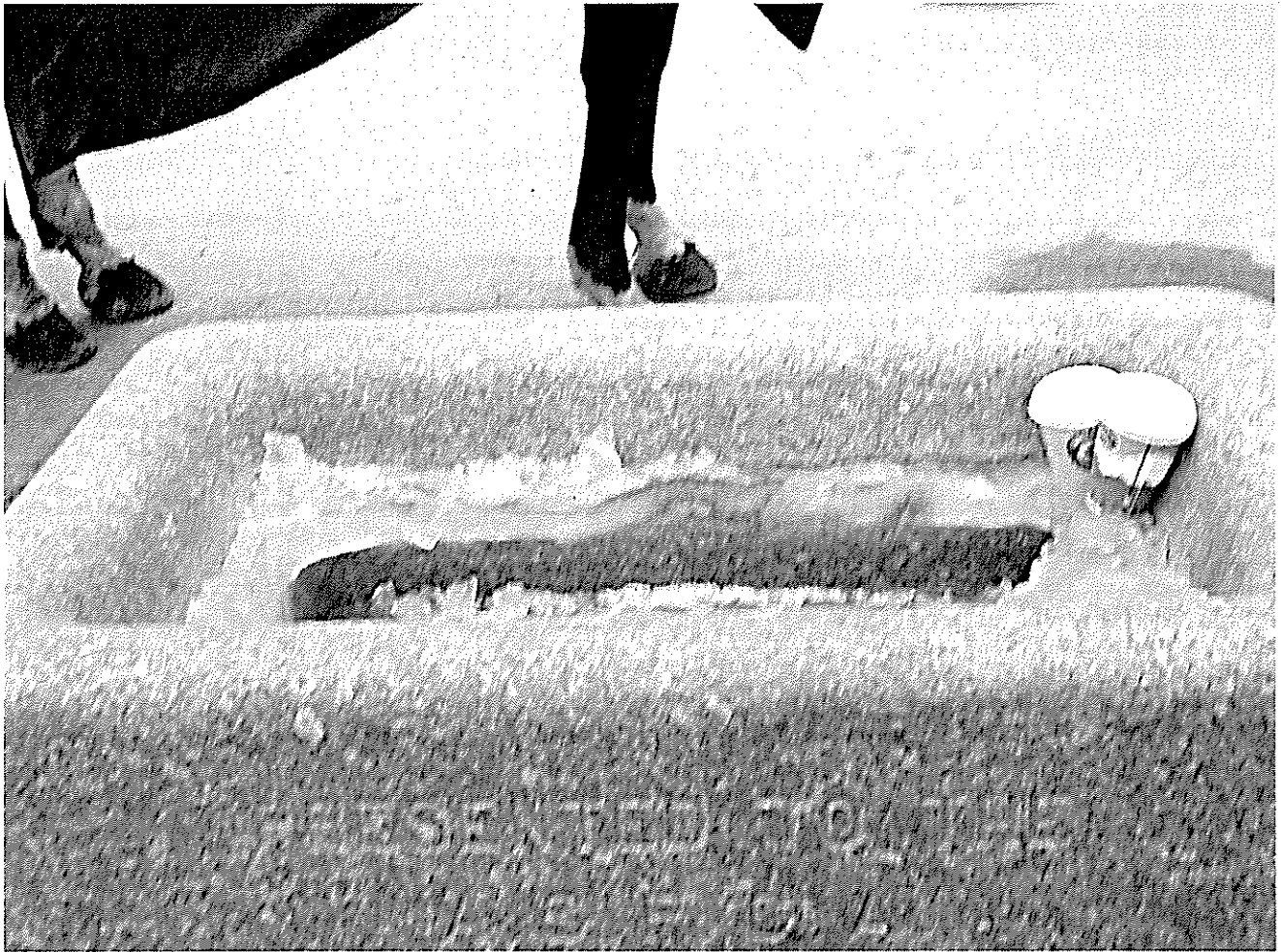
## NY State Animal Law Statutes

### § 353. Overdriving, torturing and injuring animals; failure to provide proper sustenance

A person who overdrives, overloads, tortures or cruelly beats or unjustifiably injures, maims, mutilates or kills any animal, whether wild or tame, and whether belonging to himself or to another, or deprives any animal of necessary sustenance, food or drink, or neglects or refuses to furnish it such sustenance or drink, or causes, procures or permits any animal to be overdriven, overloaded, tortured, cruelly beaten, or unjustifiably injured, maimed, mutilated or killed, or to be deprived of necessary food or drink, or who wilfully sets on foot, instigates, engages in, or in any way furthers any act of cruelty to any animal, or any act tending to produce such cruelty, is guilty of a class A misdemeanor and for purposes of paragraph (b) of subdivision one of section 160.10 of the criminal procedure law, shall be treated as a misdemeanor defined in the penal law.

[http://www.animallaw.info/statutes/stusnyag\\_mkts332\\_379.htm#s353](http://www.animallaw.info/statutes/stusnyag_mkts332_379.htm#s353)





Photos taken February 2, 2010

To: The New York City Council

Committee on Consumer Affairs  
Karen Koslowitz, Chair

Members: Charles Barron, Leroy G. Comrie, Jr.  
James F. Gennaro, G. Oliver Koppell,  
Michael C. Nelson and Julissa Ferreras

From: Jacqueline Hoffner

Re: Intro: 0035-2010  
Intro. 0092-2010  
Intro. 0086-2010

Date: March 12, 2010

Good Morning. My name is Jacqueline Hoffner.

As a New Yorker who is deeply concerned about the living and working conditions of the carriage horses -- and the protection of their well being, I am grateful for the opportunity to comment on the proposed Introductions.

It is my opinion that however well intended legislation and regulations may be -- our urban environment simply cannot provide open pastures, clean air, or freedom from the harms that New York City traffic poses. These inherent conditions, which cannot be remedied, make the use of horse-drawn carriages unsafe and inhumane.

Therefore, I wish to testify in favor of Intro. 0092-2010 and Intro. 0086-2010, with the hope that they will be merged, and oppose Intro. 0035-2010.

1.) Regarding Intro: 0035-2010

Although Intro. 35 provides an increase in rates for the drivers, in my opinion, it does not provide any real improvements for the horses. The horses will still work 9 hours a day in heavy traffic while breathing in toxic exhaust fumes, in hot humid weather, and the freezing cold, and they will still come back to restrictive stalls accessed by steep ramps.

The bill calls for 35 days of nonconsecutive rest per year for each horse. Experts concur that horses (particularly working horses) need daily turnout, which they presently do not get. There is no consideration for the other 330 days where the horses are confined between the shafts of their carriage for nine hours a day only to return to their stables where there is no opportunity to graze in pastures and socialize with other horses - something so important for herd animals.

2.) Regarding Intro. Intro. 0092-2010 and 0086-2010

Since January 2006, we have seen Spotty, Juliet and Smoothie die horrific deaths. In the last decade there were at least 22 serious horse-drawn carriage incidents reported in New York City, including five horse deaths and 19 human injuries. Clearly, horses and traffic are a dangerous and deadly combination.

Therefore, I support Intro. 92, a ban on horse-drawn carriages, as it is clearly in the best interest of the horses

I also support Intro. 86, which offers an elegant alternative to horse-drawn carriages: green-energy powered replicas of vintage vehicles touring Central Park -- and it will offer new employment opportunities.

