



Testimony

of

**Edgar Butts, PhD, MBA**

**Assistant Commissioner, Bureau of Veterinary & Pest Control Services**

**New York City Department of Health and Mental Hygiene**

before the

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

regarding

**Intro 653A: Relating to the Regulation of Horse Drawn Cabs**

**Intro 658: Repealing All Provisions Allowing for the Operation of Horse Drawn  
Cabs**

January 30, 2009

City Hall

New York, NY

Good afternoon Chairman Comrie and members of the Committee on Consumer Affairs. My name is Edgar Butts and I am Assistant Commissioner for Veterinary and Pest Control Services at the New York City Department of Health and Mental Hygiene (DOHMH). Thank you for the opportunity to testify today regarding Intros 653A and 658.

The Department's Office of Veterinary Public Health Services (VPHS) promotes and protects the health and quality of life for New York City residents and visitors by controlling animal-borne diseases and regulating animals. As part of this work, VPHS monitors the use of carriage horses and other horses used for hire in the city to ensure safe and humane operations. The Office also investigates animal nuisance complaints and conducts pre-permit animal holding facility inspections.

DOHMH has authority to license rental horses and regulate the activities of the carriage horse industry to promote the health, safety and well being of these animals. We work closely with the New York City Department of Consumer Affairs, who is responsible for licensing the carriage horse driver and the carriage itself. Currently, there are 249 licensed carriage horses, 68 licensed carriages, 21 licensed commercial stables and 284 licensed drivers.

Under Title 17 of the Administrative Code, DOHMH has issued a detailed set of rules and regulations covering when, where, and under what circumstances rental horses are allowed to operate, details relating to the size and condition of their stables, and frequency of veterinary examinations and stable inspections, among others. The Department takes its work in this area seriously and works closely with the ASPCA and other equine groups to make sure rental horses are healthy and well cared for.

To assist the Department in fulfilling this obligation, in 2007 the Commissioner convened the Rental Horse Licensing and Protection Advisory Board to develop recommendations for better protecting rental horses and improving the overall welfare of the animals. As required by law, the Board consists of one representative from the carriage horse industry, one representative of the rental horse riding industry, two members of the public (one of which is a veterinarian) and an equine veterinarian who is also employed by the ASPCA. Over the past 14 months, the Board has met nearly a dozen times to discuss current issues affecting the industry, make site visits to stables and hack lines, and develop their recommendations. I'm happy to report that on January 28, 2009 the Board formally approved a set of thirteen recommendations that will be sent to Commissioner Frieden for his consideration. We thank each of the Advisory Board members for their time and commitment to this issue.

With respect to the two bills before you today, it is the Department's belief that the carriage horse industry can be regulated in such a way as to assure the health of the horses used in the rental horse business and the safety of those who patronize them. It is our position that strengthening the current regulatory environment is preferable to an outright ban, therefore we oppose Intro 658, which would make it unlawful to offer rides to the public on vehicles drawn or pulled by a carriage horse.

In contrast, Intro 653-A would amend several of the existing regulatory requirements for horse drawn cabs. Specifically, the bill would:

- Require stables where horses used in the rental horse business are kept be inspected at least four times a year and certified by the New York State Horse Health Assurance Program;
- Require every rental horse to be examined no less than twice a year by a veterinarian;
- Require carriage horses be no younger than five years of age and no older than 20 years of age at the time of purchase;
- Increase the rates horse drawn cabs may charge;
- Establish a probationary license program and establish certain restrictions for new carriage horse drivers, and;
- Require year round access to drinking water at all publicly owned water troughs.

These provisions reflect careful thought on the part of the sponsors and demonstrate an understanding of the challenges facing the industry. In fact, several of these requirements are included among the thirteen recommendations approved by the Advisory Board. However, out of deference to the members of the Advisory Board and a belief that any discussion of updating the regulatory framework must be done in a more comprehensive and systematic way, the Department respectfully reserves comment on the details of Intro 653A until the Commissioner has had an opportunity to fully review and analyze the Board's recommendations and compare them to the provisions of the bill.

Thank you again for the opportunity to testify. I'm happy to answer any questions at this time.

###



In addition to our work helping people with disabilities, GALLOP helps keep horses in the lives of New York City people, enriching both human lives and the lives of horses.

Sincerely,

Alicia M, Kershaw, President

cc: Gillian Feuerberg

---



## FOR THE RECORD

Council Member Tony Avella  
250 Broadway 17<sup>th</sup> Floor  
New York, NY 1007

Dear Mr. Avella,

GALLOP submits this comment with respect to the proposed amendment to local law which would repeal all provisions allowing for the operation of horse drawn cabs. (Section 17-326 et seq. and et al.). We ask that this letter and enclosures be made a part of the hearing record on the proposed legislation.

GALLOP offers therapeutic horseback riding to people in New York City. We serve people with physical, emotional and cognitive disabilities, as well as at risk teens, and children in literacy and social services programs. This past summer we held a "horse show" in Central Park and we are featured in "Enduring Bond," a video at the Horse exhibit at the American Museum of Natural History.

"I wish more kids could ride horses today. People and animals are supposed to be together. We spent quite a long time evolving together, and we used to be partners"

Temple Grandin,  
*Animals in Translation*

Therapeutic horseback riding is a well established alternative therapy for people with disabilities and we serve more than 80 students from New York, including Queens. For people with disabilities who cannot ride, many programs offer therapeutic driving: students drive a horse and cart or carriage. I have enclosed two articles from *Strides* magazine, a publication of NARHA in explanation. GALLOP intends to offer a full time, full service program, and it is critical that any legislation permit us to offer therapeutic driving in New York City Parks.

GALLOP (Giving Alternative Learners Uplifting Opportunities, Inc.) is a 501c3 non profit corporation authorized to do business in New York, registered with the NY State OAG. I have enclosed our 2008 Annual Report. Our mission is to use the horse to provide physical, psychological, cognitive and educational therapies that help people who have learning disabilities or are disabled to gain skills and have fun in a safe, supportive and dignified manner, and at all times based on good horsemanship and respect for both people and the animal.

95 Franklin St.  
#4  
New York NY 10013

646-413-0469  
gallopnyc.org  
info@gallopNYC.org

**Intro 658A: Horse Drawn Carriage Ban  
NYC & Company Testimony  
City Council Hearing: 1/30/09; 1:00pm**

Good afternoon.

I am George Fertitta, CEO of NYC & Company, the City's tourism and marketing and partnership organization.

Thank you to Speaker Quinn and the Council for allowing me to testify today in opposition to intro 658A, which calls for a ban on horse-drawn carriages in New York City.

The energy, vibrancy and diversity of New York City have drawn people from across the globe for centuries.

Each year, a record-breaking number of visitors come here to experience the newest trends, find the latest fashions, hear cutting edge music, eat in the most diverse restaurants, and share the most complete mix of arts and culture.

At the same time, however, people continue to come to New York City to experience those iconic, transcendent, classic institutions that have made the City part of all our collective memories.

For example, every Christmas Eve for many years when my children were younger, my family and I would have dinner in midtown and then take a carriage ride through the Park. It may seem a little corny and cliché, but for us it was a special moment, a family tradition that we looked forward to year after year.

That's the magic of New York City—amidst these soaring buildings and bustling streets you can find an oasis. In this case, a taste of old New York and romance in the heart of Central Park—piling into the back of a buggy with your friends and loved ones, making memories that will never leave you.

47 million people came here to make these types of life-long memories in 2008. For many of these visitors—and certainly for many New Yorkers—a horse-drawn carriage through Central Park is as powerful and alluring as a gallery opening in Chelsea or a concert at Madison Square Garden.

A romantic carriage ride is as much a part of the fabric and texture of New York City as ice skating at Rockefeller Center, as catching a dinner and a show, taking the Staten Island Ferry past the Statue of Liberty or hopping on the subway and heading to Yankee Stadium.

In truth, I believe the value of our future is rooted in our past, and a ban on this piece of New York City's history would be a detriment for our citizens, our visitors and our local economy.

Roughly 550,000 to 750,000 people enjoy a carriage ride each year – by comparison, this is also the same as the number of delegates that attend our convention and trade shows—almost the same as the number of people that visit the Brooklyn Botanic Garden, and even our Aquarium.

As you know, tourism is a key industry for the City, generating essential revenue and benefiting New Yorkers across all five boroughs.

In this very difficult economic climate we cannot afford to cut into our most valued and popular services and attractions.

Cutting this top ten tourist attraction will negatively impact the local economy and surrounding local businesses. Including the restaurants, museums and attractions which rely so heavily on our visitors—visitors who many times come as a result of recommendations made by horse carriages drivers.

Our early estimates project at least a \$1.5 to 2 million dollar direct hit in tax revenues alone to the City if we were to abolish this industry.

In addition to lost revenue, the ban will eliminate more than 400 jobs in the City and negatively impact related industries.

This ban affects more than just carriage owners and drivers, but also veterinarians, farriers, clean up crews and stable workers.

Blue-collar, hardworking citizens that deserve to have their livelihoods protected by their City, especially during one of the worst economic crisis in our history.

While it is imperative to maintain—and continue to look for ways improve—the humane treatment of these wonderful animals and the safety of our citizens, a complete ban on the industry will hurt more than help.

Not only will our businesses lose money and people lose jobs, but we will be losing a piece of ourselves.

The horse carriage has become a symbol of New York City and its importance cannot just be measured in tax dollars.

For years, popular culture—throughout film and television shows—has made the horse carriage synonymous with New York City romance and a special way of life and fantasy.

Their image provides people around the world with a feel for old New York, compelling them to come visit this great metropolis, and explore all that is, all that was and all that could be New York City.



**Testimony of Ed Ott, Executive Director of the  
New York City Central Labor Council**

**Before the City Council Committee on Consumer Affairs  
January 30, 2009**

**In Support of Proposed Intro. 653-A**

Good Afternoon Chairman Comrie and members of the Committee on Committee on Consumer Affairs. My name is Ed Ott and I am the Executive Director of the New York City Central Labor Council/AFL-CIO, a federation of 400 affiliated local unions representing one-and-a-half million working men and women in New York City. I am testifying today in strong support of proposed Intro. 653-A to provide a long overdue fare increase for the city's iconic horse-drawn carriage industry.

This is an issue of fairness and doing what is right for working people, especially in light of the current economic crisis facing our city and our nation. The horse-drawn carriage industry has not had a fare increase in over 20 years. Their average operating costs for keeping their horses and running their popular tourism industry have gone up an average of 400 percent. You do the math.

The horse-drawn carriage industry is an iconic image for New York. People from all around the world visit New York and the majority take a traditional carriage ride. Those who dispute this inherent fact are kidding themselves, no one else.

As the country's largest municipal labor federation, the Central Labor Council has always worked to support and advance New York City's workforce and help secure dignity and fairness for all workers. We will continue to fight hard on their behalf to make our city a viable place for them to live, work and raise their families. But, we need the City Council's help and support. At this time, I respectfully urge the Council to pass Intro. 653-A as soon as possible. The proud working men and women of the horse carriage industry need relief, and they need it now.

I want to thank Speaker Quinn, Chairman Comrie, and the members of the Consumer Affairs Committee for your leadership on this important matter of workers' rights and fairness.

###



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 Demopoulos, Secretary-Treasurer of Local 553 International Brotherhood of Teamsters Before the City Council Committee on Consumer Affairs - January 30, 2009**

Good Afternoon Chairman Comrie and members of the Consumer Affairs Committee. I am Demos Demopoulos, Secretary-Treasurer and Executive Officer of Teamsters Local 553, one of the oldest local unions in New York affiliated with The International Brotherhood of Teamsters, and are part of Teamsters Joint Council 16 which represents more than 120,000 Teamster members in the New York City area.

I testify before you today in full and complete support and solidarity with my brothers and sisters employed in the NYC Carriage Industry.

As leader for the newest members of Teamsters Local 553, our city's horse-drawn carriage operators, stable hands and drivers, I am proud to represent these dedicated skilled workers and support their American right to job security, fairness, decency and dignity! On behalf of the entire Teamster organization, I urge the City Council to approve Intro 653-A, for a long overdue fare increase and progressive improvements for the horse carriage industry.

They are not looking for a *bail-out*, just to help pay for hay!

The Teamsters also urge the Council to reject any proposal that seeks to eliminate good union jobs, a New York City tradition and horses!

You will here testimony from many of my members that are immigrants - first generation New Yorkers. They have made a life for their families in this great country, and city.

In a time when so many are under economic stress, and unemployment is at the highest levels in history, make sure these jobs are secure.

Council Members, this comes down to an issue of decency and justice for working people. Not to mention job security for one of our city's most reliable employers and safe popular tourist attractions. It has been over 19 years they have waited long enough. The Teamsters urge you to vote yes on Intro. 653-A, and vote yes for good union jobs and economic fairness.

Thank you,

Demos P. Demopoulos, Secretary -Treasurer

*(printed in-house)*



**THE HUMANE SOCIETY  
OF THE UNITED STATES**

**OFFICERS**

David O. Wiebers, M.D.  
Chair of the Board  
Anita W. Coupe, Esq.  
Vice Chair of the Board  
Walker J. Stewart, Esq.  
Board Treasurer  
Maurna Paselle  
President & CEO  
C. Thomas Wente III  
Treasurer & CFO  
Roger A. Kinzel, Esq.  
General Counsel & CLO  
Janet D. Fuika  
Secretary

Andrew N. Rowan, Ph.D.  
Executive Vice President  
Operations

Michael Markanan  
Executive Vice President  
External Affairs

**STAFF VICE PRESIDENTS**

John Balzer  
Senior Vice President  
Communications

Patricia A. Torkin  
Senior Vice President  
External Affairs International

John W. Grandy, Ph.D.  
Senior Vice President  
Domestic & Disaster Protection

Holly Hazard  
Chief Operations Officer

Heidi Prescott  
Senior Vice President  
Campaigns

Katherine B. Liscomb  
Administration &  
Animal Care Center

Richard M. Clapperton, Ph.D.  
Higher Education

Guthrie L. Manary  
Media and Online  
Communications

Jonathan K. Lovvick, Esq.  
Animal Protection Litigation

Kathleen C. Moran  
Investigations and Video

Myra Park  
Farm Animal Welfare

Nancy Perry, Esq.  
Government Affairs

Steve Putnam  
Business Development &  
Corporate Relations

Robert C. Roop, Ph.D., SPHR  
Human Resources &  
Education Programs

Melissa Siede Rubin, Esq.  
Anti & Disaster Services

Janis M. Snyder  
Companion Animals

Harriet L. Stephens, Ph.D.  
Animal Research Issues

**DIRECTORS**  
Leslie Lee Alexander, Esq.  
Patricia Marie Asad  
Peter A. Bender  
Barbara S. Brack  
Anita W. Coupe, Esq.  
Neil B. Fong, Esq., C.P.A.  
Iudi Friedman  
David John Hirsch, Ph.D.  
Jennifer Keating, M.D., S.M.P.  
Kathleen M. Eganian, Esq.  
William F. Marzullo  
Mary J. Marx  
Patrick J. McDonnell  
Gil Michaels  
Judy Noy  
Ray T. Peo  
Marion G. Probst  
Arthur S. Reinold, Ph.D.  
Jeffrey G. Rose  
James D. Ross, Esq.  
Maureen G. Sawyer  
Valerie J. Stewart, Esq.  
John E. Tarr  
Andrew Weinstein  
Alysa White  
David O. Wiebers, M.D.

Friday, January 30, 2009

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

**Testimony in Support of Int. 658-A and in Opposition to Int. 653-A**

Thank you to the members of the Consumer Affairs Committee and Councilman Avella for this invitation and opportunity for The Humane Society of the United States to testify at this hearing on Int. 658-A and Int. 653-A.

I'm Patrick Kwan, New York state director for The Humane Society of the United States. With over 10.5 million members and supporters – or one in every thirty 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.

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.

Carriage horses often work in oppressive and inhumane weather conditions, including in the sweltering heat and extreme cold. I trust that many of us here remember the first blistering ice and snow storm this season that covered the city over the weekend of December 19<sup>th</sup>, just before Christmas.

The horses were forced to work – despite the bitter cold, despite the icy, dangerous and slippery conditions, and despite current laws that say they should not have been out on the streets working and competing in the 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 a year and a half since City Comptroller Bill Thompson released an independent audit documenting the inhumane conditions carriage horses live and work in, yet the abuse continues. The report found horses are not provided with enough water, risk overheating on hot asphalt and are forced to stand in their own waste because of inadequate drainage in stables.

We support efforts to improve the conditions of the horses, and we again urge the City of New York to take immediate action on the Comptroller's recommendations that these horses be provided with adequate amounts of water and protection from the elements.

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 urges the City Council to protect horses and public safety by supporting Int. 658-A and opposing Int. 653-A which will weaken enforcement of current laws.



THE AMERICAN SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS

**Michelle Villagomez, Senior Manager of Advocacy and Campaigns  
American Society for the Prevention of Cruelty to Animals**

Testimony before the New York City Council Committee on Consumer Affairs  
on Intro. 658-A

The American Society for the Prevention of Cruelty to Animals  
January 29, 2009





**Statement by Michelle Villagomez, Senior Manager of Advocacy and Campaigns  
American Society for the Prevention of Cruelty to Animals  
Testimony before the New York City Council Committee on Consumer Affairs  
on Intro. 658-A**

Good afternoon. I am Michelle Villagomez, Senior Manger of Advocacy and Campaigns 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. 658-A, to ban carriage horse operations in New York City. We have taken this position for a variety of reasons. We are not opposed to the use of horses in pulling carriages for hire, provided the animal's physiological and behavioral needs are fully met. Unfortunately, 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 setting.