I hope that Intro.92, with its section on the appropriate disposition of the horses, and Intro. 86 will be merged -- thus creating a solution and a bill which is forward thinking, safe, environmentally friendly and compassionate: all qualities that our great City should exemplify.

Thank you for your time and consideration.

Presented to the NY City Council March 12<sup>th</sup>, 2010

My name is John Sangiorgio. I practice Veterinary Medicine in Staten Island. I'm speaking on behalf of the Veterinary Medical Association of NYC, representing over 200 practicing veterinarians in NYC. My address is 1293 Clove Road, Staten Island, NY.

It is not our intention to decide whether or not horse drawn carriages should be or shouldn't be in NYC, but instead we care about the health and safety of the animals and their operators and passengers. Therefore Intro 92 banning horses and Intro 86 banning horses and replacing them with cars will not be addressed by our organization. This issue is better decided by the people of NYC. There are good points on both sides.

Intro 93

20-381.1B Area and Time Restrictions – should include “naturally excluding non faire transport to and from stabling area”

20-381.1C Should include expect with written permission from the Mayor's Office

Intro 35

17-330B2 Should be changed to bridal or halter

17-330C “halter should be on horse or outside stall” This is outstanding

17-330L Contact Info section is outstanding also. It is very important to contact the owner in times of emergency. An improvement may be to keep these records on and off premises and electronically stored at the Dept. of Health

17-330N calls for a health certificate to be mounted on stall. We find this impractical. It would be better kept in a safe place on the premises.

17-330R We find the addition of winter blankets well thought out and practical

One topic not addressed is turn out time. When this topic is discussed, even veterinarians point to the cost of land in Manhattan. I would just like to present for your consideration 3 points:

1. The NYPD was able to construct a turnout area on a West Side pier.
2. The LMCC (Lower Manhattan Cultural Coalition) was able to secure a large area on Varick St
3. Developers are legally bound to create public space in new projects.

How nice would it be to see horses grazing and playing in a public space. This would surely demonstrate the positive interaction and synergistic co-existence of two and four legged animals.

This is the learned opinion of the veterinarians of your city.

Thank you,

John F. Sangiorgio, DVM

Chairperson of Politics and Legislation, VMA of NYC

**What will happen to the horses?** This is a question we have heard many times when we have discussed the issue of banning the horse-drawn carriage industry in NYC. People are very concerned that the horses may go to slaughter. Although the US no longer has horse slaughter plants, the horses slated for slaughter are now trucked over the border to Mexico and Canada. After slaughter, horse meat is shipped out to countries like Japan and France, where its consumption is considered a delicacy.

There is a loophole in the present law – Section 17-729 of the Health section of the NYC Administrative Code. It states that horses are to be disposed of humanely but does not provide a definition. It also requires that sale records be provided to the Department of Health if the sale is made within NYC. Sales outside of the city are not required to be reported. Because there is no accountability, horses can easily end up at Unadilla, New Holland auctions or with a broker - their first step to the slaughter houses in Mexico and Canada. They have no protection.

Our records show that approximately 1/3 of the horses in the Department of Health registry disappear from the rolls every year, which represents about 65-70. The industry will tell you that they all find nice homes but there is simply no requirement for this in the law.

**Intro 92** addresses this issue beautifully by creating Section 17-730, which requires that the Department of Health be notified of the transfer of ownership of every horse regardless of where it is. It also defines “disposed of in a humane manner” to mean either selling or donating the horse to a private individual or a duly incorporated animal sanctuary or animal protection organization who will sign an assurance that the horse will not be sold and shall be kept solely as a companion animal and not employed in another horse-drawn carriage business or as a work horse and will be cared for humanely for the remainder of the horse's natural life.

**Intro 35**, the industry bill, which we oppose does not address this.

**Intro 86**, the classic car bill, which we accept in concept, does not address this very important issue either.

These horses are privately owned. They work over 60 hours a week in some of the most congested traffic in the world and live in substandard conditions. If the industry were to come to an end – or even if it does not, humane provisions for them must be in the law. They are just as important if not more so than jobs or classic cars.

RE: Proposed Legislation File # Int 0035-2010

New York City Council  
Committee on Consumer Affairs and Committee on Parks and Recreation

March 12, 2010

Good morning, members of City Council, and the concerned citizens of New York City. My name is Jessica Drammeh, and I am a volunteer at Kensington Stables in Brooklyn.

Winston Churchill once said, *"There is something about the outside of a horse that is good for the inside of a man."*

Churchill recognized the intrinsic value of interacting with horses to enrich the soul of human life. I believe that there is something about the presence of horses in New York City that is good for the soul of New York. Today, all across the state, people enjoy horses for trail riding, jumping, hunter paces, ranching, racing, dressage, pony rides, therapeutic riding, driving, and more.

In Prospect Park in Brooklyn, New Yorkers can ride a horse for the first—or four hundredth—time. They don't have to go to the suburbs to do this. But equestrian activities within the 5 boroughs have come under threat. First, the carriage horses, and now, the riding horses of urban adventurers and little kids' dreams.

At Kensington Stables, there are 39 remarkable horses and ponies with safe homes and attentive staff committed to their welfare and needs. The equines range from a little fat Shetland pony to a husky Clydesdale mare. Some residents live in straight stalls, while others live in box stalls. The entire barn is under threat by proposed legislation on stall dimensions in Section 1, Subdivision C.

There is very little scientific research regarding how it is best to house a horse or pony. Box stalls have not been proven to be superior housing in terms of a horses' comfort and safety.

- 1) A 64 square foot stall, such as an 8x8, does not take into account the size of a horse or pony. A 6 hand tall (2 foot tall) pony would be microscopic in a stall such as this.
- 2) There is a myth that horses cannot lie down in straight stalls, when in fact, they can.
- 3) Box stalls and straight stalls can co-exist under the same roof. One configuration doesn't have to be perceived as superior over another.
- 4) The New York State Assurance Program provides latitude for stall dimensions. One of the Program barns is the NYPD's mounted unit on Varick Street in Tribeca. It is a model of the co-habitation possible using both straight and box stalls; in fact, it has more straight stalls.
- 5) If you suspect that a horse will not thrive long-term in a straight stall, then take the example of Stardust, a grey mare that has lived in Brooklyn practically all of her life. She lives in a straight stall, and is a model of soundness and fitness.

If changes to stall size were pushed through, it would have serious repercussions, such as a) reducing the number of stalls at Kensington, thereby evicting some horses and ponies that have safe, loving homes; or b) worse, close down the entire stable. Just like with the closing of

Claremont, New Yorkers would have to travel further for the same services, and instead, spend their money in the suburbs rather than supporting small businesses in NYC. For closing down Kensington Stables would not be just shuttering a riding academy, but it would mean closing down a historic site that has become a community center, after-school program, therapeutic riding for the disabled, summer camp, fitness center, educational program, horse retirement home, and horse rescue.

I strongly appeal to you to look seriously not just at these seemingly innocuous proposals about stall size but their far-reaching repercussions. There is something good about the outside of a horse that is good for the inside of New York City. There are so many good things about horses in New York City that are worth celebrating and preserving.

Thank you for your reasoned consideration of these issues.

Jessica Drammeh  
Brooklyn, NY  
[jessicadrammeh@yahoo.com](mailto:jessicadrammeh@yahoo.com)

Barbara Stork Flatbush Mold and Saddle  
593 Manhattan Avenue, Brooklyn, NY 11222  
718-213-0772 *flatbushsaddle@gmail.com*

March 11, 2010

TO: 1) New York City Council Members: Gennaro, Crowley, Koslowitz, James, Koppell and White  
2) Members of the Committee on Consumer Affairs, Karen Koslowitz, Chair  
3) Members of the Committee on Parks and Recreation, Melissa Mark-Viverito

RE: Intention No. 35, Local law to amend the administrative code of the City of New York, in relation to the regulation of horse drawn cabs.

Dear Council Members:

My intention with this letter is to provide an valid argument for adjustment of the box stall requirement in Intention No. 35. It is a sweeping blunt instrument rule that seems to send the message that urban horse stables need to have their requirements set so high, that existing stables should consider closing their doors, and that any future stables must be very well endowed before considering opening their doors. It seems very elitist.

I am an experienced horseman, with eight years of intense training by one of this country's leading trainers and respected authors, Jill Hassler-Scoop. I am an alum of the United States Pony Club, which is the organization designed to develop sportsmanship and proper horse management, not just riding technique. I am a volunteer instructor Kensington Stables, teaching volunteers who want to learn about horses, be around horses, but cannot afford lessons. I teach riding, on a limited basis, but by no means make much money from my work there. My argument is not based on protecting my income. I have observed and worked with the horses at Kensington Stables for four years. I know what a depressed animal looks like, and when I first stepped into Kensington, I noticed immediately how interested and engaged each horse was, as much or more than I have seen in many of the stables touted as the model for the ideal way to keep horses. Walker Blankinship, owner of Kensington, is one of the most ethical and knowledgeable horsemen I know. I respect his reasoning for his policies which are based on relentless observation, endless hours of work, and open minded judgment, not pat, reflex, "how-to" horsemanship. With the urban environment he has, the affordable rates he is personally committed to, I think he does a commendable job, and deserves a financial grant to support his selfless efforts, rather than being faced with fight after fight, just to keep from being regulated out of business.

This stable is a treasure to Brooklyn, and is part of what keeps New York City the amazing the place it is, and just one of the many reasons why New Yorkers stare blankly at outsiders who wonder why anyone would ever want to live here. Kensington Stables is one reason why New York is better than most cities. Let's not kill it.

The box stall requirement will place an insurmountable financial burden on Kensington Stables. They will have to charge more money to make up for the missing horses. Horses sent where? To retirement farms? The remaining horses have to pay for that. The current prices charged for services are far below true cost, any hearsay about overcharging for services is simply wrong. Without an indoor arena for all weather and night riding, we cannot hope to survive the box stall requirement. Our customers have to work during the weekdays. Shall we attempt relentless non-stop work for the remaining horses who will be given a box stall as consolation?

It takes a few days to learn how to drive a car. It takes a decade to learn how to be a decent rider, stable manager and trainer. It takes a decades to understand the difference between one horse's needs an another's, what to do differently for each horse, to know if you are successful for each horse, reacting differently to any given circumstance. New York City Council Members cannot be expected to take the time necessary to understand even the tip of the iceberg of horse management. The shortcuts to actual knowledge that activist groups will use as evidence of abuse, are entirely inappropriate, cherry picked bits of horsemanship from books which apply to entirely different horse industries, mainly the sport horse and leisure horse industry, not the urban working horse.

The sport horse is different from the working horse. The working horse is out of his stall for much of the day and exercising at low levels but for longer hours. We have almost no working horses left in this country,



except for those that are in use in urban environments, in exhibitions, or by the Amish. An urban environment is one of the few places where there are enough customers to have a working horse management model. It seems the public has a hard time thinking a working horse is anything but an abused animal. I think they have never ridden or worked with a horse long enough, to understand just how willing the animal is to engage and be put to a project. And if they did, it was in the country, in the leisure model. And this is the only acceptable model to them. Because they have no hands on experience with the urban working horse.

A few veterinarians seem to be taken as authority for new best welfare practices of the urban horse, and propose this box stall requirement. This rule seems more an effort to punish the urban stable simply for existing in a way that is different, from rural stables, rather than having to make any attempt to understand the individual horses it will affect, their routine, their social interaction. Different does not equate abuse. Different does not need to be fixed. The box stall, along with pasture turnout, is based on sport horse management, for a rider who has limited time to ride, because that horse is a hobby. The box stall for a sport horse helps the animal feel more independent. This is useful when you take a horse out to strange places, such as competitions, where the horse needs to view the rider as his partner, not cling to the other horses. Urban working horses enjoy a regular routine, rarely subject to change of their environment. Horses hate change. This is one of the few hard and fast rules nobody will argue with. The travel sport horses are subject to can be easily be argued as abuse, but it never is, because they live in a pretty barn with box stalls, with a pasture, owned by a person of means.

I have not heard the veterinarians who testify in favor of the urban working horse ever declare what management policy should be. They know this is not their territory. They see all sorts of different management set-ups and know that unless they observe the horse daily over a long period of time, they should not make that call. They testify in what is appropriate for their professional area, and that is to talk about the health of the animal, not his happiness quotient. Only a veterinarian who has conducted scientific research on this subject should be considered a valid source for guidance. Such a vet is Dr. Susan McDonnell, at New Bolton Center.

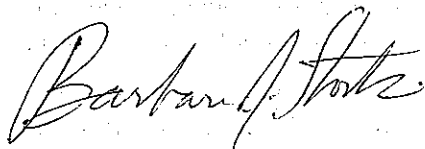
Standing stalls, such as those at Kensington stables, are amply wide enough for the horse to lay down and sleep. And these horses in close proximity to each other provide certain safety benefits to our customers. Our horses in standing stalls, develop a greater degree of bonding. This helps them carry our beginner customers without competing for territory on the trail, because they huddle together at rest, as they would in the wild, and walk in line much better together, calmly. If a standing stall were a problem for happiness, we would notice. And we would move such a horse to one of our many box stalls.

The idea of the horse being able to move around in a box stall is another idea based on human needs. Many horses do need a large stall, I'm not saying box stalls are bad. And when working stables changed over to leisure farms, people liked the box stall, liked seeing the space, and decided it was good practice. There is still no science to suggest why it should be mandatory. It's just developed through cultural change to the leisure horse.

Standing stalls have hygiene advantages box stalls do not have. The horse cannot defecate in his food in a standing stall. The manure can be cleared more regularly because it is accessed in the aisle more efficiently. The ammonia vapors which are heavy and remain close to the ground, cannot be trapped by four closed walls.

If the stall is really huge, the ammonia factor might be reduced, but this large area can and does make some horses very nervous. Nervous is often mistaken for "spirited." I wonder how many of those who "grew up with horses" did not have Pony Club to teach them what to do with their box stalled nervous horse they were so proud of as the "hottest" horse on the block. The "hot" horse usually won't win the blue ribbon, it just makes the ignorant rider feel like a real cowboy, preventing serious consideration of management of nervousness. It's just too intoxicating to be proud of one's riding ability to stay on such a horse. It's too easy to blame on the breed as well. As long as that rider isn't trying to sell a safe ride on a safe horse to a first time rider, nobody questions how nervous that horse is.