Carriage horses are allowed to work for nine hours a day, seven days a week under conditions that are do not meet their basic needs. In addition to the dangers inherent in working in congested areas, these horses spend their days directly behind buses, cars and trucks, inhaling their fumes. They have to travel through the midtown area in which streets teeming with traffic and impatient drivers, pose numerous perils for carriage horses, drivers, and the public.

They can work in temperatures up to 90° F and in temperatures as low as 19° F with no adjustments made for humidity and wind chill. They do not have access to turnout areas. They are housed in stables which are antiquated and do not provide adequate ventilation.

As the primary enforcer of New York City's carriage horse laws – with firsthand knowledge of ongoing problems, and violations – the ASPCA has concluded that it can no longer accept the status quo.

One of the first legal cases the organization initiated under the cruelty law was that of a cart driver beating a horse with a spoke from one of his wheels. This legacy of responsibility to the plight of horses working in an urban environment is one the ASPCA continues to take extremely seriously to this day. We consider carriage horses to be a hold-over from another time, animals whose lives of hard work and adverse living conditions in an overcrowded city are hidden beneath a façade of romance and nostalgia.

It is for these reasons the ASPCA supports Intro. 658- A to ban carriage horses in New York City and urges your committee to support this legislation. 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.



THE AMERICAN SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS

**Stephen Zawistowski, Ph.D, Executive Vice President, National Programs  
American Society for the Prevention of Cruelty to Animals**

**Testimony before the New York City Council Committee on Consumer Affairs  
on Intro. 653-A**

The American Society for the Prevention of Cruelty to Animals  
January 29, 2009



Statement by Stephen Zawistowski, Ph.D, Executive Vice President, National Programs  
American Society for the Prevention of Cruelty to Animals  
Testimony before the New York City Council Committee on Consumer Affairs  
on Intro. 653-A

Good afternoon. I am Dr. Stephen Zawistowski, Executive Vice President, National Programs for the American Society for the Prevention of Cruelty to Animals (ASPCA). On behalf of the ASPCA I urge you to oppose Intro. 653-A , which would eliminate the authority of the departments of Health and Mental Hygiene (DOHMH), Consumer Affairs (DCA), the NYC Police Department, and agents of the ASPCA to inspect carriage horse stables.

Intro. 653-A is vague and impractical. It does not state who would select the entity that has the veterinary training to conduct the inspections, and makes no mention of who would fund the inspections. In addition to removing oversight of this industry by law enforcement and ASPCA agents who have expertise in equine care and a commitment to the welfare of animals, there is nothing precluding this industry from self-regulating through a third party arrangement. There is also no requirement that the results of the inspections be reported to the DOHMH, DCA, and ASPCA.

The ASPCA's Humane Law Enforcement (HLE) Department currently enforces state and local animal protection laws including New York State animal cruelty law and carriage horse protection laws found in the New York City Department of Health and Mental Hygiene and New York City Department of Consumer Affairs code and regulations.

During 2008, our agents conducted 54 official stable inspections. Agents checked stalls for proper bedding, size and cleanliness. They also checked the horses feed to ensure a proper amount was on hand and that it was free of vermin and other contaminants. They evaluated lighting, ventilation and unsafe conditions at the stables. They provided directives to correct identified deficiencies in these requirements and then followed up to ensure that they were indeed corrected.

Without access to the stables, The ASPCA cannot monitor the condition of the horses or their living environment and cannot ensure that failures to comply with the law are addressed. Our agents also need to inspect logbooks at the stable premises in order to effectively enforce the daily working hours of the horses and verify the "trip cards" the drivers carry each day.

As detailed in New York City Comptroller Bill Thompson's most recent audit, this industry needs more effective enforcement, not less.

Thank you.

## FOR THE RECORD

Andrea Sirota  
77 W. 55<sup>th</sup> St Apt. 11D  
NY, NY, 10019

### Horse Drawn Carriage Ban

My name is Andrea Sirota & I am here to make a statement on behalf of NYC's carriage horses. I am not an animal activist nor an extremist but rather an average NYC resident who believes that the exploitation of these animals by an industry that is out of control must stop. I reside @ 77 W. 55<sup>th</sup> St. on the corner of 6<sup>th</sup> Avenue, a short 4 block walk to the main staging ground for the horse drawn carriage industry. Therefore, I cannot be dispassionate about the issue before this committee today. I simply must speak out in defense of those who cannot speak for themselves.

In light of the carriage industry's unremitting practice of ignoring health and safety regulations I have come to the conclusion that there is no alternative but to ban horse drawn carriages. To do anything less is a travesty. All the regulations in the world, old and new, if not enforced, will not halt the activities of a venal industry that has run amok with impunity for years. I commend Speaker Quinn's honesty in her response to a letter I sent her over a year ago with respect to this issue.

Dated January 17, 2008 , I quote Speaker Quinn:

"Despite the council's efforts to create strong laws protecting carriage horses, the city not always administered its duties around carriage horses fully. For instance, in 1982 the council adopted a law requiring the Health Dept. to create an advisory board to make recommendations regarding any regulations necessary to improve the health and safety of the carriage horses. Twenty-five years later that board has never been formed". She went on to assure me that the many issues involving the City's carriage horses are very important to the Council and to her.

How is it possible then, that with all these best intentions the plight of these horses continues to decline? The blatant disregard for existing regulations and the sheer negligence on the part of those charged with protecting the well-being of these animals, if not criminal is clearly immoral. It has become obvious that the only way to stop this abuse is with a total ban... anything less simply hasn't & doesn't work.

Case in point:

Almost one year to the day that I received Speaker Quinn's response, Pamela Corey, Director of Equine Veterinary Services at the ASPCA responded to a voice message I left for enforcement officials. On December 30<sup>th</sup> at around 8 :30-9:00 p.m. I witnessed a carriage horse pulled over in a taxi stand, on the busy NW corner of 6<sup>th</sup> Ave @ 55<sup>th</sup> St so the horse could feed. This part of the city is so heavily trafficked by both pedestrians & cars, esp. during the Xmas/New Year's crush, that auto traffic patterns are altered to help ease the flow of traffic. In checking on the existing regulations as to where & when horses can be driven, it appeared that during this period, this horse shouldn't have been there. Even, if, by law, the carriage driver was permitted to get to the Park from 6<sup>th</sup> Ave, which is odd, considering most stables are on the far west side of

Manhattan, & coming into midtown in order to approach the park wouldn't be the safest or most sensible route, esp. during the holiday season. In any event this horse certainly should not have been pulled over to feed in that location. I was told that nothing could be done unless observed by an enforcement official. What a cruel irony it is that the very institution that was founded in the City to protect horses, is unable to act on their behalf. It is clear that this driver was looking for fares along 6<sup>th</sup> Ave. As the economy worsens & fares become scarcer I suspect that unless something is done to curb this practice there will be an increase in these kinds of safety violations.

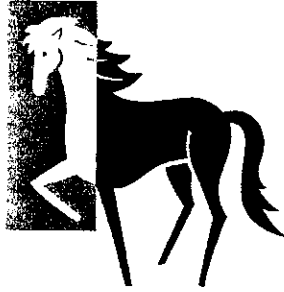
I am relatively new to 55<sup>th</sup> Street having moved here about 8 years ago, but I certainly wasn't born yesterday. It is clearly no coincidence that now that there has been a public outcry with the introduction of bill 658-A the industry decides to come up with its own bill. Isn't this a bit like the fox guarding the henhouse?

Steven Malone, a person who speaks for the industry, now says that the aim of 653-A is to "upgrade, improve and protect every aspect of the industry" for, and I quote, "trust fund horses born with a silver bit in their mouths". I doubt anyone in this chamber today would make the claim that the lives of NYC horses in the year 2009 are cushy.

How many carriage accidents will it take? How many horrifying injuries & euthanizings have to occur? Unfortunately, it took several fatal construction accidents that resulted in the horrific deaths of workers for the City to finally enforce existing laws regulating that industry. How many accidental deaths of tourists will it take before the city is compelled to act with compassion towards the horses whose lives enrich this industry?

In the absence of any genuine and honest forthright attempt to improve the health and safety of these animals I beseech this committee to act justly and humanely to once and for all put an end to an outdated practice that has no place on NYC streets. Mayor Bloomberg says the horse drawn carriages are part of what defines the City. I agree with the mayor. The image of a romantic carriage ride through Central Park does in part define the City, but so too does the cruel reality behind this image. If Beijing, China can outlaw this inhumane reality so can NYC.

In conclusion: in 1866, Henry Bergh who spearheaded the formation of the ASPCA said, "this is a matter purely of conscience it has no perplexing side issues. It is a moral question in all its aspects. NYC should rise to this challenge & answer this moral question by banning this cruel practice from the streets of this fair City.



## **HORSE & CARRIAGE ASSOCIATION OF NEW YORK**

**Testimony of Ian McKeever, co-Executive Director of the  
Horse & Carriage Association of New York  
and Owner/Manager of Shamrock Stables  
Before the City Council Committee on Consumer Affairs  
January 30, 2009**

Good Afternoon, Chairman Comrie and members of the Committee on Consumer Affairs. 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, intelligent horses. I am also the stable owner and manager of Shamrock Stables, where we care for 30 horses. I am a proud member of Teamsters Local 553, and want to thank them for their support here today.

I was raised in Ireland on a horse farm, and it was a natural fit for me when I arrived in New York to work in the horse-drawn carriage business. My brother and brother-in-law also work in the business; in fact we are very much a family-oriented industry.

Council Members, aside from my wife and 3 beautiful children, there is nothing I take greater pride in or respect more than my horses. I have loved and respected horses my entire life, and I love my job mostly because I get to work with them every day. Winston Churchill once said, "*The outside of a horse is good for the inside of a man.*" As someone who has spent his life with horses, I know that is true.

I also take great pride in being part of a true New York City tradition. Our business is iconic and captured in photographs, films, books, TV commercials and other romantic and nostalgic images throughout the world. We are a landmark



attraction to one of New York City's most precious commodities, our tourists. We are the concierges of Central Park and spend a friendly and special 20 minutes on each ride with our customers offering them a guided tour of the park. Just as important, we are a friendly face and source for our customers to get information and tips on where to go and what to see in the city, therefore enhancing not only their Central Park experience, but also their Big Apple experience.

I respectfully urge the Committee to approve Intro. 653-A to provide a long-overdue and completely reasonable cost-of-living fare increase for our industry. To be economically viable, our industry needs a fare increase.

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, the Berlin Wall was still standing and the Cold War was not yet over. Long overdue indeed.

Needless to say, in the intervening two decades that have passed, the operational costs have gone up and up. Costs for such items as hay and feed, insurance, horse healthcare, labor, utilities have all soared.

For example, the cost of hay has increased 600 percent, grains 500 percent. The cost of shoeing a horse, which is needed once a month, has gone from \$60 to \$200. Dental care, real estate, sawdust, you name it... it's all gone up. Except our income. And that needs to change.

The Horse & Carriage Association of New York respectfully seeks the City Council's approval for a rate of \$50 for the first 20 minutes (the length of our standard traditional ride through Central Park) and \$90 for a forty-minute ride. This will allow the industry to continue to be an iconic attraction, while also remaining competitive with other cities.

As the nation's largest Horse and Carriage association, we have made great progress in industry improvements, including the recommendations my colleague Stephen Malone laid out before you today which include stronger safety and care measures for the horses and their protection.

I also want to add that in these difficult economic times, when every day you open a newspaper and read about massive layoffs and record unemployment, our

industry has not had to lay off any workers. We have always been an entry point into the middle class for new immigrants and those who love horses. We are proud to have affiliated with the Teamsters recently, and believe our industry has always been as much about working people as it has been about horse welfare and providing a popular city tourist attraction.

Finally, I would like to point out that there is a terrible trend of unwanted horses in the United States right now. In fact, the situation was highlighted in a recent news report on TV. Make no mistake, the very best thing you can do for a horse is make sure it has a job. In America today, most horses have jobs. Its in their nature and breeding to work. Be they racehorses, show jumping horses, Amish workhorses, or 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, Chairman Comrie and the entire Committee for allowing me the opportunity to testify before you today on this important matter for working families, horse welfare and New York City tradition. Thank you very much.

###

## John E. Lowe, DVM MS

2335 Dryden Rd.  
Dryden, New York 13053  
Cell 607-227-5025

January 30, 2009

Good morning Chairman Comrie and City Council members:

My name is John Lowe. I grew up in Glenridge, NJ and belonged to the Cadet Corps of the 102<sup>nd</sup> Calvary New Jersey National Guard-The Junior Essex Troop. We drilled with horses kept at the Roseville Armory in Newark, NJ. I was the highest ranking cadet officer during my senior year in high school. I then attended Rutgers University for two years and Cornell University for 4 years obtaining my DVM degree in 1959. I then, obtained an MS degree in Veterinary Pathology in 1963. Thereafter I became a member of the faculty of the NYS College of Veterinary Medicine at Cornell University in the Department of Large Animal Surgery. I retired from the university becoming an Emeritus Professor in 1991. I continued my career in private equine practice I have been the official show veterinarian for over 400 A-rated horse shows in the northeast including the National Horse Show held in Madison Square Garden (until a few years ago). I am a past member of the board of directors for the American Association of Equine Practitioners, past president of the New York State Horse Council, and past chairman, for 9 years, of the United States Equestrian Federation's drug control committee.

Please try to put yourself in the horses' *shoes*. Would you rather work at pulling a plow or Amish buggy 6 +/- hours a day in all kinds of weather conditions, or live in the city and walk or trot a short way to work in central park? Here a day's work involves pulling a light load considering your strength, at a walk, on essentially a level and smooth ground. Then stopping by the curb to relax until the next fare comes along. Then, at the end of the day go back to a warm stable to be fed grain and hay and to rest. Not have to work in heat over 90 degrees Fahrenheit or freezing cold and be protected by a rain blanket in stormy weather or not work at all in bad weather. People pet, marvel at, and admire these creatures while passing by. Pulling a handsome cab is not a physically demanding job for a horse. Being a calm cool dude in city traffic takes a special horse. These light draft horses and Standardbreds are cool dudes. They are special horses and an animal to be loved and respected.

I was the Show Veterinarian at the Syracuse Invitational/National Horse Show three months ago, held at the War Memorial Arena in Syracuse, NY. Very valuable horses from all over the USA, Canada, and European countries were present. The four members of the USEF's Olympic Team which won the Gold Medal in show jumping at the 2008 Summer Olympics held in Hong Kong were there competing. The horses were housed in 9'x9' temporary stalls in three levels of the parking garage and in the basement beneath the Syracuse War Memorial Arena. They walked up the ramps from floor to floor. They performed over jumps up to 6 feet in height and five feet in width. They competed in classes where speed over a challenging course of jumps, determined the winner.

The ASPCA National Finals called the MacClay Championship was a section of the Show. To quote from the ASPCA promotional brochure, " Since 1933 the ASPCA has sponsored the MacClay class of the National Horse Show. Its one other way we are working to educate and inspire young riders...and instill in them respect and compassion for their equine partners."

**John E. Lowe, DVM MS**

2335 Dryden Rd.  
Dryden, New York 13053  
Cell 607-227-5025

Last spring, the NYC Carriage Association requested that I examine their horses and stables and provide a written report. I videoed and took still photos during the examinations. I examined each of the five stables in one day. I examined and watched 130 horses jog( slow trot) for evidence of lameness one day, and I rode along side a driver and drove the horse through central park for another day.

Ladies and gentlemen, the horses are well kept and in good condition in all stables. In fact 35% were obese from their easy life of light work, good feed and good preventative medicine. Respiratory distress and asthma were less than expected. That surprised me. Your city air is much cleaner than it was fifty years ago. Perhaps the pollen and mold that horses become allergic to in rural areas is much reduced in this huge city. Fortunately horses do not smoke cigarettes. Cancer in these Carriage Horses is very rare. So certainly long term exposure to carcinogens must be minimal.

These Carriage Horses need a job. They have been bred for centuries to pull wheeled equipment of all kinds. Someday watch a "horse pull" at the NYS Fair or NJ State Fair. These draft horses are very enthusiastic about their jobs of pulling. They make you smile. Its like watching a good athlete, human or animal, competing. Please remember, if these horses don't have a job pulling something, their options are limited to say the least.

Rather than condemn this industry I think you have good reason to applaud it as one of the fine traditions of your city. Applaud it as you do the NYC Mounted Police Horses. The Police Horses work in the same environment along side the Carriage Horses.

Thank you for your attention.



John E. Lowe DVM, MS

To: The Honorable Christine Quinn  
And Members of the New York City Council  
From: Walter L. McCaffrey  
Date: January 28 2009  
Re: Proposed changes to carriage horse legislation

---

On behalf of the Carriage Horse Association of New York, I would like to present to you several suggestions for changes to the current legislative proposals currently before the City Council.

The Carriage Horse Association of New York is proud of the recognized fact that the carriage horse industry in New York City is an iconic force for employment, tourist attraction and television and motion picture production. This long standing and proud industry advocates several changes to enhance the public's safety, the safety and care of its beloved horses and its economic viability.

To better provide for the *safety of the public and carriage horse passengers*, CHANY offers the following proposals.

Any driver found not to be in control of the carriage horse would be strongly penalized. A first time penalty would cost the driver \$500; second violation would be a \$1,000 fine. A third violation within a two-year period would result in a *mandatory* sixty day suspension of the driver's license. The industry fully understands that these penalties are heavy, but will add effectively to the safety of the public as well as the carriage horses.

Every carriage horse should be required to have brakes to control the carriage and horse. While most carriages are so equipped and control by bridal is always in place, this will add to the safety of the carriage operations.

Additional reflective materials should be required to add to the carriage's visibility during night hours.