Sincerely,



Barbara Stork

Committee on Consumer Affairs

3/12/2010 Hearing on Intro 35, 86, and 92

Like many NYC citizens, I support Intro 92 – the bill to repeal all provisions allowing for the operation of horse drawn cabs. This is the long overdue solution to an industry that has seen its' day and cannot operate safely and humanely in 21<sup>st</sup> century NYC.

If Intro 86 can provide clear and enforceable measures for the humane disposition of the privately owned horses, I will also lend my support to Intro 86.

That being said, I am in strong opposition to Intro 35, the carriage industry bill introduced by Council Member James Gennaro.

Its main purpose is to give the carriage industry a rate increase, which is not deserved.

The industry touts the vital and iconic importance of these horses to NYC tourism and yet the horses' most basic needs cannot be met in NYC. Let's be clear, no tourist will cancel a trip to NYC if they cannot take a carriage ride.

The Department of Health's recently drafted the "Notice of Intention to Amend Chapter 4". The amendment may be well intentioned, but the DOH states the following correctly - "*an attempt has been made to clarify that enforcement of most of these provisions is within the authority of agents and employees of the Department, the Department of Consumer Affairs, the ASPCA, and the NYPD.*"

This brings home the central point of maintaining this industry let alone rewarding it financially – LACK OF TRUE ENFORCEMENT. The current regulations are not enforced adequately now so why should anyone believe that additional regulations can be enforced? Have the agencies trained and hired more staff? Have all of the loopholes been addressed in these amendments? The answer is NO.

In fact, in the Administrative Requirements section of the proposal (4-02, Subdivision (d) (1), the need for ambient temperature readings is addressed and DOH states clearly and honestly that "*no agency has resources to monitor these temperatures several times a day to determine when horses should be relieved of work during extreme temperatures, the responsibility for keeping records of temperatures has been placed on the drivers of horse drawn carriages who take the horse out of the stable each day.*"

This is preposterous. Is DOH really expecting a driver to police himself out of his money for the day?

The conditions in 21st century New York City cannot be modified to enable horse drawn carriages to operate safely and humanely and therefore giving the industry a rate increase when the industry cannot be humanely and safely enforced is ludicrous.

In fact, the DOH's recently proposed amendment to chapter 4 falls terribly short of The New York State Department of Agriculture and Markets' Horse Health Assurance Program (NYSHHAP's) recognized standards. The New York State Department of Agriculture and Markets' Horse Health Assurance Program ("NYSHHAP") is a certification program designed to promote equine health, care, and welfare through the use of certain "best management practices" or standards.

DOH's recently proposed amendment to chapter 4 includes recommendations such as:

**STALL SIZE:** The stall size recommended is less than half that of the NYSHHAP Guidelines, which require that stalls be 12 feet by 12 feet for mid-sized horses and 14 feet by 14 feet for draft horses and large warm bloods. Horses must be allowed to lie down comfortably and stretch out with their legs fully extended. To provide less than this is inhumane.

**FURLOUGH OR VACATION** – Five weeks "vacation" or 35 days a year is not a substitute for the more critical need, from a physical and psychological/behavioral stand point, for daily turnout or pasture time, recommended by experts – the other 330 days. There is no way that NYC's stables can provide this for the horses to both relax physically and interact with one another, as social herd animals need to do. Horses are not machines. They need time to run, buck, roll and play, to scratch themselves, stretch and engage in mutual grooming. To provide less than this is inhumane to any living being.

**AGE** – the part missing from the requirement that horses shall not be younger than five years nor older than 20 years at time of purchase is the age at which a horse shall be retired. Horses have been pushed to work until their 30s and have dropped dead in their stalls.

**WATER:** Water troughs in Central Park are SHUT OFF FOR HALF OF THE YEAR because of the cold weather. Potable water should be supplied year round for the horses and it is shocking that it never was until horse advocates called attention to it. But the City of NY should not pay for piping to make the water troughs available year round. This should be paid for by the private carriage industry. NYC needs money for so many humane programs and it should not be funding an inhumane and unsafe industry. City workers are being laid off and losing their jobs. In any case, if this passes, this will be yet another provision in NYC law that is not addressed because the City simply does not have the money to do the work so it is simply window dressing that will linger as a paper decision and the vitally important and iconic horses will still work without having their basic need for adequate access to water fulfilled – this is unacceptable.

This also does not address the water supply issue when the carriages are working outside of the park – such as in Times Square where water troughs are not available.

**Rewarding the industry financially with a 221% increase over the current rate when the industry is unsafe and utterly inhumane defies the imagination of any clear thinking person and is unacceptable.**

Besides, the industry has already given themselves a raise by cheating on the street where they charge what the market will bear – and through their commercial web site companies. The city should not be rewarding fraud and cheating – suggesting that it is OK to cheat and get away with it because the drivers have not had an

increase in a while. Instead the industry should be fined for overcharging and those who do it should lose their license.

**Please see the recent NY Post article, which describes this cheating**

**[http://www.nypost.com/p/news/local/manhattan/taken for ride TtM1wU97tnbyWZt4sCXBgO](http://www.nypost.com/p/news/local/manhattan/taken_for_ride_TtM1wU97tnbyWZt4sCXBgO)**

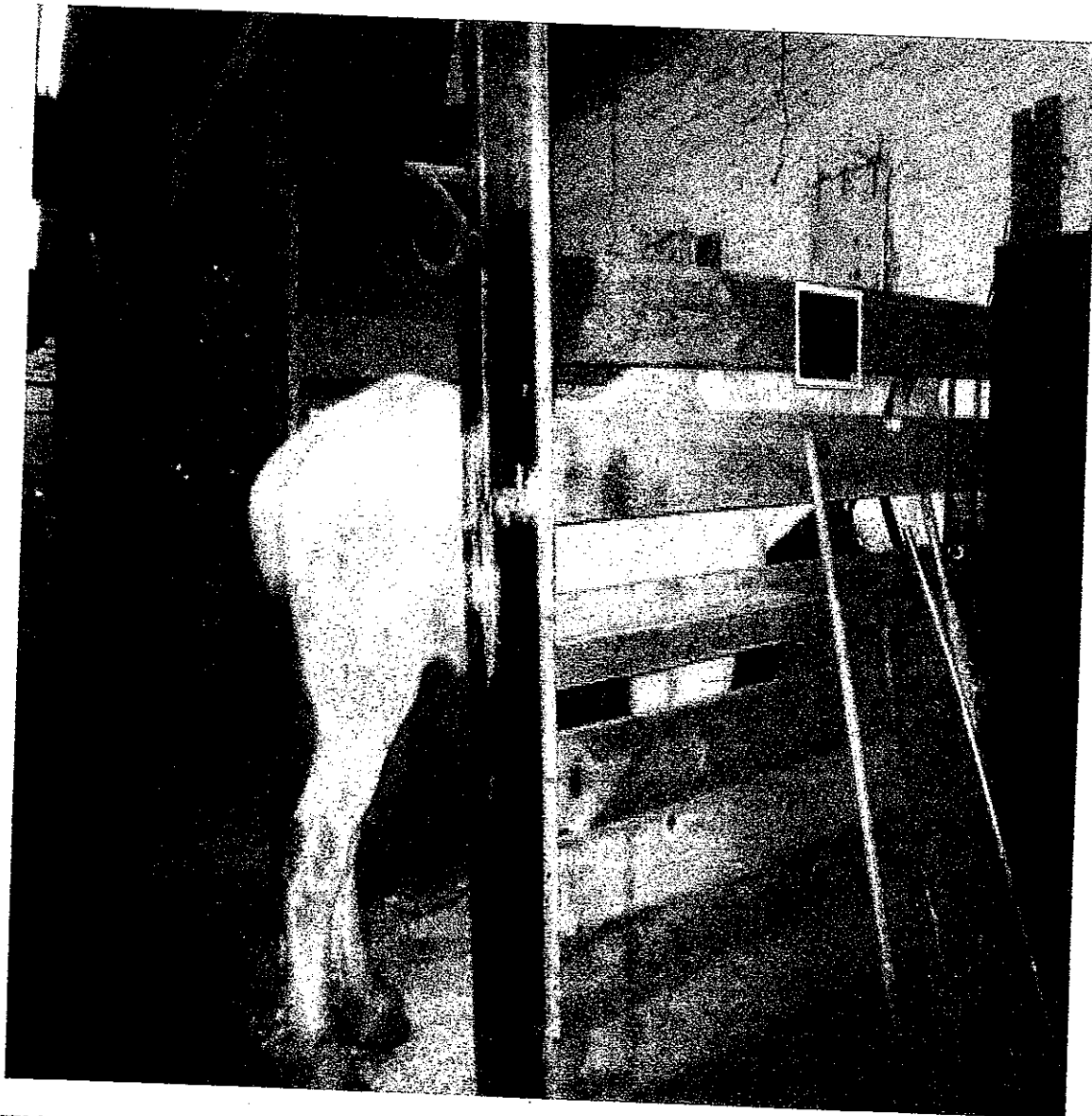
One example of a private company overcharging - <http://www.gothamcarriages.com>

**Please demonstrate ethical leadership and join other cities such as Paris, London, Toronto and Beijing in banning this 18<sup>th</sup> century industry.**

**Animals' Angels Investigation (West Side Livery)**

**See You Tube video**

<http://www.youtube.com/watch?v=AjV5TACuRLA>



**THE HORSE HAS NO OPTION TO LAY DOWN OR MOVE AROUND.  
HIS LIFE IS ONE OF CONSTANT TETHERING.**

**NO FREE MOVEMENT IS GIVEN TO THE HORSE – NO TURNOUT OR  
TIME WITH OTHER HORSES. ALL ANIMALS DESERVE THE BASIC  
FREEDOM OF MOVEMENT.**

**THE "BEDDING" IS MERE DUST.**

*= Horse has urine + feces stains*

*Bones are protruding!*

I am Samsam YUNG, head trainer at Kensington Stables. We are a riding barn in Brooklyn, and I am speaking to the proposed changes in Subdivisions b of section 17-330 of the administrative code regarding stall size requirements

A lot of numbers are being thrown around here. 64 square feet with a minimum width of 7ft that translate to somewhere between 7 by 9 and 8 by 8 in terms of how square or how long the stall. I also hear 12 by 12 cited as the industry standard. Where do these numbers come from?

When I filter through all the advertisements out there, zoom in on the more academic work, and trace its sources, I find numerous references to the FASS Guidelines published in 1999. I think it is highly likely that some of the NYHHAP recommendations published subsequently in 2008 are directly based on this very same guideline. FASS is the Federation of Animal Science Societies, its goal is to bring together scientists and educators in areas of animal agriculture represented by the Member Societies as a means of facilitating the dissemination of scientific and technical information, and To provide a unified voice in Washington, D.C. for influencing legislation and funding on behalf of animal agriculture.

So what does this guideline say? Yes it mentions that horses should be able to turn around, and the recommended box stall dimension should be 12 x 12. It's easy to quote the FASS guidelines and be 100% truthful and wrong, by taking these statements completely out of context.

Let's read through the guideline carefully, I quote:

Guidelines in this chapter apply generally to all domestic and feral equids. Accommodation dimensions and area recommendations should be downsized appropriately for ponies.

Dimensions of indoor occupancy should be sufficient for a horse to make normal postural adjustments at will. **A reasonable area allowance for a single horse is twice the square of its height at the withers (Zeeb, 1981)**, which permits essential movements, including lying down in sternal or lateral recumbency. Box stalls should be large enough to permit the horse to lie down, get up, and turn around. A 12 by 12 ft stall should accommodate an animal of any size. The recommended minimum area for straight or tie stalls is 5 x 9 ft

Now, the guideline states clearly that the numbers need to be adjusted for ponies. According to the formula 2 times the square of the wither height, an 8 by 8 stall can house up to a 17 hands horse. We have ponies a little over a third of that height.

Another important point that is omitted in many citations, this guideline is a guide for the Care and Use of Agricultural Animals in Agricultural Research and Teaching, essentially lab animals that do not leave their stalls very much. This is not a guideline for stabling of riding horses which are exercised on a daily basis.

And most importantly, I want to highlight the fact that the Guideline includes recommendation for tie stalls. I think we can safely infer that according to the FASS guidelines, that it's okay to tie a horse in a stable, that some horses don't need to be able to turn around or move very much when resting. Ability to turn around, in this guideline, refers to box stalls, it is not a requirement for all stalls.

I think this begs the question, why can't all of the horses be in boxes. Why can't we all live in mansions in Westchester? Personally I wouldn't want to live in a mansion, I'm no good at housekeeping. it'll take too long to clean.

I think that stall requirements should stay with what is necessary, and not what might be nice given more resources such as space, labor, and money. Some horses are calmer in a line of tie stalls where they can feel the security of the herd. Horses that know each other will be more relaxed when working together and provide calmer and safer rides for the public. Some horses require more space because they are more active, high strung, or aggressive. It maybe suitable for a horse that is stall-bound due to an injury or sickness to have more mobility in the stall, to have a bigger stall. Zeeb, whose research on the behavioral needs of horses published in 1981, came up with the formula that is quoted in the FASS Guideline, 2 times the square of the wither height. Zeeb also said that horses can be tied in the stables as long as they are working several hours a day. So it's no surprise that the FASS Guideline for box stalls for the stall bound research-use horses is 12 x 12. 12 x 12 far exceeds the spatial resting needs unless we are talking about a 25 hands horse, that's a little bigger than a small elephant.

It is standard industry practice all over the world to isolate the breeding stallions and foaling mares. the reason that sounds good - they are more aggressive, and the reason that doesn't sound as good but just as true, because they are more expensive. My believe is that the more expensive an animal is, the more its owner wants to isolate it, put it in a big box, have it turned out separately, and not risk having her prized animal kicked by another animal. That's not necessarily more humane or better, it's rather selfish since we know that horses are social animals that naturally live in a herd. Now I'm not saying boxes and some degree of isolation is necessarily a bad thing either. What's natural is not by default the best solution. Naturally, the lifespan of a horse in the wild is 12-18 yr(<http://www.petplace.com/horses/the-horse-s-life-span/page2.aspx>) and the lifespan of a domestic riding horse is 30 to 40 years. (<http://www.petplace.com/horses/the-horse-s-life-span/page2.aspx>).