*Both* bridles and halters should be required for carriage horse operations. While this may be considered a redundancy by some, the industry believes it would add to safety aspect.

New drivers should be required to undergo new training procedures. This should include a new apprenticeship program for eighty (80) hours in which new drivers are paired with experienced drivers. This will add to the skill of new industry entrants in dealing with the issues of carriage horse driving.

New drivers should be limited to driving only in Central Park and its feeder streets for six months. This probationary period will better educate new drivers.

To better provide for the *safety and care of carriage horses*, CHANY offers the following proposals.

The inspection of all carriage horses should be conducted *semi-annually* from the current annual inspection and conducted by a license New York State veterinarian. Such an increase in horse inspections would better serve for the care and treatment of the horses.

The current law allows horse carriage operation to take place until 7 AM. The industry believes that the operations should cease at 3 AM. The additional four hours would obviously provide added hours of rest for the horses.

No carriage horse shall work more than 9 hours during a daily shift. Any driver violating this provision shall be subject to a first time penalty of \$500; second time penalty of a mandatory 60 day license suspension and a third penalty would be the permanent revocation of the drivers license.

CHANY proposes that all carriage horse should receive *52-days of vacation* each year (non-consecutive). This is a major plan to add to the health of the horses.

While the current law requires the use of horse blankets during the winter, the standards for such blankets are vague as to the coverage of the horse and composition of the materials to be used. All blankets should be required to full cover the horse from neck to tail. CHANY is currently suggestion heavy horse blankets devised by Amish horse drivers who have developed the best materials for horse protection.

The industry is proposing the required use of larger horse diapers to aid to the public ambiance.

CHANY proposes mandatory on-line posting of all inspection reports and other standards by each carriage horse owner. Such transparency will enhance the safe treatment of the horses.

CHANY is very mindful of *the proper treatment of the riding public*. To help enhance this treatment, the industry proposes that very strong measures that should penalize any driver who violates the consumers by overcharging.

Any driver who is found guilty of overcharging the riding public should be subject to a \$1,000 mandatory fine for a first violation; second violation should result in a mandatory sixty day suspension of the driver's license and a third violation should require the permanent revocation of the driver's license. The Department of Consumer Affairs should be the entity to issue violations and render penalties.

These are harsh and strong penalties. However, CHANY believes in the importance of maintaining the public's confidence in not being cheated.

To further add to the public's confidence, an additional posting of rates should be prominently displayed within the carriage horse vehicle. Such posting would list the Department of Consumer Affairs compliant information.

The industry has cooperated and fully participated with the city's advisory board and has accepted its recommendation with the exception of the horse insurance recommendations.

There are several added items for your consideration. The industry has voluntarily funded several important aspects of carriage horse operations. For example, to provide horses with an adequate supply of water throughout the year, CHANY has purchased at its own expense a new "solar operated" water trough. This can operate even in our coldest weather.

Additionally, CHANY funds at its own expense, street cleaning operations. This costs thousands of dollars each year.

Carriage owners supply carriages for numerous charitable organizations such as Ronald McDonald House.

The iconic carriage horses serve as backdrops for countless motion pictures, television shows and commercials. They help as part of these industries which bring tax dollars to our city treasury.

This industry has served as an entry field for thousands of new immigrants over the decades. To those who are wealthy this may mean little; to those new workers it means a great deal. In fact, the industry has recently affiliated with organized labor as part of the Teamster union.

CHANY representatives have been having active discussion with Speaker Quinn's staff and Chairman Comrie on these proposals.

*To be economically viable, this industry needs a fare increase.*

*It has been many years since there has been an increase in the fares that the industry can charge. In the intervening years, the operational costs have gone up and up. Costs for*

*such items as hay and feed, insurance, horse healthcare, labor, utilities have all soared. The current \$34 is totally inadequate.*

*Mindful of the need to remain competitive for tourists and New Yorkers, the industry seeks a fare increase that is either lower or competitive with other cities.*

*Rather than the originally requested \$54 dollars, CHANY seeks Council approval for a rate of \$50 for the first 20 minutes (the length of a ride through Central Park) and \$90 for a forty minute ride. This will allow the industry to continue to be an iconic attraction.*

Having been a Member of the Council for sixteen years, I commend to you these strong and effective proposals. I am now proud to represent these hardworking New Yorkers. I ask you to support these plans.



Testimony of Edita Birnkrant  
Before the City Council Consumer Affairs Committee  
Hearing Intro 658-A & 653-A  
Position: **In favor of 658-A; Opposed to 653-A**  
January 30, 2009

My name is Edita Birnkrant, and I'm the **New York Director** for Friends of Animals, an animal advocacy organization founded in 1957, and I work out of our Columbus Circle office. I live in Queens.

I represent the several thousands of our NYC members who strongly support Intro. 658-A, Tony Avella's bill that would ban the horse-drawn carriage industry. The environment of New York City is utterly at odds with the conditions that are necessary for the well-being of a horse. Horses are prey animals who frighten easily and have an innate response to *run* when they are frightened, which has resulted in seven documented street accidents in NYC in *just* the past 18 months, resulting in injuries to five people, and the deaths of three horses. The potential for future injuries and deaths is **huge**, and presents an enormous liability risk for the city as well.

As herd animals, horses require "turn-out", the opportunity to move about naturally, to graze, and to experience normal socialization-this is integral to their well-being. They are denied this necessity and are instead confined in restrictive spaces their entire lives in this industry, either between the shafts of their carriages in the hostile and dangerous conditions they endure on the city streets, or in their narrow stalls- **unable to do what comes most naturally to them as horses.**

We **cannot** change the nature of New York City, which creates *inherently* cruel and oppressive conditions for a horse, and we **cannot** change the nature of a horse, which is why I *oppose* Intro 653-A, a misguided bill that denies these *basic facts*.

**Gandhi famously said "The greatness of a nation and its moral progress can be judged by the way its animals are treated."**

The horse-drawn carriage industry is a blight on New York City's moral progress, but this Committee and the NYC Council has the opportunity to set a wonderful precedent for the rest of the world by changing that.



Good afternoon. My name is Jannette Patterson and I live in Manhattan. As someone concerned about animal welfare and who has lived close to the horse stables, I strongly support Intro 658 which will place a city-wide ban on the horse-drawn carriage industry.

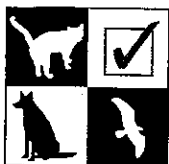
When I moved to New York, I spent my first 2 years living on the far west side near the carriage horse stables, or warehouses as they should be called. I worked from home and took my dog on walks in the area which is how I came to see these places and witness the horrible conditions. I could smell the stables from blocks away, the stench is very strong, especially in the heat of the summer. I watched as horses were taken out of the shafts of the carriages, and walked up the steep ramp to be put in a box. It is a box. These boxes are so small that the horses can't even turn around or lie down. It broke my heart to know that after working in these nasty city conditions they weren't getting a break to enjoy a romp in a field or play with other horses. And these multi-story warehouses would be a death-trap if there was a fire; they store highly flammable hay and there's an auto repair shop next door! (photo)

As I walked along 9<sup>th</sup> Avenue, I would see horses being run back to the stables in the heavy traffic, their drivers rushing to finish their shift. As you may know, it is against the code for carriage horses to be cantered (run0, but I saw this several times, and also saw them being whipped on to run through red lights.

Last summer I took this photo of a carriage horse standing on Central Park South. It shows an abrasion on his face from where the bridle rubbed him raw. And it also shows the tremendous sadness in his face.

For the past 2 years, I've been involved in working to get carriage horses off the streets of NYC. I have approached tourists waiting in line for a carriage ride and talked to them about the life these poor horses have and I've convinced many people to take a Pedicab ride instead. It's every bit as enjoyable and doesn't cause any suffering. Almost anyone who finds out what life is really like for carriage horses – not the fairy tale we are told, but the real facts - agrees that is not right and will not want to support this cruel industry.

I respectfully ask that you ban horse-drawn carriages in New York City and support Intro 658. Thank you.



**LEAGUE OF HUMANE VOTERS  
OF NEW YORK CITY**

**WWW.HUMANENYC.ORG**

151 First Avenue, Suite 237  
New York, NY 10003-2965

Phone: 212-889-0303  
Email: info@HumaneNYC.org

## **NYLHV Executive Director John Phillips' testimony prepared for 1/30/09 Consumer Affairs Committee Hearing on Intro. 658 and Intro. 653-A**

Good afternoon Chairman Comrie and members of the Consumer Affairs Committee. Thank you for holding this important hearing today.

My name is John Phillips and I'm the executive director of the New York League of Humane Voters, a non-profit animal welfare organization. On behalf of our more than 7,000 members, I urge the committee to support Intro. No. 658, the ban, and oppose Intro. No. 653-A, an industry bill which would remove the ASPCA's much needed oversight over this industry.

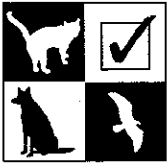
Intro 658 would repeal provisions in the Administrative Code that permit horse-drawn carriages in New York City. We support this bill to protect both the safety of the public and the horses used to pull the carriages. We believe that the horse carriage industry threatens the health and safety of drivers and pedestrians; causes quality-of-life problems for people living and working in neighborhoods near the stables; and is under-regulated and under-enforced.

The League, of course, is particularly concerned with the industry's effect on the lives of the horses. We maintain that even if the horses were given better care and tougher regulations were established, the inalterable conditions on New York City's busy streets are physically and psychologically detrimental to horses. We believe the only humane solution is to get these horses off the streets and retire them to sanctuaries.

The issue of horses pulling carriages on NYC streets is not only about animal rights. It's about human responsibility. Don't we have a responsibility to these horses under our watch? There's no doubt they are suffering. Don't horses deserve more than a nose-to-tailpipe existence? In the 21<sup>st</sup> century in NYC, do we really need horse carriages? The answer is no.

While we fully and emphatically support the ban, the League is sincerely committed to working together with this committee and the City Council and even the industry to develop alternatives to horse-drawn carriages. Let's come up with solutions. Let's figure out a way, together, that we can retire these horses and also preserve jobs. We can do it. Let's look at antique cars or pedicabs or even animatronic horses... We're open to solutions which do not involve animals.

Thank you for your time today and for doing everything you can to help these poor horses.



LEAGUE OF HUMANE VOTERS  
OF NEW YORK CITY

WWW.HUMANENYC.ORG

151 First Avenue, Suite 237  
New York, NY 10003-2965

Phone: 212-889-0303  
Email: info@HumaneNYC.org

## Memorandum of Support

Intro. No. 658 by Council Member Avella

A 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.

---

The League of Humane Voters of New York City ("LOHV-NYC"), an animal protection political action committee with 7,000 members citywide, strongly supports Intro. No. 658, repealing provisions in the Administrative Code that permit horse-drawn carriages in New York City (or "the City"). As described below, LOHV-NYC supports this bill to protect both the safety of the public and the horses employed to pull the carriages.

### **A. Purpose of Intro. No. 658**

Intro. No. 658 prohibits horse-drawn carriages in New York City. As explained in detail below, the carriage-horse industry threatens the health and safety of drivers and pedestrians; causes quality-of-life problems for people living and working in neighborhoods near the stables; and is under-regulated and under-enforced. As an organization concerned with the well being of animals, LOHV-NYC is particularly concerned about the industry's effect on the lives of the horses that pull the carriages. Even if horses were given better care and tougher regulations were established, the inalterable conditions on New York City's busy streets are physically and psychologically detrimental to horses. Therefore, the only humane solution is an outright ban on horse-drawn carriages in the City.

### **B. The Current Law**

In New York City, the carriage-horse industry is regulated by the City Administrative Code ("Ad. Code") Title 17 (§§ 17-326–17.334.1) and Title 20 (§§ 20-372–20-384) and the Rules of the City of New York ("RCNY") Title 6 (Chapter 2, Subsection U § 2-212) and Title 24 (Chapter 4, §§ 4-01–4-07). In 1989, after a series of tragic accidents involving carriage horses, the City Council enacted Ad. Code provisions regulating carriage horses "in order to minimize traffic congestion and to assure the health and safety of motorists and pedestrians. . . ."<sup>1</sup> In its legislative findings, the City Council noted that "[t]he presence of horse drawn carriages in areas where there is traffic congestion jeopardizes the safety of the horses and increases the possibility of accidents."<sup>2</sup> To address these problems, the City Council—voting 28 to 4 to override Mayor Koch's veto—enacted Ad. Code provisions that, among other things: (1) regulate the time and place that carriage horses can be operated;<sup>3</sup> (2) require licensure of horses, carriages, and drivers;<sup>4</sup> (3) establish minimum standards for the treatment of horses;<sup>5</sup> and (4) require the establishment of an advisory board to make recommendations to the Commissioner of Health to promote the health, safety and well-being of the horses.<sup>6</sup>

---

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

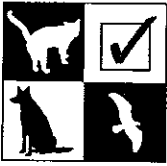
<sup>2</sup> *Id.*

<sup>3</sup> Ad. Code § 20-381.1

<sup>4</sup> *Id.* §§ 17-327 & 20-375; 6 RCNY § 2-212

<sup>5</sup> *Id.* § 17-330

<sup>6</sup> *Id.*, at § 17-331. Note: The NYC Comptroller's Audit Report on the Licensing and Oversight of the Carriage-Horse Industry by the Departments of Health and Mental Hygiene and Consumer Affairs issued on June 27, 2007 ("Comptroller's Audit") criticized the DOHMH for failing to establish the advisory board since the law was passed more than 25 years ago. Due to this failure, the



**C. Public Policy Considerations: LOHV-NYC's Reasons for Supporting Intro. No. 658**

**1. *The horse-carriage industry poses health and safety risks and quality-of-life problems***

Unfortunately, the Ad. Code provisions did not accomplish the Council's goals 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>7</sup> In the past two years alone, numerous traffic accidents, injuries, and deaths have occurred as a result of horse-drawn carriages. For example,

- 1) On September 14, 2007, a spooked horse reared up and turned its carriage over, charging a tree and another carriage. This sent a second horse running against traffic and plowing into a Mercedes-Benz. The horse died on the pavement near Center Drive.<sup>8</sup>
- 2) On July 3, 2007, a spooked horse flipped over his carriage and collided with a taxi on Central Park South. 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.<sup>9</sup>
- 3) On June 2, 2007, a spooked horse galloped into traffic still attached to his carriage. An SUV struck the horse at 54<sup>th</sup> Street and Seventh Avenue and the horse fell to the pavement.<sup>10</sup>
- 4) On April 13, 2007, a taxi crashed into a carriage while a horse was working.<sup>11</sup>
- 5) On May 5, 2006, a spooked horse ran through the street narrowly missing several cars before colliding with and overturning a moving car. The driver of the car was hospitalized and witnesses observed a gash on the horse's neck.<sup>12</sup>
- 6) On April 28, 2006, a spooked horse ran into a 71-year-old bicyclist at 64<sup>th</sup> Street and Central Drive. The bicyclist and horse-carriage driver were both hospitalized.<sup>13</sup>
- 7) On January 2, 2006, a spooked horse bolted down a street crashing into a station wagon at 50<sup>th</sup> Street and Ninth Avenue. The drivers of the car were seriously injured and the carriage driver was hospitalized after being ejected from the carriage.<sup>14</sup> The horse was pinned down under the car and he had to be euthanized the next day.<sup>15</sup>

In addition to the threat that the horse-carriage industry poses to the safety of motorists and pedestrians, people living, working, and going to school near the stables and near Central Park have complained about quality-of-life and health issues relating to horse manure. In 2000 and again in 2005, the *New York Times*<sup>16</sup> and *New York Post*<sup>17</sup> 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

---

Comptroller's Audit noted that the DOHMH never promulgated regulations to promote the health, safety, and well-being of the horses.