There are pros and cons on each side of the argument on tie vs box stalls. Both type of stalls meets the minimum requirement for the safety, comfort and humane treatment of horses as long as the horses' locomotive needs are satisfied outside the stall. The exact dimensions must be adjusted to the size of the animal. The decision between a tie-stall and a box stall should be deferred I believe to the owner or the keeper of the animal. These are tough decisions. It's easy to say we want universal health care and we want lower taxes. You know we can't have both, at least not in the long run, the taxes will have to catch up at some point. When you have choices like these, you have to ask yourself, what are the priorities?

I know that my priority is not to keep a \$30K horse in a box large enough to house an elephant.

What is the priority for the city of New York. I say the priority is to keep horse back riding safe and accessible , both logistically and financially to the common New Yorkers.

## Chapter 7: Guidelines for Horse Husbandry

Guidelines in this chapter apply generally to all domestic and feral equids. Accommodation dimensions and area recommendations should be downsized appropriately for ponies.

### FACILITIES AND ENVIRONMENT

#### Indoor Environment

Dimensions of indoor occupancy should be sufficient for a horse to make normal postural adjustments at will. A reasonable area allowance for a single horse is twice the square of its height at the withers (Zeeb, 1981), which permits essential movements, including lying down in sternal or lateral recumbency. Although horses can engage in slow wave sleep while standing, rapid eye movement sleep occurs only when the horse is recumbent (Dallaire and Ruckebusch, 1974; Ruckebusch, 1975).

Box stalls should be large enough to permit the horse to lie down, get up, turn around, and not lie in, stand on, or eat from areas contaminated with its own feces or urine (Table 7-1). The recommended minimum area, including dimensions, for straight or tie stalls (including space for the manger) is shown in Table 7-1. A 3.7-m × 3.7-m (12-ft × 12-ft) stall should accommodate any size horse.

General guidelines for metabolism stalls are in Chapter 2. If possible, horses should be removed from the stalls daily for short periods of exercise to minimize edema of the lower limbs.

Stall doors may be sliding, hinged, or divided (Dutch). Divided doors allow the horse to have, in effect, a larger stall when it puts its head out, yet permit visual isolation of the horse when so desired. Care must be taken when Dutch doors are used so that the horse cannot reach light switches, electrical cords, or outlets. Stall doors should either be solid or made of material in which the horse cannot become entangled. Doors should be wide enough (1.1 to 1.2 m or 3.5 to 4 ft) to permit the horse to enter and leave its stall comfortably, but should not block adjacent alleys when open. Hinged or divided doors should open into the alley, not into the stall.

Suitable flooring materials for indoor stalls include rubber mat, artificial turf, packed clay, gravel, stone dust, asphalt, concrete, sand, and wood. Floor material should be selected for ease of cleaning and for sanitation, comfort, and safety of the horse. Slippery floors can lead to injuries, and hard surfaces can cause lameness. The harder floorings require deeper bedding, especially for larger horses. Concrete floors with a rough broom float surface that slope

to a floor drain or exterior door are suggested for wash areas, alleys, and feed and equipment storage areas.

Solid walls are suggested for foaling stalls to prevent aggression by the postpartum mare toward horses in adjacent stalls (aggression that may be redirected toward her own foal).

An opening 2.5 cm (1 in) wide and 75 cm (30 in) above the floor in walls and partitions aids stall ventilation and can be closed with a removable filler strip. Open guards 1.4 to 1.5 m (4.5 to 5 ft) above the floor between box stalls may be made of 1.3-cm (.5-in) steel rods, 1.9-cm (.75-in) pipe spaced not over 10 cm (4 in) apart on centers, No. 4 gauge welded-steel fencing, flattened expanded 9-gauge metal, No. 9 chain-link fencing, vertical hardwood slats, or comparable material.

Ceilings, when present, should be made of a moisture-proof material, preferably one that is smooth with a minimum of exposed pipes and fixtures. Minimum ceiling height should be at least .3 m (1 ft) higher than the horse's ears when the head is held at its highest level. Commonly used ceiling heights are 2.4 to 3.1 m (8 to 10 ft) for stall areas and 4.3 to 4.9 m (14 to 16 ft) for riding areas.

Windows or unglazed openings are recommended but are not essential if adequate lighting and ventilation are supplied by other means. Full-size doors with expanded metal screens may be used as windows in exterior stall walls. A tip-in or removable 61-cm × 61-cm (2-ft × 2-ft) window in each box stall aids lighting and natural (non-mechanical) ventilation in warm weather. The bottom of breakable barn windows should be 1.5 m (5 ft) or more above the floor, and windows should be protected to prevent breakage. Plexiglass windows that can be opened are preferable to fixed translucent panels installed as part of the wall sheathing because such panels are difficult to maintain. Skylights or translucent panels in the roof are useful to let more light into stalls.

Tropical and subtropical climates require stall arrangements that are very open to the outside. Commonly used are shed row barns in which the stalls open to the outside under an overhanging roof. Added ventilation is encouraged by stall doors with openings to the floor and slatted or nonsolid stall walls. If barns without these features are used in these environments, those barns should be large and constructed with thick concrete block or well-insulated walls, very high ceilings, and extensive roof venting, unless complete climate control (air-conditioning) is planned.

An alley should be provided between rows of stalls to allow room for horses to pass, for feed and bedding to be



## BASIC BEHAVIOURAL NEEDS OF HORSES

K. ZEEB

*Tierhygienisches Institut, Elsasserstrasse 116, Freiberg (W. Germany)*

392

### ABSTRACT

The behavioral needs of horses can be divided according to management practices and also according to behaviour patterns. Some of the needs falling within the six most important of these subdivisions are listed below.

1. **Feeding.** Horses are herbivores and normally consume their nutritive requirements by grazing. Grazing time is often interrupted by short resting intervals but in total, under extensive management conditions, it may occupy up to 16 h per day. Because of their specialized digestive system, horses require a certain amount of bulk in their diet. Also, horses which are grazing in groups require to be able to maintain individual distances.
2. **Resting.** Individual distances are maintained while horses are resting and therefore each horse in a group requires an area of about 6 m<sup>2</sup> while resting. Single homes require an area of 2 X withers height<sup>2</sup>, which will allow the essential movements of lying in a stretched position and rolling to take place. Generally, horses prefer a flat, draught-free resting place although in hot conditions they prefer to lie in a windy place.
3. **Locomotion.** Since horses are highly specialized for locomotion and flight, it is essential that they have space and time to exercise these needs. This means that they should only be tied in stalls if they are working for several hours per day. Otherwise, they should be kept in groups with running-out facilities.
4. **Defecation.** Only stallions have special dunging places on pasture. However, all horses prefer to urinate on litter or loose ground rather than on growing pasture.
5. **Grouping.** Since they are social animals, horses should be kept in groups and allowed to form a social hierarchy. As well as satisfying their social needs, this stimulates locomotor activity. Severe attacks on animals low in the hierarchy can be avoided by having two routes between the stable and the paddock.
6. **Acclimatization.** Horses are particularly susceptible to respiratory diseases and accommodation should be well ventilated and never completely closed. They can habituate to extremes of temperature and in fact may benefit from some fluctuation in the temperature of the stable. All breeds of horses can live outside if they are provided with a dry, draught-free shelter. In addition to these requirements, horses have particular behavioral needs associated with transportation. Finally, twelve guidelines for training horses are discussed. These take account of the horse's biological background and emphasize the importance of gaining its confidence, developing an understanding between animal and trainer and slowly adapting it to the strange stimuli it will meet during training.