<sup>7</sup> See Local Law No. 89-1989 § 1

<sup>8</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>9</sup> Erin Calabrese and Dan Kadison, *Horse and Taxi in Tale of Whoa*, NY POST (July 5, 2007)

<sup>10</sup> Coalition to Ban Horse Drawn Carriages Web site, <http://www.banhdc.org/archives/ch-acc-20070602.html>

<sup>11</sup> *Id.*, <http://www.banhdc.org/archives/ch-acc-20070413.html>

<sup>12</sup> Associated Press, *Horse and Buggy Strike car in Manhattan. No Serious Injuries* (May 5, 2006)

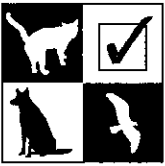
<sup>13</sup> Alison Gendar and Leo Standora, *Man Injured by Spooked Horse in Central Park*, NY DAILY NEWS (Apr. 29, 2006)

<sup>14</sup> Carrie Melago, *Horse Bolts & Injures 3 in Midtown*, NY DAILY NEWS (Jan. 3, 2006)

<sup>15</sup> Dillon et al., *Carriage Driver in Coma*, NY DAILY NEWS (Jan. 4, 2006)

<sup>16</sup> Kelly Crow, *Parents Say Stable's New Site Means Dust and Distraction for Children*, NY TIMES (Oct. 22, 2000)

<sup>17</sup> Marianne Garvey, *Making a Stink; School Hits Horse Barn Next Door*, NY POST (Jan. 9, 2005)



airborne manure particles according to the school nurse. Some restaurant owners near Central Park have complained that the scent of horse manure deters business in the summer.<sup>18</sup>

## ***2. Working conditions are detrimental to the health and well-being of horses***

There is substantial evidence that the carriage horses themselves are suffering from insufficient regulation and enforcement. In 2007, the City Comptroller observed that the horses work in less than optimal conditions. Among other things, the Comptroller's Audit reported that:

- There are no water spigots in the areas carriages wait to pick up passengers, which makes it difficult to obtain drinking water for the horses and to clean up the dust that accumulates.
- There is inadequate drainage where the horses line up; thus the horses are left to stand in pools of dirty water.
- During the summer months, the asphalt where the horses line up becomes very hot. Other materials, such as concrete, would be easier on the horses' hooves. In addition, on hot days, there is little shade for the horses, which could cause them to overheat.<sup>19</sup>

The fact that horses do not have adequate access to water during their long shifts—horses may work up to 10 hours per day<sup>20</sup>—is particularly significant because working horses need access to plenty of clean fresh water at all times to maintain health.<sup>21</sup> Water buckets and bowls must be cleaned frequently.<sup>22</sup> Electric water heaters are necessary in winter to prevent water from getting too cold.<sup>23</sup> A 1,000-pound horse consuming 16.5 pounds of dry feed per day needs to drink 8-16 gallons of water per day.<sup>24</sup>

In addition to the evidence in the Comptroller's Audit, a new film documented the inhumane conditions these horses endure. The film shows horses being spooked by city noises and weaving in and out of traffic nearly missing cars, and a horse-carriage driver who was reading a book while driving a carriage that had passengers on board through City streets.<sup>25</sup> The film also caught shocking footage of a horse being walked up a steep flight of stairs to its second story stable.<sup>26</sup> There is also evidence of corruption in the industry: in 2007, the owner of a carriage horse was arrested on charges of paying \$100 to an undercover agent to overlook violations in his stable.<sup>27</sup>

Even if the City promulgated stricter regulations, the ASPCA, the primary enforcer of the laws relating to carriage horses,<sup>28</sup> opined that the environmental conditions in New York City are so detrimental to the horses' health and well being, that carriage horses should be entirely banned from the City.<sup>29</sup> Notably the ASPCA is not opposed, in principle, to the use of horses to pull carriages, "provided that animals' physiological

<sup>18</sup> Andrea Peyser, *Battle of the Hooves and Hoof-Nots*, NY POST (Nov. 17, 1999)

<sup>19</sup> Comptroller's Audit at 11

<sup>20</sup> 24 RCNY § 4-05(c)

<sup>21</sup> MORDECAI SEIGAL, *THE UNIVERSITY OF DAVIS BOOK OF HORSES: A COMPLETE MEDICAL REFERENCE GUIDE FOR HORSES AND FOALS* 75 (1996)

<sup>22</sup> *Id.*

<sup>23</sup> *Id.*

<sup>24</sup> *See id.* at 75-83 (2-4 gallons of water necessary per pound of dry feed; 16.5 pounds of dry feed is optimal for a 1,000 lb. horse.)

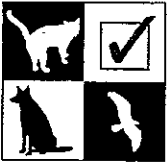
<sup>25</sup> Trailer for *BLINDERS: THE TRUTH BEHIND THE TRADITION* (McMoss Productions 2007), available at <http://www.blindersthemovie.com/trailers/>

<sup>26</sup> *Id.*

<sup>27</sup> David Seifman, *Unbridled Bribery – Tragic Carriage Horse's Owner Busted*, NY POST (Dec. 14, 2007)

<sup>28</sup> *See* Comptroller's Audit at 2.

<sup>29</sup> ASPCA Press Release (Dec. 8, 2007), available at [http://www.aspc.org/site/PageServer?pagename=press\\_120807](http://www.aspc.org/site/PageServer?pagename=press_120807)



**LEAGUE OF HUMANE VOTERS  
OF NEW YORK CITY**

**WWW.HUMANENYC.ORG**

151 First Avenue, Suite 237  
New York, NY 10003-2965

Phone: 212-889-0303  
Email: info@HumaneNYC.org

and behavioral needs are fully met, housing and stable conditions are humane, and their working hours and conditions—such as temperature, humidity, proximity to traffic and rest periods—are carefully regulated.”<sup>30</sup> The ASPCA stated that the City’s environment simply cannot provide “horses with these fundamental necessities to ensure their safety and well being” and that “[i]ncreased accidents, the recent death of a carriage horse and the city comptroller’s report all underscore the urgency to get these horses off the streets.”<sup>31</sup> PETA has stated that “because their noses are near the same level as auto exhaust pipes, they breathe noxious engine fumes all day long. A simple car backfire or a honking horn can cause a horse to panic and run around uncontrollably, endangering the horse, the carriage occupants, and car drivers.”<sup>32</sup> Harvard- and Cornell-trained equine veterinarian Holly Cheever opined that 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.”<sup>33</sup>

#### **D. LOHV-NYC Requests Your Support**

LOHV-NYC supports Intro. No. 658 for the protections it extends to humans and animals. To date, over 40 animal-related organizations, each with hundreds or thousands of members, have also expressed their support for Intro. No. 658. LOHV-NYC encourages the full City Council to support this very important piece of legislation. Thank you for your attention to our members and supporters’ views on this matter. If you have any questions regarding this issue, please do not hesitate to contact us at (212) 889-0303.

Lori Barrett, Esq.  
April 5, 2008

---

<sup>30</sup> *Id.*

<sup>31</sup> *Id.*

<sup>32</sup> Sewell Chan, *Collision Prompts a Call to Ban Horse-Drawn Carriages*, NY TIMES (July 11, 2007)

<sup>33</sup> Holly Cheever letter to Mayor Bloomberg and City Council re: Carriage Horse Abuse (Jan. 16, 2006), *available at* <http://www.banhdc.org/archives/ch-exp-letter.html>.



**Testimony**  
**Public Hearing**  
**Consumer Affairs Committee - January 30, 2009**

My name is Ardele Murphy and I am a volunteer with the Coalition to Ban Horse-Drawn Carriages and worked with the Carriage Horse Action Committee in the early 1990s. I support Intro 658 - the bill to ban horse-drawn carriages. Our city can no longer sustain such an inhumane, inappropriate and out-of-place business.

Today I would like to address the Irish issue. Yes it is true that many in the industry are Irish. But so am I – and so is the head of the Coalition. Many of our members are Irish American - some are even from Ireland. We have also worked on this issue with two Irish animal rights groups – the Alliance for Animal Rights in Dublin and Animal Rights Action Network in Limerick.

The industry has always tried to deflect attention away from the horses and make people think that we are opposed to the industry because of their ethnic background. Anti-Irish sentiment may have been prevalent in the 1800s but it is simply not a reality now. It is so absurd that we generally ignore these charges – but I am taking that opportunity now to set the record straight.

We are not anti-Irish – never have been. But we are anti – carriage horse industry regardless to what race, color, gender, or ethnic group the drivers and owners belong.

NYC needs to join the other ranks of Paris, London, Toronto Beijing – world class cities that have barred the carriage trade from setting up operations in their city.

Testimony by Jill Weitz  
Opposition to Intro 653

Consumer Affairs Committee

Mr. Chairman, I am strongly opposed to this bill, as it would reward an industry that operates in a way that should be of great concern to members of this committee, the City Council, Mayor, and taxpaying public. And I am sad to say that one of its sponsors—Oliver Koppell, who is a member of this committee—is my council member. What are these issues that we should be concerned about?

1. According to news reports, only 30 out of approximately 300 workers in the carriage horse industry joined the union. Does this mean that the rest are independent contractors? And if so, what entitles them to be independent contractors under the law?
2. Visitors to our city who take horse-drawn carriage rides should be concerned about their safety: unlike pedicabs, drivers of horse-drawn carriages are not required to have driver's licenses. In fact, less than 50% do. Even more alarming is the fact that there are open warrants out for the arrest of 2 horse-drawn carriage drivers.
3. Insurance coverage is 1/10 that of pedicabs—how can this industry put people in these carriages on city streets knowing that insurance is inadequate? Horse-drawn carriages are only required to carry \$20,000 per carriage in insurance, covering both personal injury and property damage, as compared to the \$2 million for each pedicab company and \$200,000 for each pedicab.
4. I am deeply concerned about the overcharging of tourists—which I've seen personally. This law isn't being enforced. I've even seen the drivers charge sales tax, which, by the way these businesses aren't required to pay. As a matter of fact, from an economic point of view, this business is a black hole. There is no accountability. It's cash only—no meters, they don't pay concession fees to the city. What other revenue are the taxpayers losing from this business?

Does the Consumer Affairs Committee endorse these practices? Why would it reward them?

**NEW YORK  
CITY BAR**

**ASSOCIATION OF THE BAR OF THE CITY OF NEW YORK  
42 WEST 44<sup>th</sup> STREET  
NEW YORK, NEW YORK 10036-6689**

**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. 653-A**

Sponsors: Gennaro, Felder, Nelson and Stewart

**THIS LEGISLATION IS OPPOSED**

**A. Summary of Introduction No. 653A**

For several years the City Bar Association has urged the Council to enact legislation to ameliorate the extremely harsh conditions under which our City's carriage horses work and live, while, at the same time, stating that such legislation could not create fully humane conditions and that a ban of carriage horse rides was the only truly humane solution. Unfortunately, while Introduction No. 653-A seeks to improve conditions, it would not significantly promote the health, safety and well being of the carriage horses and may actually worsen their conditions. Therefore, the New York City Bar Association opposes Introduction No. 653-A.

Introduction No. 653-A would amend sections 17-330, 20-380, 20-381, and 24-330 of the Administrative Code of the City of New York ("Ad Code") to (1) provide that inspections of stables in which horses working in the horse-drawn carriages are stored, shall be performed by a "single entity that has veterinary training in the care of horses" and eliminates the authority of government employees and the ASPCA to conduct inspections; (2) require that stables shall be certified by the New York State Horse Health Assurance Program ("NYSHHAP"); (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; and (7) require that the Department of Environmental Protection maintain and make available to the horses a source of water all year round.

## **B. Analysis**

### ***1. Eliminating the regulatory authority of the ASPCA, governmental agencies, and designees of the Commissioner of the Department of Health and Mental Health to inspect the stables could put the horses at risk***

The proposed legislation requires that carriage-horse stables be inspected at least four times a year by “an entity that has veterinarian training.” The legislation does not require that a veterinarian who is licensed pursuant to Article 135 of the Education Law actually conduct the inspections. To the contrary, under this legislation, a person whose veterinary license was revoked or an administrative employee of a professional service corporation organized for the practice of veterinary medicine would be authorized to conduct inspections of stables.

The legislation does not state who would select the entity that has veterinarian training to conduct the inspections and who would pay for the inspections. The legislation appears to permit the carriage-horse industry itself to choose and compensate the inspectors, which could decrease the likelihood of impartiality. Moreover, there is no requirement that the inspections be unannounced or that the results be in writing, be reported to the Department of Health and Mental Hygiene (“DOHMH”), the Department of Consumer Affairs (“DCA”), and the ASPCA, and be subject to the Freedom of Information Law. Finally, there is no requirement that the entity conducting the inspections have the powers of peace officers.

Perhaps most troubling, the legislation eliminates the authority of the ASPCA and the DOHMH and the DCA to conduct periodic regulatory inspections of the carriage horses’ stables.<sup>1</sup> The ASPCA’s authority to conduct inspections without a warrant is important because its officers are peace officers pursuant to section 2.10 of the Criminal Procedure Law and therefore have the authority to issue appearance tickets for violations of animal protection laws that they observe during inspection.<sup>2</sup> The elimination of the ASPCA’s oversight is problematic given the City Comptroller’s criticism of the horse-drawn carriage industry and the treatment of carriage horses in a 2007 audit, the historic and substantial role the ASPCA has played in protecting the well-being of the carriage horses, and the numerous violations of animal protection laws by stable owners, horse owners, and drivers.<sup>3</sup> From July 1, 2005 to December 31, 2006, the ASPCA issued 77 violations to drivers, horse owners and stable owners.<sup>4</sup>

In short, despite documented widespread violations of the laws that protect carriage horses, the legislation does not assure that trained, impartial third parties will be inspecting the carriage horses’ stables and making their reports available to the government and the public.

---

<sup>1</sup> The ASPCA would retain its law enforcement authority pursuant to the Agriculture and Markets Law. (See Ag & Mkts L. §§ 371-373).

<sup>2</sup> NY Criminal Procedure Law § 2.20(e); see also NY Comptroller’s Opinion No. 82-46 (February 3, 1982) (peace officers and certain city employees have the authority to issue appearance tickets).

<sup>3</sup> The Comptroller’s audit observed that the DOHMH and DCA rely on the ASPCA to perform inspections without a contract and cautioned that the ASPCA could consequently terminate its inspections without notice. The Comptroller recommended that the DOHMH consider a formal agreement for services to ensure continued ASPCA oversight, not the elimination of the ASPCA’s oversight. (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), available at [http://comptroller.nyc.gov/bureaus/audit/PDF\\_FILES/MH07\\_092A.pdf](http://comptroller.nyc.gov/bureaus/audit/PDF_FILES/MH07_092A.pdf).)

<sup>4</sup> *Id.* at 8.

Instead the legislation would seem to allow the horse-drawn carriage industry to choose its own inspectors, and in any event does not provide an inspection system with accountability, incentive to acknowledge any violations by the industry, and obligations to release findings to the government or the public.

**2. A requirement that the stables be certified by NYSHHAP would improve conditions; however, the proposed legislation is flawed**

The proposed legislation requires that carriage-horse stables “shall be certified by the New York State Horse Health Assurance Program.” NYSHHAP is a disease prevention program of the New York State Department of Agriculture, Division of Animal Industry, that promotes horse health through the annual certification of equine operations that have voluntarily agreed to implement certain best management practices.<sup>5</sup> A requirement that stables be NYSHHAP certified could slightly improve conditions for horses; however, the provision is flawed as drafted.

The NYSHHAP guidelines provide, among other things, that:

- Stalls must be of adequate size so that the horse can raise his head and lie down safely and comfortably. The standard size for a box stall is 12’ by 12’ (size needed for comfort of most mid-sized horses).<sup>6</sup>
- “The riding area must be free of rocks and hazards such as junk, wood or equipment . . . . Appropriate footing shall not include mud, ice or other ground conditions that would present a hazard for the horse and rider.”<sup>7</sup>
- “Horses must have access to clean water throughout the day. Dehydration is detrimental to horses’ health, especially in extreme temperatures. Stagnant water may harbor organisms that can cause disease and illness. Types of watering facilities vary, but whatever style used, they should be easy to clean on a daily basis to remove scum and contamination.”<sup>8</sup>

Requiring compliance with the guidelines would address some of the criticisms of the carriage horse industry: the size of the stall and safety of the stables, the painfully hot asphalt in summer, and the lack of clean, fresh water during the work hours. It is unclear whether city traffic would be an unacceptable riding area hazard under the guidelines.

Due to a drafting error, the legislation imposes a duty to certify upon NYSHHAP instead of requiring owners and operators of stables housing carriage horses to obtain and maintain NYSHHAP certification as a condition of licensure. The legislation is further flawed because it does not (1) provide a deadline by which a stable owner must obtain NYSHHAP certification; (2) require that proof of NYSHHAP certification be provided to the DOHMH as a condition of obtaining a license or license renewal; and (3) provide penalties for failing a NYSHHAP inspection.

---

<sup>5</sup> NYSHHAP Web site, <http://www.agmkt.state.ny.us/nyshhap/horsehealth.html> (viewed on January 4, 2009).

<sup>6</sup> NYSHHAP Standards and Certification Manual 34 (Feb. 2008).

<sup>7</sup> *Id.* at 35.

<sup>8</sup> *Id.* at 39.

**3. *The requirement that the Department of Environmental Protection maintain and make available to the horses a source of water is substantially flawed***

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>9</sup> The fact that horses do not have adequate access to water during their long shifts—horses may work up to 10 hours per day<sup>10</sup>—is particularly significant because working horses need access to plenty of clean fresh water at all times to maintain health.<sup>11</sup> According to NYSHHAP, an average horse consumes five to 15 gallons of water a day and needs to drink approximately a quarter- to a half-gallon of water per hour.<sup>12</sup> Diet, temperature, and exercise can influence water maintenance needs. Water buckets and bowls must be cleaned frequently.<sup>13</sup> Electric water heaters are necessary in winter to prevent water from getting too cold.<sup>14</sup>

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 require the carriage-horse owners and operators to allow horses access and adequate time to drink water provided by the DEP. There is no requirement that the water be potable or that troughs be heated in winter or cleaned on a daily or more frequent basis. The legislation should be amended to place the primary duty to ensure that carriage horses have adequate water on the carriage-horse owners and operators, instead of the DEP, and to impose a penalty for noncompliance.

The legislation currently provides, “It shall be unlawful to draw water from such fixtures except to water horses or other animals. It shall be unlawful to tamper with such fixtures.” The law should be clarified to state that the crime is a class A misdemeanor. This is consistent with New York Agriculture and Markets Law section 353, which provides that any person who “deprives any animal of necessary sustenance food or drink, or neglects or refuses to furnish it such sustenance or drink” is guilty of a class A misdemeanor. Penal Law section 80.05 provides that a class A misdemeanor is punishable by a fine of up to \$1,000 and Penal Law section 70.15 provides that imprisonment shall not exceed one year.

**4. *The legislation does not address the most critical concerns relating to the carriage horse industry***

In 1989, the City Council enacted the Administrative Code provisions relating to carriage horses to “assure the health and safety of motorists and pedestrians” and “insure the proper care

<sup>9</sup> Comptroller Audit, *supra* note 2, at 11.

<sup>10</sup> 24 RCNY § 4-05(c)

<sup>11</sup> MORDECAI SEIGAL, THE UNIVERSITY OF DAVIS BOOK OF HORSES: A COMPLETE MEDICAL REFERENCE GUIDE FOR HORSES AND FOALS 75 (1996)

<sup>12</sup> NYSHHAP, Equine Water Needs

<http://www.agmkt.state.ny.us/nyshhap/infodocs/Fast%20Facts%20Equine%20Water%20Needs.pdf> (viewed on January 4, 2009).

<sup>13</sup> *Id.*

<sup>14</sup> *Id.*

and handling of the horses and to further safeguard the horses and the public from the hazards of traffic."<sup>15</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>16</sup> Despite the increase in traffic, Introduction No. 653-A does nothing to address the health and safety of motorists and pedestrians or safeguard the horses and public from traffic hazards, which are illustrated by the numerous documented traffic accidents involving carriage horses. For example, 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>17</sup> On September 14, 2007, a spooked horse reared up and turned its carriage over, charging a tree and another carriage.<sup>18</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>19</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>20</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>21</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>22</sup>

The Committee notes that the ASPCA supports a bill to ban carriage horses in New York City.<sup>23</sup> The ASPCA is not opposed, in principle, to the use of horses to pull carriages, "provided that animals' physiological and behavioral needs are fully met, housing and stable conditions are humane, and their working hours and conditions—such as temperature, humidity, proximity to traffic and rest periods—are carefully regulated."<sup>24</sup> The ASPCA stated that the City's environment cannot provide "horses with these fundamental necessities to ensure their safety and well being" and that "[i]ncreased accidents, the recent death of a carriage horse and the city comptroller's report all underscore the urgency to get these horses off the streets."<sup>25</sup>

Although the legislation attempts to address problems in the stables by requiring NYSHHAP certification, the legislation does not address harsh conditions on the hack line that were documented in the Comptroller's report, such as horses being left to stand in pools of fouled water due to the lack of adequate drainage, or the lack of shade and burning asphalt that the horses must endure in summer months. The legislation does not ensure that horses have adequate—or any—turnout time and it does not shorten their working day.

<sup>15</sup> See Local Law No. 89-1989 § 1

<sup>16</sup> Regional Plan Association, *Congestion Pricing in New York City: Making the Case*, available at <http://www.rpa.org/pdf/Spotlight40.pdf>.

<sup>17</sup> Reuven Fenton, *2 Horses Go Buggy*, NY POST (Sept. 1, 2008).

<sup>18</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>19</sup> Erin Calabrese and Dan Kadison, *Horse and Taxi in Tale of Whoa*, NY POST (July 5, 2007).

<sup>20</sup> Coalition to Ban Horse Drawn Carriages Web site, <http://www.banhdc.org/archives/ch-acc-20070602.html>

<sup>21</sup> *Id.*, <http://www.banhdc.org/archives/ch-acc-20070413.html>

<sup>22</sup> Trailer for BLINDERS: THE TRUTH BEHIND THE TRADITION (McMoss Productions 2007), available at <http://www.blindersthemovie.com/trailers/>

<sup>23</sup> ASPCA Press Release (Dec. 8, 2007), available at [http://www.aspc.org/site/PageServer?pagename=press\\_120807](http://www.aspc.org/site/PageServer?pagename=press_120807)

<sup>24</sup> *Id.*

<sup>25</sup> *Id.*

### C. Summary

For these reasons, the City Bar Association opposes Introduction No. 653A-2007. The traffic in NYC streets is too congested to provide a safe environment for carriage horses and the proposed legislation does nothing to address that fundamental problem.

The City Bar Association continues to support Introduction 658-2007, which would ban the carriage-horse industry altogether in New York City. The Committee is aware of a proposal to replace the carriages with "green" replicas of Model T Fords and other classic cars. Such a proposal would provide a safe and enjoyable alternative for tourists while preserving jobs for workers in the horse-drawn carriage industry and potentially increasing revenues for the City.



**NEW YORK  
CITY BAR**

**Testimony of Lori Barrett, Esq. for  
The Association of the Bar of the City of New York**

**Before the New York City Council  
Consumer Affairs Committee  
Friday, January 30, 2009**

Good morning, Chairman Comrie and members of the Consumer Affairs Committee. My name is Lori Barrett, member of the New York City Bar Association's Committee on Legal Issues Pertaining to Animals, and I appreciate this opportunity to discuss the City Bar Association's approval of Introduction No. 658-A-2007, in relation to banning the horse-carriage industry in New York City and our opposition to Introduction 653-A-2007.

For several years the City Bar Association has urged the Council to enact legislation to ameliorate the extremely harsh conditions under which our City's carriage horses work and live, while, at the same time, stating that such legislation could not create fully humane conditions and that a ban of carriage horse rides was the only truly humane solution. Despite broad and vocal public support for reforms from organizations including the ASPCA and the Humane Society, no legislation has been enacted to shorten the workday of the horses or even to require minimum turnout periods. Nor has any legislation been enacted to redefine permissible working conditions to take into account weather conditions such as humidity in the summer and wind in the winter and weight restrictions on carriage loads or to require improved stables, stalls sufficient in size to allow a horse to lie down and turn about, and a prohibition on the sale of any carriage horse for slaughter.

As indicated by a 2007 report by the New York City Comptroller, the City has failed to enforce even the inadequate protective provisions under the current Administrative Code. The report found that there are no water spigots in the areas where horses wait to pick up passengers; there is inadequate shade for the horses; and the asphalt is hard on the horses' feet in summer months. Also, a recent documentary film showed drivers reading books while driving horses on City streets, something that is sure to put the safety of horses and the public at risk.

Moreover, the presence of horses on the City's congested streets is a danger to the public, as evidenced by the recent, repeated incidences of spooked horses bolting through congested streets putting both horses and people at risk. Because of such risks, horse

drawn carriages have been banned in many large cities in the United States and abroad. New York City has some of the most congested streets in the nation; therefore, it is particularly important that the City Council adopt legislation to protect the public and the animals.

Accordingly, the Bar Association supports the proposed bill to ban the carriage horse trade in New York City. The Committee is aware of a proposal to replace the carriages with "green" replicas of Model T Fords and other classic cars. Such a proposal would provide a safe and enjoyable alternative for tourists while preserving jobs for workers in the horse-drawn carriage industry and potentially increasing revenues for the City.

The Association opposes Introduction No. 653-A. Unfortunately, while this bill may seek to improve conditions, it would not significantly promote the health, safety and well being of the carriage horses and may actually worsen their conditions. Perhaps most troubling, the bill eliminates the authority of the ASPCA and city agencies to conduct regulatory inspections, seems to allow the carriage industry to choose its own inspectors, and in any event does not provide an inspection system with accountability, incentive to acknowledge any violations by the industry, and obligations to release findings to the government or the public. The bill requires that stables be certified by the New York State Horse Health Assurance Program; however, it does not provide a deadline by which stable owners must be certified; it does not provide for penalties for failing an inspection; and it does not require that proof of certification be presented as a condition for license renewal. Moreover, the proposed introduction imposes a requirement that horses be provided with water by a city agency, funded by taxpayer dollars, rather than on the industry itself. Additional reasons for the Association's opposition to this bill are set forth in a comment submitted to the City Council. Thank you.

# FOR THE RECORD

Good Afternoon, My Name is Kim. MANCUSO

I ~~am a student~~ <sup>have studied</sup> of equine facilitated psychotherapy, ~~from~~ <sup>for 10 years</sup> from the Epona Ranch in Arizona. Equine Facilitated Psychotherapy is the study of the relationship between horses and humans.

I am also an accomplished Equine photographer that prides herself on capturing the spirit and essence of horses in their natural environment....

So I find it ironic and disturbing that I live a few blocks from the warehouses these animals are stored.

This is the antithesis of how I BELIEVE horses deserve and were meant to live.

What once may have seemed as some "Romantic Notion" ~~100~~ years ago, today has no place on congested city streets. Even the Mayor wanted to impose a toll on commuters entering the city to alleviate some of the unbearable traffic, yet we EXPECT these beings to compete with such elements??

CLEARLY these conditions are not conducive to prey animals with an INSTINCT to flee from a perceived threat.

One incident in particular that I encountered a few months ago on West 49th street was with a carriage horse trapped with cars on 3 sides...The car directly along side the horse and about what seemed to be a foot away, was a limousine with screaming people shooting out of the top and out of the windows....As if that wasn't bad enough they had the radio blasting that I could feel the bass through MY feet.

The light must have changed 4 times and still the traffic still didn't seem to budge and the horse began bucking and pulling trying to escape the chaos through the only clear pathway, which was the sidewalk....At this point I ran over to the car and they lowered the music and the horse seemed to calm down a bit.

Stressed and abused horses display the same traits as humans who have experienced trauma. Both humans and horses experience depression, aggression, dissociation and submission just to name a few.

#RED LIGHTS

Horses can NO longer be exploited and mistreated, we must speak on their behalf.

#TRUST HIS SUBMISSION

Let's be proactive and preserve the dignity of these magnificent animals and do away with this practice for once and for all.

Tony Aveila willing to propose alternative job training

Thank You.

~~Tony Aveila for spearheading this~~

~~Being to sides together perhaps create stable CP  
None of us Advocating Loss of Jobs, An Aveila  
encouraging training in a related field that doesn't include exploiting animals.~~

Hearing on Intros. 658/653 City Hall – 2nd Floor, January 30, 2009

**My name is Jill Harrington and I live Brooklyn. I am with Friends of Animals and I support Intro. 658-A—the bill that would ban the industry.**

The dangers of putting horse-drawn carriages into urban environments and city traffic are well-documented, and are being discussed here today.

Risks posed by heavy traffic make the industry inhumane for the horses—and dangerous for humans as well. In 70 percent of spooking accidents, people are injured.<sup>1</sup>

But traffic risks aren't the only problem that makes the city's carriage industry inhumane<sup>1</sup> and potentially deadly for horses as well as people.

New York City carriage horses **DO NOT get daily turnout**—this is very unnatural for a horse.

It's also unhealthy.

There is a strong and direct connection between **lack of daily turnout and colic**, which is **THE LEADING CAUSE OF DEATH IN ALL HORSES**.<sup>2</sup>

Dr. Anthony Blikslager is a veterinary gastroenterologist (**GASTRO-enter-ol-oh-gist**) and one of the nation's leading experts on equine colic.<sup>3</sup>

He says one of the best ways to prevent colic is by giving horses a lifestyle that mimics—as closely as possible—the way wild horses live. That means giving them **AS MUCH TURNOUT AS POSSIBLE**.<sup>2</sup> *There's no substitute for turnout, this vet says.*

Not only do carriage horses in New York City run the risk of spooking and injuring themselves as well as pedestrians, bicyclists, and drivers....

**BUT...** their lack of daily turnout is harmful to their health.

I am one of the **TENS OF THOUSANDS** who support **A FULL BAN** on horse-drawn carriages in this city.

#### References

1. King M. Focus on the reality. Advocate; 1992.
2. Meszoly J. Straight talk about colic. Available at: [http://www.equisearch.com/horses\\_care/health/illnesses\\_injuries/straight\\_talk\\_about\\_colic\\_121608/](http://www.equisearch.com/horses_care/health/illnesses_injuries/straight_talk_about_colic_121608/) Accessed January 22, 2009. EQUUS; 2007.
3. NC State University. Dr. Anthony Blikslager, DVM, PhD, DACVS. Faculty bio. NC State University. College of Veterinary Medicine. Department of Clinical Science. Available at: [http://www.cvm.ncsu.edu/docs/personnel/blikslager\\_anthony.html](http://www.cvm.ncsu.edu/docs/personnel/blikslager_anthony.html). Accessed January 29, 2009.

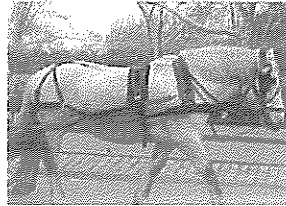
**PUBLIC HEARING of CONSUMER AFFAIRS COMMITTEE**

**Re. Intro 658A and Intro 653A – 1/30/09 10a.m – 2<sup>nd</sup> Floor, City Hall**

**HOME TOURS & ACTIVITIES CHARTERS LIMOS TERMS FAQ'S HOTELS PHOTO GALLERY GROUPS**

**Carriage Rides in Manhattan**

We have 3 products that match your selection. We have many other products as well.  
Displaying 1 - 3 of 3

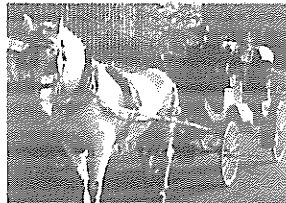


**Duration: 40 Minutes**  
**Location: New York**

**Central Park Carriage Ride in New York** **From USD \$104.95**

Romantics will certainly enjoy a serene trot through this beautiful park's lush landscape. Huddle close to your special someone and let the rhythmic pounding of the horses's hoofs set a soothing ambiance. [More Info >](#)

[RESERVE NOW](#)



**Duration: 40 minutes**  
**Location: New York**

**Carriage Ride in New York** **From USD \$104.95**

Take a romantic Carriage ride through Manhattan! Just for a while, come enjoy the peace that was of years gone by, in our beautifully crafted carriage. This is a a relaxing tour of Manhattan in a time-honored tradition of New York. [More Info >](#)

[RESERVE NOW](#)



**Central Park Carriage Ride in New York - Valentine's Weekend** **From USD \$173.95**



**Duration: 40 Minutes**  
**Location: New York**

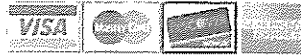
Romantics will certainly enjoy a serene trot through this beautiful park's lush landscape. Huddle close to your special someone and let the rhythmic pounding of the horses's hoofs set a soothing ambiance. **More Info >**

[RESERVE NOW](#)

We have 3 products that match your selection. We have many other products as well.  
Displaying 1 - 3 of 3

[Tours & Activities](#) [Events & Attractions](#) [Charters](#) [Limos](#) [Terms](#) [Privacy Policy](#) [FAQ's](#) [Home](#) [Photo Gallery](#) [Contact](#) [Gifts](#) [Hotels](#)  
[Site Map](#) [Shopping Cart](#) [New York Tours and Information](#) [Groups](#) [Travel Suppliers](#)

### New York Tours



We Accept All Major Credit Cards

[New York Tours](#) \* [www.NYtours.us](http://www.NYtours.us) \* [Click here to contact us](#) \* [Click here to receive your e-ticket](#)

Toll Free (USA): 888-880-9108 \* Phone (USA): 646-688-5365 \* Fax (USA): 800-410-8234

Copyright 1999 - 2009 Alcatraz Media Inc. - NY Tours

All Trademarks are the property of their respective owners.

Use of this Web site constitutes acceptance of our [User Agreement](#) and [Privacy Policy](#) - GA License Number TKBK00007

1/30/2009

FOR THE RECORD

I am a personal riding horse owner, so my sentiments are very much with both humane treatment of animals people, and with the carriage drivers, putting me squarely in the middle. As with much of life, the middle ground is the answer. It is not about banning the carriage industry, it is about making it safer. Accidents have happened, but does that not happen with cabs, bikes, motorcycles, cars, pedicabs, Do we ban them? If it means restricting the carriages to working inside the park once there, then so be it. But it certainly also means enforcing the the noise levels of motorcycles which spook horses, and enforcing the dog leash; off allowed areas, and off allowed ~~areas~~ <sup>hours</sup> for the dogs, because these animals attack horses riding, and carriage horse alike. The horses do not attack the dogs. These things need to be done in the true interest of safety. As great philosophers in many civilizations have said throughout history the middle ground, the moderate is the key. Besides the jobs that the carriage industry provide, it is also care for the horses that are not world class champion horses, in a world with so many uncared for horses.



**EQUINE**  
ADVOCATES

P.O. Box 354  
Chatham, NY 12037-0354  
Telephone: (518) 245-1599  
Fax Number: (518) 392-0177  
E-Mail: [info@equineadvocates.org](mailto:info@equineadvocates.org)  
Web Site: [www.equineadvocates.org](http://www.equineadvocates.org)

January 30, 2009

TO: The Members of the New York City Council  
RE: In Support of Proposed Int. No. 658-A

Dear NYC Council Members,

I am Susan Wagner, President of Equine Advocates, a national equine protection organization that I founded in 1996.

I am here today in support of Proposed Int. No. 658-A which would ban the carriage horse trade in New York City.

It is not the mere act of pulling a carriage that is objectionable, as there are many driving horses who live quality lives. It is the fact that New York City carriage horses are forced to live under extremely unnatural conditions in a crowded urban center where, in my opinion, they are used and put back just like cars in a garage. They have no quality of life. Some of them live in tie stalls without the freedom to move about which any legitimate veterinarian will tell you is extremely unhealthy for them. They simply are not allowed to be horses. These horses have no turn-out which is essential for the well being of any equine. You see NYC carriage horses out in extreme heat and cold weather conditions pounding the pavement without free access to food and water leading cruel nose-to-tail pipe existences. You see them being injured by cars and buses. You see them killed. Serious accidents involving people and NYC carriage horses have been well documented.

.....over please



Dr. Nina Deibel of Rhinebeck Equine Veterinary Hospital recently said:

"The pavement on which these horses stand all day harnessed to their carriages does not absorb the impact of their foot falls thereby sending damaging concussive forces up their legs. This can result in musculoskeletal injuries throughout the horses' bodies, but particularly in their legs and feet. Also, these horses are at risk of damaging their gastrointestinal tracts since they can not take in normal amounts of roughage and feed. This life style puts them at a high risk to develop gastric ulcers and other stress related health problems."

The idea that this is still going on here in NYC when so many other great urban centers of the world have banned this practice, is disgraceful. Why should NYC continue to be responsible for the miserable existence of these horses? The accumulative effects of physical injuries and other problems often found in urban carriage horses, makes them candidates for the slaughterhouse, which is where many of them end up. I don't think that dangerous accidents and equine abuse caused as a direct result of the carriage horse trade are what the citizens of this city want.

I feel strongly that New York should no longer be a party to what I believe is the cruel and inhumane treatment of horses and urge the City Council to swiftly pass Int. No 658-A.