Intro 35  
86  
92  
93

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_  
 in favor  in opposition (86, 92, 93)  
for Intro 35 Date: 3/12/10

(PLEASE PRINT)  
Name: JUDAN MAGE Acting Deputy Commissioner  
Address: 60th MARGHERIT ST BELMONT N.Y.  
I represent: Horse & Carriage Association  
Address: 522 W 45th St N.Y. N.Y. 10036

# 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: 3/12/10

(PLEASE PRINT)  
Name: COLM MC KEEVER  
Address: 19 FOXWOOD ROAD, WEST NYACK  
I represent: HORSE DRAWN CARRIAGE ASS.  
Address: \_\_\_\_\_

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

9:22

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_  
 in favor  in opposition  
Date: 3-12-10

(PLEASE PRINT)  
Name: EDWARD CALLAGHAN  
Address: 39-65-51st 3C. Queens NY 11377  
I represent: Horse Drawn Carriage Industry  
Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:23

I intend to appear and speak on Int. No. 10 FD Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/00

(PLEASE PRINT)

Name: Cherry Mitchell

Address: 322 Shannotts Road

I represent: New York House Council

Address: 322 Shannotts Rd ST. NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:23

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: JANNETTE PATTERSON

Address: 225 CENTRAL PARK WEST NY 10024

I represent: PETA

Address: 301 FRONT ST

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:23

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: MATTHEW SCHLARTZ

Address: 65 LINCOLN BLVD MERRICK NY 11566

I represent: Seto

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:27

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Richard Feldman

Address: Laber Place NYC, NYC

I represent: Self -

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:27

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Conor McHugh

Address: 17 Lamborn Ave, Congers, N.Y 10920

I represent: Clinton Park School

Address: 618 West 52nd St. N.Y N.Y 10019

**THE COUNCIL  
THE CITY OF NEW YORK**

9:26

Appearance Card

FOR

#35

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/2011

(PLEASE PRINT)

Name: FATHER BRIAN JORDAN

Address: HOLY NAME CHURCH

I represent: HOLY CARRIAGE RIDERS

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:29

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: ERIC ROTHMAN

Address: 99 HUDSON ST., NY 10013

I represent: HRGA ADVISORS, INC.

Address: 99 HUDSON ST., NY 10013

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:29

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: ERICH ARCEMENT

Address: 611 Broadway

I represent: SSE

Address: 611 Broadway

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:28

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jane Hoffman

Address: \_\_\_\_\_

I represent: NY CLASS

Address: 1120 Ave of the Americas, Ste 4172  
NY NY

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:30

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: John E. Lowe

Address: 56 Crystal Drive Dryden NY 13053

I represent: NY, Carver Home Association

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:29

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Melissa NORDEN

Address: \_\_\_\_\_

I represent: ASPCA

Address: 424 E. 92nd St NYC 10128

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:27

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Laura Eldridge

Address: 40 Harrison St #17L NY NY

I represent: NYCLASS

Address: 1120 Ave of The Americas, St 4172

NY, NY

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:31

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Charleen Feeney

Address: 98 Birch St Floral Park NY

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:30

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Linda Marcus

Address: 1120 Ave of the Americas NY, NY

I represent: ~~ATLANTA~~

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:30

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jill Weitz

Address: 1120 Ave of the Americas NY, NY

I represent: ~~ATLANTA~~

Address: \_\_\_\_\_

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

9:32

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Gareth Smith

Address: 39 E Cedar Street, Metuchen, NJ 08840

I represent: The New York Horse & Carriage Association

Address: 618 52nd St. NY, NY 10019

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

9:31

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: GIUSEPPE CIRNIGLIARO

Address: 1556 W. 2<sup>ND</sup> ST. BROOKLYN, NY

I represent: ITALIAN COMMUNICATIONS

Address: IN-STATE

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

9:31

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: STEPHEN MALONE

Address: 98 Birch St Floral Park, NY 11001

I represent: Horse & Carriage Association

Address: Same

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:32

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: John Phillips (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: NYC League of Humane Voters

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:32

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: March 12, 2010

Name: ED HAYES (PLEASE PRINT)

Address: 3 Sterling Ct Fairfield, N.J.

I represent: Horse Carriage 07004

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:32

I intend to appear and speak on Int. No. 25 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/2/10

Name: PAL MULLANEY (PLEASE PRINT)

Address: 6150 56RD MASPEHY

I represent: NY CARRIAGE ASSOC

Address: IN FAVOR INTRO #35

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:33

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

Name: Patrick Kwan (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: Humane Society

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:33

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 3/12/10

Name: Eva Hughes (PLEASE PRINT)

Address: 3433 205<sup>th</sup> St

I represent: NY CARRIAGE ASSOC

Address: IN FAVOR OF INTRO 35

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:33

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

Name: Jesus Rojas (PLEASE PRINT)

Address: 22-51 Holland Ave

I represent: Horse and Carriages

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:34

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)  
Name: DEMOS DEMOPOULOS

Address: 265 W. 14 ST.

I represent: TEAMSTERS LOCAL 553, JCL 16

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:34

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)  
Name: Edita Birnkrant

Address: 1841 Broadway Suite 350, New York, NY 10019

I represent: Friends of Animals

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:34

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: SONIA IVANY

Address: \_\_\_\_\_

I represent: NYC Labor Council for Latin

Address: American Advan Cement  
12 Washington Place,  
Newark, NJ 07102

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:34

I intend to appear and speak on Int. No. 35, 86, 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Elizabeth Tobier

Address: 8602 Ft Hamilton Pkwy Bldg

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:35

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Dany Cunningham

Address: 1013-23 Broadway

I represent: Prospect Park Community Committee

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:36

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ARDELE MURPHY

Address: 100 W 125 ST NY NY 10011

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:36

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Walker Blankinship

Address: 405 Parkside Ave

I represent: Kensington Stables

Address: 51 Cton Pl.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:37

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Teresa Russo

Address: \_\_\_\_\_

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:37

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ELIZABETH FORK

Address: ~~31~~ ROB 20247

I represent: Coalition to Bankrupt down  
com

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:38

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)  
Name: John G. Hynes DVM  
Address: 4838 Arthur Kill Rd S1 NY 10309

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:38

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: GIOVANNI PALIOTTA  
Address: 25-10 31ST AVE APT 49 ASTORIA NY 11106

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:38

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: DR. FARRELL

Address: \_\_\_\_\_

I represent: HORSE AND CARriage ASSOCIATION

Address: 619 W 52ND ST - NY, NY 11019

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:39  
9:39

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Natalie Reeves

Address: \_\_\_\_\_

I represent: NYC Bar Association

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:40

I intend to appear and speak on Int. No. 86+92 Res. No. \_\_\_\_\_

in favor  in opposition 35  
86+92

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: JACQUELINE HOFFNER

Address: NYC

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:40

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition  
86+92

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: JACAN MEKEVER HOFFNER

Address: 609 HUGHES ST Bellmont N.Y

I represent: Horse & Carriage Association

Address: 522 W 45<sup>th</sup> ST N.Y, N.Y 10036

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:45

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Dena Allen (PLEASE PRINT)