Respectfully,

Susan Wagner, President  
Equine Advocates

## FOR THE RECORD

*Darya Kravtsova*  
~~Darya~~ 557 Avenue Z Apt. 6H  
Brooklyn, NY 11223  
January 30, 2009

To Whom It May Concern,

As an animal lover and a horse person who has worked with horses, I don't see that there is a plausible reason for the banning horse drawn carriages. This is something that makes the city unique and special and is and should be part of New York City's history. I have seen the carriage horses and speaking from my experience with horses they do not look unhappy or mistreated.

I volunteer/work at Kensington Stables that is located outside of Prospect Park and one of my favorite horses is Tonka. He lives under the minimum standards of the agricultural laws. If you were to look at him you would find that he is extremely content. He lies down, sleeps, eats moves around, gets exercise and is spoiled left and right by everyone. Tonka is also one of our special events horses, he has done photo shoots, movie shoots and he has no problem with traffic and is extremely bomb proof.

So I believe that the carriage horses should not be banned only because they are part of a tradition that lasted many generations and should continue for many more to come in the future. The economy rates that we have now, employments are on the down low at the moment, I suppose we cannot afford to let off caretakers and trainers for horses. Think about this, whom are you really hurting the most, horses that are being sent off to an unknown future, or the people who have love them and taken care of them for so many years?

Sincerely,

*Darya Kravtsova*  
Darya Kravtsova

# FOR THE RECORD

Jessica Dasch  
1853 East 27 St.  
Brooklyn, N.Y. 11229  
Cell: 347-782-3949  
Braidy2nd@aol.com

January 30, 2009

Public Hearing, New York City Council Chambers

RE: Proposed Intro 658-A -- By Council Members Avella, Mark-Viverito, Palma, Arroyo, Mendez and Yassky -- A 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.

To the above referenced Council Members and Whom it May concern:

I do not support the ban of the operation of Horse Drawn Carriages in NYC for the following reasons:

**1) No legislative body should have the right to destroy a business based on inexperienced layman's misconceptions and extreme vocalizations that are escalated to engage political traction.**

The argument against the Carriage industry is based on a perception of abuse and neglect by misinformed people. People who work with horses and own horses do not share this belief. Carriage drivers work very hard and treat their horses very well. There is no reason for all these people to be out of jobs, because misinformed people don't believe in what they do.

**2) Poor living conditions.**

I keep my horse Harley, in an urban barn. I believe that it is perfectly healthy for her, and she is in no danger that these people speak of. The horses that we work with are healthy living on minimal conditions set by agriculture and market laws. We travel through traffic every day. During my 17 years of riding and working at this stable I have seen a lot of car accidents, but no horse and car accidents.

A lack of pasture is unfortunate, but it does not keep the horses from socializing. Close quarters with other horses, known as straight stalls, the horse views this as safe. As for poor living conditions, being fed on a regular basis, have fresh clean water on a regular basis, have their stalls cleaned on a regular basis, check on a regular basis by a great vet. Doesn't sound very poor at all.

**3) Overworked Animals.** What you do not find are experienced horse people to say these carriage horses are working too hard. These overwork and physical stress arguments are based on what could happen, to other horses, in extreme conditions, not on what does happen to carriage horses in New York City. You can tell that these animals are properly taken care of because they have good muscle tone and healthy shiny coats. A healthy shiny coat is evidence that the horse is eating well and is healthy. Every time I would go to central park I would always wander over to where they line up waiting for passengers. I would talk to their drivers, and you could tell all of them really

love their animals. Anyone working with animals has to treat them well. It's in their own best interest to keep their horses healthy, you can't work a horse that is lame or sick. When me and my friends took a ride on a carriage we met a third generation driver that loved his horse very much. Puzzle one of the carriage horses I recognize, he is a cute paint draft horse. Every time I see him he looks great sound and happy.

I retired my pony Geronimo, because he is 28. He lived his whole life in a city barn. 28 is pretty old for a horse but he is still healthy and happy. He lived about 18 years in the city. Yet there is no evidence of damage from a lifetime in the city. He lives next to one of the farms that the carriage barns rotate their horses at. The people that take care of them there are great people and knowledgeable. All the horses look healthy and happy there. I do not know how long they are rotated for but I definitely know they get rotated.

#### **4) Necessity of animals in our lives**

When I ride my horse through the park, many people ask me if I can stop and let pet her. Most people are amazed that they see a horse or even get a chance to pet them. If we take these horses out of the city, we lose one more thing that makes this city so special. It's nice to see that New York City has more than just rats and pigeons.

Thank you,

Jessica Dasch



cc: Speaker Christine Quinn  
Mayor Bloomberg  
Comptroller William Thompson

City Council Consumer Affairs Committee  
City Hall  
Regarding the proposed carriage horse ban and Int. 653A

I have been working with horses in New York City for sixteen years now. I have taken carriage rides as a customer. I have had the privilege to visit carriage barns. I keep thirty-six horses in New York City some of them under the minimal standards of the Agricultural and Markets laws.

Those who claim that the horse industry in New York City is abusive do not understand horse behavior.

They see a horse as forlorn. A horse person sees calm, safe and content in the environment. Please see attached photos of a horse at turnout happy and relaxed and then edited into the classic "forlorn" carriage horse.

They see cramped living conditions. The horse sees a safe distance from my neighbor. Please see attached article from Horse Illustrated January 2001 referring to Dr. Sue McDonnell's research in horse behavior at the University of Pennsylvania, New Bolton Center.

What they do not understand is that horse readily adapt to their environment. They have been bred to work with people. They want to get their days work done well the same as a person. There is no land of paradise outside the city for horses especially in this current climate. With the current economic situation and the ban on horse slaughter it is almost impossible for a good horse to be placed anywhere. The horses working in New York City are the lucky ones. They are cared for and fed for their ability to work. They work under the most strictly regulated industry of its kind in the United States.

In addition this current economic climate how can anyone consider banning an industry?

In regards to Int.653A I can say as an insider of the industry that I have raised my rates twice in the last sixteen years. I did that not to profit but to keep pace with the raising costs of hay, shavings, grain, and manure removal. I cannot image what it must be like in the carriage industry to try to make ends meet without a rate increase in the last twenty years.

In conclusion let the people and the horses keep their jobs. Their job is bringing a little magic to Central Park. Give them the ability to make a fair living for a job well done.

# Tie Stalls Verses Box Stalls

It's commonly believed that a roomy box stall with solid, protective walls is the best way to stall a horse. But Sue McDonnell, PhD (reproductive physiology and behavior), Equine Behavior Laboratory and Clinic, University of Pennsylvania School, New Bolton Center, says what research indicates. A much-respected equine behaviorist, Dr. McDonnell has found that horses do as well, if not better, in tie stalls rather than box stalls where the box stall isolates the horse from contact with its neighbors.

"I have come to realize that the whole 'private stall' idea of horse housing is a people idea of great digs, and exactly opposite of what might be most comforting to horses," she says. Dr. McDonnell bases these remarks on thousands of hours of research study and personal observation of wild, semi-feral, and housed horses.

In tracing the history of the use of box stalls, Dr. McDonnell learned that the first recommendations for box stalls occurred around the turn of the 20th century. She reports that, "A box or two away from the main bank of tie stalls was recommended as a method of isolating diseased, transient animals. In texts of the time, veterinarians and horsemen noted that box stalls should be used sparingly, with the caution that horses kept in boxes away from their herd-mates are at greater risk of developing nervous habits and vices. This is certainly consistent with the results of studies of horses housed in group tie stalls."

Based on those studies, she says, "Horses housed in tie stalls have been consistently found to have very low rates of behavior problems such as weaving, cribbing, head tossing."

in general horse management) that mental well-being as best we can measure it is usually as good or better in group tie-stall housing than it is in individual box-stalls, particularly where box stalls prohibit contact with neighbors, for example a stall with solid partitions and no view of another horse.

"The horse [in a tie stall] typically takes as many or more footsteps as a horse in a box stall or in a dry lot. In the course of eating its hay it moves forward and back in the stall, reaching into and under the manger. It lies down and gets up with similar frequency and duration to horses in groups in pastures. It can interact socially with its neighbors, which most do in a manner quite similar to groups of horses at pasture. Associated with the social interaction is quite a bit of moving forward and back, reaching over the rail, etc. I am not sure it is correct to say that the exercise is significantly limited for horses in tie stalls.

"The fact that the PMU mares are fertile year after year," Dr. McDonnell continues, "says a lot about total well-being. Conception and foaling rates are higher than any other segment of the equine industry, and abortion and dystocia [difficult birth] rates are significantly lower."

Based on on-site investigations and peer review of ongoing research, the AAEP, United States Department of Agriculture, American Veterinary Medicine Association, Canadian Equestrian Federation, Royal Society for Prevention of Cruelty to Animals, International League for Protection of Horses, and other veterinary and equine groups have found that PMU management is satisfactory.

## Throwaway Foals?

However, that still leaves the issue of all the foals these pregnant mares churn out year after year.

The HSUS says the problems begin with too-early weaning. PMU foals cannot be weaned prior to September 1; at that time, most are about 4 months old. Six months of age is a better time to wean, says the HSUS. The University of California at Davis *Book of Horses* says that 4 to 6 months of age is average for weaning.

Then there is the dispersal of the foals. After the mares go into the barns, the foals are sold. "Most PMU ranchers are horse breeders," Dr. Freeman reports. "Many of them breed and sell horses for riding, competition, ranch work, replacement stock, et cetera.

Approximately to these market feed lots to be sold. "It might be that route," Dr. Freeman says.

Although breeding registries require foals to be identified by their owners, Dr. Buck says, "rather have an imprinted foal."

## Personal

So what's the PMU rancher's economical interest in the bloodlines in order to operate a value and sale doesn't understand groups confidence regarding receive and

Dr. Buck deep pockets slick package the PMU in animal husbandry the HSUS.

The question humane care industry standards confinement out much show horse trailer during

Are the plate more equine and nuggets, leather Canadian those animals sport versus human condemn those defining

When be less a or ethical more of of us view chain as or animal

Marcia K written from equine care

THE HERITAGE OF

THE MOST AVAILABLE

**BARBARA STORK**  
**FLATBUSH SADDLE CO.**  
320 Ocean Parkway F3  
Brooklyn, NY 11218  
Cell:718-213-0772  
flatbushsaddle@gmail.com

January 30, 2009

Public Hearing, New York City Council Chambers

RE: Proposed Int 658-A – By Council Members Avella, Mark-Viverito, Palma, Arroyo, Mendez and Yassky – A 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.

To the above referenced Council Members and Whom it May concern:

**I do not support the ban of the operation of Horse Drawn Carriages in NYC for the following reasons:**

1) **No legislative body should have the right to destroy a business based on inexperienced layman's misperceptions and extreme vocalizations that are escalated to engage political traction.** If that were acceptable, every Gay and Lesbian Organization in America would no longer exist. The argument against the Carriage industry is based on a perception of abuse and neglect that is not corroborated by any person who actually practices and understands horsemanship. Riding occasionally, or seeing horses running in a pasture as a child on an Uncle's farm, does not equip someone to decide what is or is not abuse. The argument is anthropomorphized. Any horseperson can tell you if you use human standards and logic to care for and manage a horse, and many people do, you will eventually kill or gravely injure the animal. Horsemanship is a science that goes well beyond casual pet ownership. Letting horses run free in a pasture, requires care and management of an expert just as much as the management of horses who work in an urban environment, and if not done with expertise, can lead to the exact same horrific accidents and abuse the Coalition to Ban shouts so loudly against. The only difference is that the fulltime pasture is Welfare, while the carriage is a legitimate job.

2) **"Abysmal" living conditions.** The few horsepersons whom the Coalition to Ban the Carriages do find to speak of "abysmal" living conditions, which is an opinion relative to Blue Ribbon Sport Horse empires, backed up with descriptions that, to the lay person seem like a place they would not want to live, but in fact many horses across the USA live in these exact same conditions. Animals do live in warehouse conditions everywhere. Most stables are really dirty and dark the way horses prefer, unless the owner is really wealthy and decides they as humans want better. Horse happiness is not determined by the lack of filth they prefer to happily roll in, or the grain they spill and are supposed to be appreciative of being kept from voraciously eating off the floor or (big shock) out of their own manure (food safe by the way, for humans too). Try it and find out how appreciative the horse will be if you clean up one grain from their dirty floor. Hope you have health insurance. Horse happiness depends chiefly on factors such as regular routine, regular feeding, and the presence and sight of other horses, but not

*(continued)*

January 30, 2009

Barbara Stork/ Flatbush Saddle Co.

RE: Public Hearing, New York City Council Chambers Proposed Int 658-A p2.

necessarily direct contact with other horses, which can lead to severe injury if not perfectly managed. While lack of pasture is unfortunate, it is not the make or break factor for socialization. Close quarters with other horses, in what the horse views as a safe protected building is far more important than the additional pasture. This fact was known for generations, but lost upon most people this past century with the advent of the automobile. You can have a barn without a pasture, but you should never have a pasture without a barn. Horses, to Petition-to-Ban Signers, have validity only as statuesque and honored yard decorations. Correction, only New York City carriage horses shall be yard decorations. And if their argument is further made that banning the carriage industry is just the first step toward all banning of all horse work as "barbaric, total throwback, ethically challenged, and backward", then shouldn't City Council wait to see if in fact they are supporting that huge goal, supporting radical and completely ignorant people campaigning onward toward a complete and total ban of all uses of all horses everywhere, except as decoration, before Council simply votes, in a feel-good political gesture, to destroy their own neighbors' business, but no other horse farm?

3) **Overworked Animals.** What you do not find is an experienced horseperson to say the horses are working too hard. The "evidence of physical stress" found on the website of the Coalition to Ban, sites veterinary research done to address the extremely athletic sport horse who pushes physical capabilities to the limit. Why is it just accepted by all laypeople that a carriage horse is working really hard? No veterinary study has ever been written to address the extreme physical stress of normal carriage horse work, because there is none. This is not hard work for a horse. Having to climb a ramp to get to a stall after a "hard day" is a laughable non-argument that seems to work on people who know nothing about horses. The one study I saw on the website that did specifically address carriage horses, was the effect of car exhaust. Conclusion: excess mucous. Not cancer, not lung collapse. Hoof concussion is a factor, and is managed properly by the slow pace of the carriage horses. There has not yet been a report of real debilitating damage of hooves, only indications of the potential. These overwork and physical stress arguments are based on what could happen, to other horses, in extreme conditions, not on what does happen to carriage horses in New York City. No legislative body should shut down an industry based on laypersons claims using out of context "evidence" of what could happen, but in fact does not happen.

4) **Safety.** In reference to spooked horses, it is a legitimate factor, managed by careful selection of a proper horse to do the job. Should City Council decide to believe experienced horsemen, and that all the exaggerated claims of abuse were puffed up to tug at heartstrings of city dwellers, and narrowed down the criteria to Safety as the only legitimate basis to eliminate an industry, I suspect all bicycle riding, should go down the drain with carriages as well. Last year over 100 persons died riding bicycles on the streets of New York. Not one carriage death. Accidents do happen. Realize that a horse has eyes, and when spooked, tries to avoid obstacles, not crash into them. Unlike the recent incident of a van accidentally parked in reverse on Canal street that plowed down two children. If the van had eyes, the children would be alive now. It seems anything beyond perfect safety record is reason enough to shut down the carriage industry. Are all New York City business safety records under such fire? Are we ready to shut down

*(continued)*



January 30, 2009

Barbara Stork/ Flatbush Saddle Co.

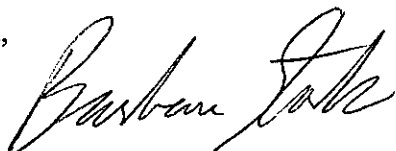
RE: Public Hearing, New York City Council Chambers Proposed Int 658-A p3.

any industry without a perfect safety record? I think statistically, the carriage industry is doing pretty well on safety. Despite claims that accidents happen "all the time", should we be monitoring and deciding based on laypersons observations and moods on the very existence of all industries based on accidents that they perceive to happen "all the time"? There would be no jobs left anywhere. Except maybe City Councilpersons' jobs who would win votes and maintain employment for doing what the most radical and vocalized people want. Additionally, no one, least of all the carriage horse owner, likes to see a horse euthanized due to an injury on the street. We do this "all the time" for dogs and cats, but somehow a horse euthanization is unacceptable.

5) **Slaughter.** Despite testimony by many Carriage owners that they do not allow this for their animals, it's simply taken as a lie. Perhaps some Owners do send some inappropriate or not fit for work horses to New Holland, PA, for possible slaughter, but the actual slaughter destiny is out of their control. Challenge the slaughter industry. Use all those petition signatures to fight for a better solution to slaughter conditions, to do something about the fact that euthanizing a large animal is extremely costly. Don't penalize one small faction of the huge horse owning and loving world and destroy the lives and jobs of carriage owners because we as a society have not yet addressed this ugly reality.

In conclusion, there are good and bad actors in every industry. We do not shut down any industry because of mistakes made by some. I urge City Council to help appoint appropriate industry monitors to elevate the art and the science of horsemanship and to maintain the privilege that is human contact with the horse. Here, in New York City, is where we can afford least to make extinct the live, real working example of the animal that has been so willing to join up with man to do more work for man than any other species. If you could experience what it feels like to get the willing reaction of a horse that understands what you want when you ask him for effort, you would never want to take that experience away from anyone, and especially not from visitors to New York City, or from residents who have so little contact with horses.