Address: 1841 Bklyn NYC

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:41

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

Name: JESSICA CENTOLA (PLEASE PRINT)

Address: 243 E 39th St

I represent: Citizens of Midtown / SELF

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:40

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: DINA KALRA (PLEASE PRINT)

Address: 20 Waterside Pl

I represent: Abolish Carnegie Horse Carillon

Address: NYC

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:45

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

Name: Ana Rosario (PLEASE PRINT)

Address: 320 E 57 St, apt 2D NYC NY 10022

I represent: Kensington Stables

Address: 50 Caton Place, BKlyn

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:45 am

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition Subdivision b section 17-330

Date: 3/12/2010

(PLEASE PRINT)

Name: SAMSAM YUNG

Address: 160 Ocean Parkway 4A

I represent: Kensington Stables

Address: 51 Caton Pl Brooklyn NY 11218

35 **THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:45

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: SHAWN FAY

Address: 618 W 52ND ST NY NY 10019

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

35

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

9:46

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3-12-09

(PLEASE PRINT)

Name: Roxanne Delgado

Address: 1108 W 164th St

I represent: myself

Address: Bronx NY 10466

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

9:46 AM

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 03/12/2010

(PLEASE PRINT)

Name: Elena Ouchakova

Address: 2970 West 27th Street Apt. 1509 Brooklyn N.Y. 11224

I represent: Kensington Stables Inc.

Address: 51 Caton Place Brooklyn N.Y. 11218

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

9:47 AM

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Barbara Dasch

Address: 411 Parkside Av Brooklyn NY 11226

I represent: Kensington Stables Inc.

Address: 51 Caton Place Brooklyn NY 11218

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

949

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 5/10/10

(PLEASE PRINT)

Name: Stephen Hand

Address: 41-15 54th St #C12 Woodside

I represent: Horse & Carriage Assoc.

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:48

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 03/12/10

(PLEASE PRINT)

Name: Jessica Dasch

Address: 1853 E 27th Street Brooklyn N.Y. 11229

I represent: Kensington Stables Inc.

Address: 51 Cabot Place Brooklyn N.Y. 11218

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:47

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Chad Marlow

Address: CHATEAU STABLES

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:54

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. All

in favor  in opposition

Date: 3/12/10

Name: Michelle Herman (PLEASE PRINT)

Address: 254 13th St.

I represent: Myself

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:50

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

Name: TOM COHEN (PLEASE PRINT)

Address: 300 E. 75th St, NYC 10021

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:54

I intend to appear and speak on Int. No. 92 (86) Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

Name: Michelle Kaskel (PLEASE PRINT)

Address: 1700 YORK NY NY 10128

I represent: Coalition for Horses

Address: PASS INTRO 92-Merge w/86  
No 70 36

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:58

I intend to appear and speak on Int. No. 56 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/2010

(PLEASE PRINT)

Name: Louis Goldstein

Address: 7015 St. Paul Ave Apt 2V

I represent: NY 5 Dv. Council

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:57

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Joel Varcent

Address: 161E 25th St

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

9:55

I intend to appear and speak on Int. No. all Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Sasha Herman

Address: 254 13th St Bklyn NY 11215

I represent: myself

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:04

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition stall size

Date: 3-12-10

(PLEASE PRINT)

Name: BARBARA STORK

Address: 593 MANHATTAN AVE

I represent: KENSINGTON STABLES

Address: 51 CATON PL. BKLYN

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:03

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10

(PLEASE PRINT)

Name: Jean RUTHAN MOORE #70

Address: 167E RANDERBILT ST, BROOKLYN, NY 11218

I represent: NEW YORK CITY HORSE COUNCIL

Address: 40 OCEAN PARKWAY, #5A, BROOKLYN, NY 11218  
CHAPTER OF NYSHC

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:03

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/10 35

(PLEASE PRINT)

Name: Mark Adam

Address: 382 C.P.W.

I represent: Stables Riding

Address: 51 Caton Place Kensington

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:28

I intend to appear and speak on Int. No. 93, 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3/12/2010

(PLEASE PRINT)

Name: JOHN F. SANDIORDIO

Address: 1293 - CLOVERD, SI N.Y. 10301

I represent: VETERINARY MEDICAL ASSOC. of NYC,

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:06

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Peter Wilson

Address: 619 W 52<sup>ND</sup> ST, NY, NY 11019

I represent: Horse & Package Association

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:06

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: CHARLEEN FEENEY

Address: 98 BIRCH ST, FLORAL PARK, NY 11001

I represent: Horse Care & Package Association

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:37

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_  
 in favor  in opposition  
Date: 3-12-10

(PLEASE PRINT)

Name: SUSAN DAVIS  
Address: 24-37 Crescent St  
I represent: myself  
Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:36

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_  
 in favor  in opposition  
Date: 3/12/2010

(PLEASE PRINT)

Name: JENNY CHOU  
Address: 130 WATER STREET, 2F  
I represent: COALITION TO BAN HORSE DRAWN CARR.  
Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:59

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_  
 in favor  in opposition  
Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Dena Allen  
Address: 351 - 21st St. #2R  
I represent: Coalition to Ban NYC Carriage Horses  
Address: \_\_\_\_\_



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:43

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 3/12/10

Name: anne FOX (PLEASE PRINT)

Address: 112-69 75 ave,

I represent: Elmhurst, QNY

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

11 AM

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition 35

Date: 3/11/10

Name: Yetta G. Kurland (PLEASE PRINT)

Address: 161 W. 16th St. #5C

I represent: Self

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

10:55

I intend to appear and speak on Int. No. 86 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: MARCH 12, 2010

Name: Delia ZEN - Bianchi (PLEASE PRINT)

Address: 112 DEKLEEN COURT

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

12:37

I intend to appear and speak on Int. No. 96 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Tracy Everitt (PLEASE PRINT)

Address: 423 Bloomfield St

I represent: Myself

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 92,86 +35 Res. No. \_\_\_\_\_

in favor  in opposition

92+86 Date: 3/12/2010

Name: Carolyn Spigel (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: Self

Address: 70 W. 93rd St NY NY 10025

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

12:42

I intend to appear and speak on Int. No. 92 Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Tracy Everitt

Address: 423 Bloomfield St

I represent: MYSELF

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

1:10

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Hermilo Munguez

Address: \_\_\_\_\_

I represent: HOSE & CARRIAGE ASSOCIATION

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. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Johnny Torres

Address: 1642 Pacific Street

I represent: Kensington Stables

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 3-12-10

(PLEASE PRINT)

Name: Katia Katsnelson

Address: 2nd St at Hamilton Pky BKLN NY

I represent: Kensington Stables

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

1:53

I intend to appear and speak on Int. No. 35 Res. No. \_\_\_\_\_

in favor  in opposition

Date: Mar 12, 2010

(PLEASE PRINT)

Name: G. GRASSI

Address: 332 W. 51

I represent: horses

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: 3/12/10

(PLEASE PRINT)

Name: JOEL VINCENT

Address: KENSINGTON

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

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