Thank you,



Barbara Stork

cc: Speaker Christine Quinn  
Mayor Bloomberg  
Comptroller William Thompson

**Livi French**  
**The Caring Corps, Inc.**  
**Tel. 212.737.9358**  
**Testimony before the New York City Council**  
**Consumer Affairs Committee**  
**Friday, January 30, 2009**  
**In support of Intro 658-A**  
**Banning horse-drawn carriages**

First off, let's be clear: This is not about preserving some grand old "tradition." New York City's horse-drawn carriage business is a young, mid-20<sup>th</sup> century contrivance born of politics.

In 1935, only 15 – *fifteen* – horse-drawn carriages operated in the City. Today's problem took root in the late 1940's. Curiously, official City records from that time period are quote/unquote "lost." It was during that time period that the City sold 68 carriage medallions – the same 68 licenses that are operating today.

Now, for a moment, consider the geopolitics of that era – the late 1940's. Look across the Pond to the post-War British Isles and the Troubles that were brewing over there. That would be the Troubles with a capital T.

Because of those "lost" City records, we cannot know exactly when New York City's new horse-drawn carriage business became a trans-Atlantic pipeline. However, we do know that in 1992, at a May 29<sup>th</sup> City Council hearing, the Emerald Isle Immigration Center of Woodside, Queens, revealed its interest in the horse-drawn carriage business for the first time.

The carriage industry's lobbyists have been an unbroken succession of extremely well-connected political operatives. For example, in the 1980's, it was a county boss / slash / city councilman / slash / future congressman who served the mayor and the industry simultaneously and who, today, even in death, still holds sway in the City Council. *Tom Manton*

In the new millennium we got a second-generation white-haired gentleman with familial ties to both a former mayor (from the late 1940's) and to a City Council president. *Bryan O'Dwyer*

Today, those 68 carriage licenses are held by a small handful of owners who comprise this so-called industry. Our current law protects that little cadre of owners but, clearly, it does not protect the horses and it does not protect the public.

The status quo has been roundly condemned by civic, business and good-government leaders, by the Fire Department's Emergency Medical Service, and by the majority of the public.

Even when you continue to ignore the horrendous living and working conditions of the horses, it defies all logic for you to continue supporting what amounts to a blatant political giveaway to this miniscule so-called industry.

If the City of New York cannot once and for all remove politics from the horse-drawn carriage business, then horse-drawn carriages should be removed from New York City.

—end—

See attachment.

# NYC CARRIAGE HORSES

---

*Walk the length of Central Park South, past the dozens of idle horse-drawn carriages lined up in the street waiting for fares. The horses are often kept standing there on the asphalt for extended periods, in summer's oppressive heat and humidity without benefit of shade and in winter's subfreezing cold with no respite from the elements. Eavesdrop on the passersby: "The shame of the city" . . . "A third-world nightmare in our world-class city" . . . "Disgraceful!"*

*Ever since the expiration 15 years ago of Local Law 89 (11/21/89–12/31/93), which afforded them some protection, New York City's carriage horses are permitted to work in 90-degree heat (humidity not considered) and 18-degree cold (wind-chill not considered), no fewer than 9 hours a day, 7 days a week, carrying heavier passenger loads than before. And they're no longer restricted to the relative safety of Central Park. Despite the near-unanimous opposition of the City's leading civic and business associations as well as the Fire Department's Emergency Medical Service and of course the local humane community, carriage drivers now cruise in midtown traffic as far south as 42<sup>nd</sup> Street and in the theatre district, their horses breathing in exhaust fumes, competing for space in congested, chaotic rush-hour traffic [an estimated 870,000 vehicles per weekday].*

*New York City has the highest horse-carriage accident rate of any city in the U.S. In the years following the demise of Local Law 89, it has become commonplace for New Yorkers to read about yet another carriage horse bolting or collapsing or dying in work-related circumstances. [Compare: The average working life of a New York Police Department horse is more than 15 years. The average working life of a New York City carriage horse is less than four years.]*

*When their workday is done, the horses go "home" to five carriage stables on Manhattan's far west side. In all but one, the indoor air is fetid, stagnant, unventilated — hot in summer, cold in winter, reflecting the day's outdoor temperature. Provision of drinking water is optional. Most horses' nonworking hours are spent in cramped 4 ft. x 10 ft. standing stalls, with no room to turn around or lie down. Tied by their halters, they are unable to move more than a few inches.*

*Four of the five stables are fire traps. Each, typically, is an aged building with a single steep, narrow entrance/exit ramp leading to several levels housing rows of standing stalls. And despite the City's fire codes, there are dangerously inadequate sprinkler systems in these old, flammable structures. Each stable is a tragedy waiting to happen.*

**We must improve the living and working conditions of New York City's carriage horses. Or ban the horse-carriages from NYC.**

(NYC CARRIAGE HORSES cont'd. on page 2)

Animals Vote NYC  The voice of 75,000 New York City animal lovers who vote.  
For information, phone Animals Vote NYC: (212) 737-9358

Rev. Dec. 2008

## **NYC CARRIAGE HORSES** (page 2)

*Wherefore this state of disgrace? In a word, politics.*

*In 1935, only 15 horse-drawn carriages operated in New York City. The cause of today's problem likely took root in the late 40's-early 50's (official records from that period are "lost"). It was during that time-period that the City deemed to sell 68 carriage medallions (licenses) with no laws in place to regulate the carriages or protect the horses. An industry was born. Two stable owners purchased all 68 medallions for \$100-\$200 each and began selling their excess medallions to new carriage operators at profits so handsome that by 1985 licenses were being transferred for \$40,000 and more. (In 1989, a single carriage medallion changed hands for \$180,000!)*

*By the 1960's, the industry's unregulated expansion was responsible for a sharp, steady rise in deadly accidents and the noticeable abuse of the horses. The public was growing increasingly alarmed, and in the 1970's, the fledgling humane community attempted to address the problem via legislation. Enter the most high-powered lobbyists that industry-money could buy. Any and all legislative attempts to address the problem were thwarted by obstructionists from both sides of City Hall. Accidents and abuses continued unabated.*

*By mid-1981, public outcry had grown too loud to be ignored, so, over the raucous objections of an industry whose operators now totaled 141, the pitifully weak Local Law 4 (the "Horse Licensing & Protection" law) was enacted. [A year later, in mid-1982, a cosmetic Advisory Board was hurriedly formed after three carriage horses dropped dead on the city streets in a single day. The Board met only once, to no effect, to no one's surprise.] Accidents and abuses continued unabated.*

---

*Who are the carriage industry's lobbyists? They are a succession of extremely well-connected political operatives. In the 80's, he was a county boss/councilman/future congressman\* who served the mayor and the industry simultaneously. In the 90's, he was a high-powered political consultant\* who acted as adviser to the City Council leadership and was on the payroll of the chairman of the Council committee having industry oversight, even as he lobbied on behalf of the industry (with assists from his predecessor). In the new millennium, he is a second-generation white-haired gentleman\* with familial ties to a former mayor and a City Council president.*

---

*By 1989, the combined voice of an outraged public, the international news media and the burgeoning humane community could no longer be dismissed. So, on May 31, the City Council began hearings on a year-old bill (the Dryfoos compromise bill). The hearings were marked by carriage-driver riots, damage to City Hall property, and physical threats to the bill's advocates, which resulted in further compromise of the bill — one especially unsatisfactory compromise being its four-year expiration date. Finally, on November 21, after six months of political machinations, Local Law 89 was enacted via the Council's override of the then lame-duck Mayor's\* veto — the Council's first such override in 20 years. While far from perfect, the new law would give New York City's carriage horses at least some protection (though its enforcement would prove to be lacking). Immediately upon passage of Local Law 89, the carriage operators sued the City for its repeal.*

*\* Politicians' and lobbyists' names provided on request.*

(NYC CARRIAGE HORSES cont'd. on page 3)

**Animals Vote NYC**  **The voice of 75,000 New York City animal lovers who vote.**  
**For information, phone Animals Vote NYC: (212) 737-9358**

## NYC CARRIAGE HORSES (page 3)

*It isn't known exactly when the industry became an immigration conduit; perhaps that was one of its original intents. What is known is that at a May 29, 1992 City Council hearing, the Emerald Isle Immigration Center of Woodside, Queens, publicly revealed its interest in the horse-carriage industry for the very first time.*

---

*Upon Local Law 89's passage, the carriage operators didn't just sue the City. A few weeks later, in January 1990, they sued several humane advocates to thwart planned legislation that would have mandated humane stables and horse-care. (The lawsuits were dismissed in November '91 and March '92, respectively, but the industry continued fighting for repeal or emasculation of the new law and against any additional protection for the horses.)*

*For the next four years, the City Council played host to many a contentious hearing, with testimony heard from all sides. (At one especially memorable Transportation Committee hearing (February 13, 1992), described by witnesses as an Alice-in-Wonderland kangaroo court, a Health Department functionary presented the committee's newly installed chairman\* with a glowing — and transparently bogus — “stable inspection” report.) The carriage drivers' chorus of threats to do bodily harm were routinely directed at their adversaries, the horse advocates, in a lilting but hardly charming brogue that resounded inside and outside the Council's chambers.*

*The industry prevailed. On February 28, 1994 — despite 11th-hour theatrics during a 40-day extension of the expiring law plus two months with no law at all, with all sides debating the worthiness/unworthiness of various alternate bills — the backroom quid pro quo was validated. The City Council passed Local Law 2, public opinion be damned, and the new Mayor\* signed it into law two weeks later, public opinion be doubly damned. The rollback of protection for the carriage horses was a fait accompli. The concrete canyons awaited hooves that would never know grass.*

---

*The industry's math does not compute. As of mid-2005, there were 400+ drivers for 213 horses pulling 68 carriages licensed to a handful of owners. The ratio of drivers to horses is 2-to-1. And the drivers' numbers keep increasing even as they complain that they can't make a living.*

---

*The current Local Law 2 has been called a monument to greed, its sole purpose the enhancement of carriage operators' income. The law is roundly condemned by civic, business and good-government leaders and by the public at large. There is no rationality for such blatant political giveaways to a tiny, greedy industry.*

**We must depoliticize New York City's horse-carriage industry.**  
*Or ban the industry from New York City.*

[Resources: The New York Times; ASPCA; Carriage Horse Action Committee archives]

\* Politicians' and lobbyists' names provided on request.

**Animals Vote NYC**  **The voice of 75,000 New York City animal lovers who vote.**  
**For information, phone Animals Vote NYC: (212) 737-9358**

## FOR THE RECORD

Marilyn Gaffin

I support Tony Avella to ban carriage horse industry - 658

I have witnessed horse out in the most frigid weather and I couldn't reach anyone at A.S.P.C.A. It was cruel.

It is not rocket science to know that if you put a carriage horse in the middle of traffic you are intentionally jeopardizing the life of the animal, jeopardizing the life of people.

Doesn't life have any value. Why would anyone allow potential death. If carriage horse drivers so love their animals why would they set up their animal to get killed and people.

This ludicrous rationale of tradition is a lame excuse for an inhumane industry.

It's 2009 and people can find other alternatives to making money with their horses & not abuse them or endanger them.

Other countries know the time has come to be socially conscious and have banned the industry. No more cruelty →

Making money and the "hallmark stories"  
do not justify abuse.





**Marijo Anne Gillis Co –Trustee  
Gillis Family Charitable Trust  
212 - 427 -0587 City Hall 1/30/09  
Bill to Ban the Carriage Horses**

Somewhere in between cataclysmic events in history, the 21<sup>st</sup> century and evolving civilization has left NYC in the dust. City officials are hell bent on thwarting the implementation of humane animal welfare initiatives. I anticipated a morsel of intelligence and compassion from those who allegedly guide our city towards restoration and justice.

The Carriage Horse trade is farcical & those who consider this exploitative and merciless commerce, charming, romantic and a bastion of tourist revenue, are allegedly smoking something illegal.

Property damage, public health concerns, the physical danger to man and animal and death, has been for decades and is still grossly evident. Yet Quinn, her mentors, her Queens cronies and those benefitting from this antique atrocity turn a blind eye and assume a decidedly dumb stance.

The proposed use of electric antique cars, such as those in use in San Francisco would spare the city further pollution, eliminate equine excrement on the streets, harm to life and limb, both human and animal and ignite tourism.

Owners and drivers and their spokesperson mouth, ever manipulative, lament that they would be put out of business and that they love their horses. Love does not cultivate exploitation and neglect. They can transition to a contemporary, clean, green mode of transportation. At last years Inner Circle at the Hilton, I asked the Mayor when we would spare these horses from their misery. His curt reply? “Oh come on, what misery, anyway, the issue is complex.” So much for Bloomberg’s compassion quotient. Complex? It is decidedly more perplexing and pieces of this industry protection puzzle seem to be missing or perhaps even cleverly hidden.

Folks, the bible contains bios of great men and women and many were powerful leaders. If this history book was being written today, would humanity and compassion be assigned to each of you or merely your adherence to personal agenda, greed, and pandering to special interest.

Let’s fuse our collective muscle and ban these victimized animals from the concrete streets. Make history, wipe these streets and your collective consciences clean. Suffering and death by unappeasable greed, unadulterated ignorance, and inhumanity is not acceptable...not now, not anywhere, and certainly not in our city.

Good Afternoon. My name is Jacqueline Hoffner.

Thank you Chairperson Leroy Comrie, Jr. and the Consumer Affairs Committee for the opportunity to participate in this hearing.

I wish to testify in *favor* of Tony Avella's Intro. 658, and *oppose* James Gennaro's Intro 653-A.

Tourists come and go, and there is *no* evidence that horse-drawn carriage rides are the reason they visit our City.

But New Yorkers know that horses and traffic are a dangerous and deadly combination -- and that horses do not belong on the streets of their town.

In the oppressive humid heat of Summer we have seen a horse named Misty collapse from heat prostration. She died shortly afterward.

On a rainy Winter night New Yorkers helplessly watched in horror as a horse named Jackie was fatally electrocuted when her metal shoes touched a wet manhole cover.

New Yorkers saw a young horse run amok down 9<sup>th</sup> Avenue and crash into an occupied car. It took *30 minutes* to extricate Spotty from the wreckage. His injuries were so severe he was put down.

We have seen a sick horse named Juliet, lying on the ground in agony, being whipped by her owner to try to make her stand. She died later that night.

And New Yorkers watched a horse named Smoothie, startled by a musician, run head-on into a tree and die before us of a heart attack.

Between 1998 and 2008 there were at *least 22* serious horse-drawn carriage incidents in New York City, including five horse deaths and 19 injuries to people. How many are required to count as *enough*?

The horse-drawn carriage business should be banned because it is a danger to the horses and to us.

Thank you.

January 30, 2009

---

September 16, 2007

## Drummer Denies He Intentionally Spooked Horse That Died

By ANTHONY RAMIREZ

In an unquiet city like New York, Fifth Avenue and 59th Street is especially known for its uproar. Double-decker buses rumble past. Taxicabs honk. Tourists mill. Workers refurbish the Plaza Hotel.

All the while, up to 20 horses quietly stand by, waiting to take passengers on carriage rides in Central Park.

On Friday, one of them bolted after it was apparently startled by a loud noise. The horse, a 13-year-old mare named Smoothie, ran nearly a block, and when her carriage became caught on a tree, she collapsed and died.

Witnesses told reporters that somebody walking past and beating a small drum may have been the source of the noise.

James Williams, the drummer who had been playing near Smoothie's carriage, said yesterday, "We did not do anything malicious, like walk up and hit a drum in a horse's ear."

Yesterday Mr. Williams, who plays for tips, found himself facing the kind of attention he did not want. Reporters asked him where he had been playing and how loudly. Horse owners complained about him and the break-dancing group, Two Steps Away, that he accompanied on Friday.

The Horse and Carriage Association of New York said it planned to hold a news conference this afternoon at 59th and Fifth to call on the city to ban street musicians and "overly loud" music in the area. The group said it also would ask the city to provide secure hitching posts for the horses, which are often tethered to trash cans and street lamps.

Mr. Williams, whose stage name is Ayan, plays a full set of six drums and four cymbals. He said he did not know until yesterday morning that a horse had collapsed on Friday, and he was upset by the implication that he had scared it.

"Spooking a horse right here could mean a baby carriage getting run over, or a person hurt," he said.

Noel Kelly, 49, a carriage driver who said he was positioned behind the carriage drawn by Smoothie, said he had seen the break dancers before, but not accompanied by drums.

"It was like a rock concert," Mr. Kelly said yesterday. "I commented to another driver that these drums are very, very loud." But Mr. Kelly's horse, Chester, who is 7 years old, did not bolt.

Cornelius Byrne, owner of Smoothie and four other carriages and their horses, said yesterday, "It's a deep

human error on their part to make that music around these horses.”

Yesterday, to avoid a repeat, Parks Department officers asked Mr. Williams and the break dancers to move to another area.

Copyright 2007 The New York Times Company

[Privacy Policy](#) | [Search](#) | [Corrections](#) | [RSS](#) | [First Look](#) | [Help](#) | [Contact Us](#) | [Work for Us](#) | [Site Map](#)

---

*The New York Times*

## **City Room**

**Blogging From the Five Boroughs**

---

SEPTEMBER 14, 2007, 6:06 PM

### **Horse Is Killed on Central Park South**

By SEWELL CHAN

Updated, 9:43 p.m. | The police have confirmed that a horse was killed this afternoon near Central Park — the latest bad news for the horse-drawn carriage industry, which was the subject of a highly critical audit by the city comptroller's office earlier this month.

According to a preliminary police account, calls about the horse started coming in at 4:49 p.m., with people reporting that a horse had been involved in an accident around 50 Central Park South, near the Avenue of the Americas.

Based on interviews with several eyewitnesses, it appeared that two horses — each attached to an unoccupied carriage — were involved in the accident.

According to the eyewitnesses, the horse that died became alarmed by a loud noise and bolted onto the sidewalk, darting between two poles or trees. They said the carriage got caught on the poles or trees and that the horse was mortally injured as it continued to try to move ahead.

Meanwhile, the eyewitnesses said, a second horse bolted into the street and collided with a passing gray Mercedes-Benz. That horse survived. The car was damaged but the occupants were not hurt, witnesses said.

In July, after a startled horse bolted from its driver and crashed into a taxicab on Central Park South, slashing its leg and sending a cab driver to the hospital, People for the Ethical Treatment of Animals and the Coalition to Ban Horse-Drawn Carriages held a rally to call for the elimination of the equine-powered vehicles from the city.

Carolyn Daly, a spokeswoman for the Horse and Carriage Association of New York, said in a statement:

We are devastated by the tragic and sudden loss of our mare Smoothie. This afternoon's freak accident was overwhelming to all of us in the industry who so dearly love our horses. The history of our industry is that we take great pride and tremendous care for our horses, which makes this incident all the more tragic.

*Cara Buckley and Kai Ma contributed reporting.*



---

September 16, 2006

## For Central Park Carriage Horse, Death Arrives Inelegantly

By COREY KILGANNON

Juliet the carriage horse held forth for about two decades on the south end of Central Park taking tourists on slow romantic rides through the park. She was the cute white horse whose owner outfitted her head with the elegant white tassel that bobbed as she clip-clopped ahead of her carriage on loops from the Plaza Hotel to Tavern on the Green and other prominent spots.

But as elegant as Juliet was in life, she was undeniably inelegant in death on a rainy morning yesterday, lying flat on her back on the dungy concrete floor of a Hell's Kitchen stable, her legs stiff in the air.

"I can't believe this is my baby, Juliet," said her owner, Antonio Provenzano, 47, of Brooklyn as he lifted a blue tarp off the horse. "For a million tourists, she was what they remember of Manhattan. Her picture is all over the world. And look at her now."

She lay lifeless as the day shift of carriage drivers hitched up their horses and clopped out to work. Only Mr. Provenzano and a coterie of skinny cats seemed interested in her at the West Side Livery stable on West 38th Street near 11th Avenue. Never again would she come home to her third floor stall, with the window looking out on Midtown's skyscrapers and high rises, and enjoy her hay and salt lick.

But Mr. Provenzano had more than his grief to deal with yesterday. Enforcement officers from the A.S.P.C.A. arrived at the stable and took Juliet's body away for a necropsy and opened an investigation into her death based upon an incident Thursday night that attracted an angry crowd and the police.

Juliet collapsed in Central Park about 9:30 and Mr. Provenzano, who said he was acting on telephone orders from his veterinarian, began striking her repeatedly in the flank with his thin five-foot whip to get her to her feet again, prompting a crowd of onlookers to begin yelling at him.

"I'm trying to save my horse's life and all of a sudden, everyone's yelling, 'Stop beating that horse; you're going to kill it,'" he said. "Some big guy told me to stop or he would punch me. Then a cop showed up and said to stop or he'd arrest me. He was about to pull his gun out. All this while I have the vet on the phone telling me to keep hitting her to get her up."

He said that Juliet probably had colic and he was told to get her to walk to rid herself of gas and waste.

"I've been around horses 30 years and I love my horse," he said. "They think I want to hurt her?" When the veterinarian and officers from the mounted unit showed up at the park Thursday night, Mr. Provenzano was told he could resume the whipping.

Juliet climbed to her feet several times but promptly collapsed again. An employee from the Ritz Carlton nearby brought over a rug for the horse, and with great effort Juliet was placed on it, dragged into a police trailer and taken to the stable on 38th Street. After several hours of treatment by Mr. Provenzano and his veterinarian, Juliet died about 5 a.m. Her owner curled up in his carriage and tried to sleep.

Juliet was well-known among the carriage horses that are a staple of southern Central Park and are kept in stables in the area of westernmost Midtown that still has the feel of the old Hell's Kitchen.

Part Percheron, part American draft, she was likely a former farm horse in her 20's bought at auction in Pennsylvania and had begun pulling a carriage at least 17 years ago, Mr. Provenzano said. He said she quickly adapted to her urban environment, ignoring horns and sirens and avoiding potholes.

"She was called Juliet because everybody fell in love with her, like 'Romeo and Juliet,'" Mr. Provenzano said. "Think about all the people this horse gave rides to."

Mr. Provenzano said Juliet had had several owners over the years before he bought her last year for \$1,700. He used her to work nights, pulling his green cab, six nights a week ever since.

"That horse was a member of my family," he said. "I told my mother she died and my mom started crying."

"I have no money to get another horse," he said. "I have a wife and two sons to support. Two things I can do: make pizza and drive a horse."

Copyright 2006 The New York Times Company

[Privacy Policy](#) | [Search](#) | [Corrections](#) | [RSS](#) | [First Look](#) | [Help](#) | [Contact Us](#) | [Work for Us](#) | [Site Map](#)

---

January 4, 2006

## Crash Hospitalizes Coachman

By FERNANDA SANTOS

The driver of a horse-drawn carriage remained hospitalized last night after his horse bolted on Monday, throwing him from his carriage and running into a car at a busy Midtown intersection, the police said.

At the end of a damp day when few tourists were taking carriage rides around Central Park, the driver, Carmelo Vargas, steered the horse and its empty carriage back toward a stable at 538 West 38th Street.

Around 9:30 p.m., as the carriage traveled south on Ninth Avenue, the white-and-brown pinto horse grew agitated and dashed away, throwing Mr. Vargas from the carriage, the police said. The horse, still pulling the carriage, then ran into a station wagon at Ninth and 50th Street, injuring the vehicle's driver and his son, according to the police.

Mr. Vargas was in critical condition at St. Vincent's Hospital Manhattan, a spokeswoman, Maura Duffy, said. The horse broke a leg and had to be killed, the police said. Father and son were taken to St. Luke's-Roosevelt Hospital Center in stable condition on Monday night. The police said the car's driver had an expired inspection sticker.

No one knows for sure what set off the horse, but several animal experts agreed that the cause was probably an unusual noise. "Pintos are known as the family horse; they're very docile," said Darrell Bilke, executive vice president of the Pinto Horse Association of America. "But all it takes is a weird noise and a split-second reaction for an accident like that to unfold."

Mr. Vargas has been licensed to drive a horse-drawn carriage since May, said Dina Improta, spokeswoman for the city's Department of Consumer Affairs, which licenses horse-drawn carriages and their drivers. The carriage is registered to Lorenzo Riccobono, 58, of Gap, Pa., Ms. Improta said.



January 9, 1999

## Carriage Horse Is Electrocuted on Street

By AMY WALDMAN

One of the carriage horses that charm tourists and lend a touch of history and romance to the bustling Manhattan streetscape was electrocuted last night when it stepped on a steel Con Edison service box cover on East 59th Street between Park and Madison Avenues.

The 7-year-old horse, Jackie, kicked her driver in the head after stepping on the cover, then collapsed and died. The carriage had no passengers, and the driver, Stephen Hand, suffered only minor injuries.

Mike Spall, a spokesman for Con Edison, said it appeared that the horse came into contact with an underground electric service box that had been energized by a short circuit. The wet weather, combined with the spreading of salt, which can corrode wires, appeared to contribute to the short circuit, he said, adding that the investigation was continuing.

The cover, he said, was not likely to have posed any danger to people, who wear leather or rubber shoes.

"The fact that the horse was wearing metal shoes made a tremendous difference," he said.

The service box cover, a 3-by-5-foot rectangle made of three steel sections, had been removed by Con Ed workers last night, revealing a wet, smoldering tangle of cables, some patched with frayed insulation.

The horse's owner, John Michnej, arrived at the scene to find the dapple-gray horse he had owned for four years lying on the ground, covered with a blue blanket and a yellow tarpaulin. He had bought Jackie in Pennsylvania Dutch country, he said, where she used to transport the Amish.

"She's only 7, a young horse," he said. "She was strong and healthy. She was very gentle and she liked this job."

Mr. Michnej said he had never heard of such an accident. Another carriage driver said she worries about potholes, which can break a horse's ankle, but has never feared electrocution.

Kevin Beisler, 27, a publicity manager, saw the horse fall.

"It's the most disturbing thing I've seen in a long time," he said. "I don't think it's right that these horses are subjected to the elements of the city, from the heat of the summer to the traffic to something random like this."

The horse stepped on the service box about 6:50 P.M.

An Emergency Services vehicle towed the horse's corpse about 100 feet from the service box cover. The body lay there while a crowd gathered and investigators tried to determine exactly how she had died.

Ordinarily, after a long day's work, Jackie would have returned to the Shamrock Stables, at Franklin D. Roosevelt Drive and East 61st Street, where she was housed.

## CARRIAGE HORSE MISTY

But **Misty**, another carriage horse who collapsed from the humid heat two weekends ago, wasn't as lucky. The 6-year-old mare **died** and her body was dragged across 12th Avenue to be dumped at the city sanitation pier, according to ASPCA officials.

ASPCA agents are trying to find Misty's owner and driver who they say may have violated city ordinances. Disposing of a horse's body at the city sanitation facility is not illegal, Hon said, but Misty's body should have been picked up by sanitation workers and carried in a truck rather than dragged with a rope.

### *NEWSDAY*

PUBLICATION DATE: 08/16/1988

DAY: Tuesday

SECTION: NEWS

PAGE: 03

EDITION: CITY

HEADLINE: Whitey In The Pink

BYLINE: Michael Moss

ARTGRAPHICS: Newsday Photo by Daniel Sheehan

Thank you for holding this hearing.

My Name is Marzena Golonka. I am a resident of Williamsburg Brooklyn, a business owner, and a registered voter. I am *here* in support of Intro 658 – the bill to ban horse drawn carriages. This is a key issue for me when I decide for whom to vote in the next election. I have looked at this issue from different angles and I fail to see why, in the 21st century, the City allows horses to stand along side cars, which from the horses' perspective can only be characterized as heavy metal firecrackers.

Several people have been injured, but it appears that public safety is not a priority. Does it take a human death for you to listen?

My understanding is this is a cash-based business. We have solid evidence that the carriage drivers charge more than the posted prices, and so much of the income goes unreported; this means that the record keeping is inaccurate as well. I do not understand the opposition to banning this industry when other great cities like Paris, London, Toronto, and Beijing have recognized that the horse-drawn carriage is antiquated and has no place IN TODAY'S SOCIETY.

In addition, the industry is inhumane. The mistreatment of horses' ranges from empty water TROUGHS IN THE WINTER to the horses being forced to work in the most brutal weather conditions, whether this be due to LACK OF LAW ENFORCEMENT or lack of common decency, I do not know. But I do know that the horses are forced to stand for many hours every day on pavement, which is unnatural for them and leads, eventually, to lameness. In a city of people who cherish their pets, I believe that any New Yorker who becomes aware of the reality of these horses' lives would support a ban.

And, finally, for those who worry that these horses would go to slaughter, this is not the case. There are many organizations and private individuals who would gladly take these animals in, so they would all go to good homes to live the rest of their lives in a setting appropriate for horses.

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

January 30, 2009

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

I am writing to **request your support** for Council member **Tony Avella's Bill #658-A**, which would ban carriage horse operations in New York City. My nationwide expertise in the area of carriage horse use has shown that New York's carriage horse trade provides the most dangerous environment with myriad inherent factors that make this tourist attraction in 21<sup>st</sup> century Manhattan an inappropriate anachronism. There are inherent dangers for horse drawn carriages in this city with its high population density and overwhelming traffic volume, contained within airless canyons of tall buildings that make the horses' lives inhumane.

- Constant pounding on the hard pavement of the streets exacerbates lameness, especially for horses coming from previous work settings (Amish farms and Standardbred racing tracks) with pre-existing lameness.
- The street surfaces can reach 200 degrees Fahrenheit in the summer, and the ground level ambient air can be 41 degrees higher than the temperature cited by the U.S. Weather Bureau, according to a Cornell University study. No wonder New York has lost horses to heat prostration deaths, especially since clean water sources for drinking during their work shifts are inadequate and not maintained.
- This industry's busiest season coincides with cold and inclement weather, and horses are thus exposed to extremes of temperature and bad weather at both ends of the scale.
- The horses' work shifts are spent nose-to-tailpipe, which causes respiratory damage and is a noxious and unpleasant environment in which to spend their long hours.
- Since horses instinctively flee at top speed in frightening circumstances due to their evolution as prey animals escaping from predators, their reaction to startling situations creates a scenario where a 1200 to 1800 pound horse hurtles in senseless panic into a busy intersection. The outcome is obvious and inescapable, and has been a constant source of their injuries, some of which are fatal. Passengers, too, have been severely wounded and even killed. For any carriage horse operators in New York claiming that their horses are "unspookable", I reply that there is no such animal.
- Finally, New York City's stables are old and inadequate; some house horses on 2<sup>nd</sup> and 3<sup>rd</sup> floors and are made of shoddy construction with insufficient light and air. Worst of all, there is no "turn out". i.e. the essential daily turning horses loose in a paddock or corral to permit them to socialize, scratch, stretch, lie down and roll. Their exceedingly restricted lives prevent them from expressing any of these natural and essential behaviors, and getting the alleged "three months vacation on a farm", per industry representatives, in no way makes up for this lack of daily physical freedom of movement.

Please bring an end to this industry and replace it with some of the proposed inanimate alternatives that could employ the horse carriage work force and entertain tourists without producing animal abuse in the process.

Thank you for your attention in this matter.

Sincerely,

Holly Cheever, DVM,  
Vice President of the New York State Humane Association

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

January 30, 2009

**RE: Letter in support of Tony Avella's Intro. #658-A**

I would like to request that the New York City Council revisit the question of whether carriage horses belong in New York City's busy urban streets. To introduce myself, I am an equine veterinarian, educated at Harvard University (A.B.1971, *summa cum laude*) and at the College of Veterinary Medicine at Cornell (DVM 1980, class rank #1), 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. 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 are 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 the 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 (THI), derived from the sum of the temperature in degrees Fahrenheit and the percentage 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 much-criticized lack of hygienic water access during their work shifts makes the horses' risk of heat stress even more likely.

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—please note the Cornell Horticulture study, which 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 recently (I refer to the euthanasia of a spooked carriage horse in January 2006,), the potential for injury is enormous and represents an extreme liability risk for the City as the licensing agent.

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.

This anachronistic and abusive industry remains a blot on the character and reputation of New York City. I ask you to support **Intro. # 658-A**, thereby joining with the many cities, both here and abroad, who have eschewed this form of equine cruelty and have banned carriage horse operations from their busy urban environments.

Thank you for your attention in this matter.

Sincerely,

Holly Cheever, DVM  
Vice President, New York State Humane Association

**Jeffie Roszel, VMD**

University of Pennsylvania Veterinary School graduate  
Currently: chairperson of the Dept. of Pathology  
Oklahoma State University  
College of Veterinary Medicine  
Stillwater, OK 74078

In November of 1985, Dr. Roszel (a cytopathologist) conducted a study on 20 of New York City's carriage horses concerning the degree of respiratory damage incurred by the horses in their heavily polluted environment. This study, which was never published to my knowledge, was conducted at a time when the horses were restricted to Central Park, and therefore had much less exposure to vehicular traffic fumes than they do now in the early 1990's.

The purpose of the study was to determine if horses sharing the same urban environment as humans would show the same pathological changes in their respiratory system. Her results, based on endoscopy and tissue sampling, showed that, in fact, horses do show similar lung damage and changes, including a large amount of dust contained in alveolar macrophages (note the species difference between horse and human macrophages: equine cells migrate more slowly and are less numerous relative to human cells). There was also a much greater level of mucus production compared to the lungs of horses kept on pasture.

It would be interesting—or depressing—to again study lung tissue of New York City's carriage horses now that they are exposed to a much greater amount to exhaust fumes. Logically, they would show greater damage, and would therefore illustrate to an even greater degree that horses should not be driven in areas where they are exposed to high volumes of vehicular traffic.

Holly Cheever, DVM



**"OFFICIAL" URBAN TEMPERATURE**  
**AS COMPARED WITH ACTUAL READINGS**

In most cities, the "official" temperature is taken in areas (parks, water fronts, airports, etc.) which do not reflect actual temperatures experienced in downtown congested areas.

Reflected heat from pavement, and the metallic surfaces of motor vehicles, plus lack of air circulation due to dense enclosure of buildings, and lack of trees for shade, all can, and do create an environment which far exceeds the "official" temperature frequently quoted.

**Cornell University**, in an effort to discover why street tress in **New York City** had difficulty in surviving, did a scientific survey over a period of three Summers.\*

Cornell's horticulture experts took daily readings, both in **Central Park**, and on **Columbus Avenue** which is only one block from the Park. Columbus Avenue is wide, and comparatively airy, with few buildings taller than six stories, and congested for approximately only six hours per weekday.

The discrepancies found in New York's "official" reading in Central Park, as compared with Columbus Avenue readings, were published, and are as follows:

<b><u>OFFICIAL READING / CENTRAL PARK - 2 PM</u></b>	86 DEGREES	} 45° differ
<b><u>COLUMBUS AVENUE - 2 PM</u></b> ( 13 feet above pavement, in foliage of trees )	107.6 DEGREES	
<b><u>COLUMBUS AVENUE - 2 PM</u></b> ( reflected heat from pavement )	131 DEGREES	
<b><u>COLUMBUS AVENUE - 8 PM</u></b> ( reflected heat from pavement )	91.4 DEGREES	

New York's former Transportation Commissioner Ross Sandler further emphasized this discrepancy in a statement published in The New York Times (7/29/89), by way of explaining why the City had "pot holes" forming in summer months:

Manhattan asphalt temperatures reach "*well over 200 degrees*" - hot enough to melt asphalt. Auto tires sink into the super-heated pavement, creating "pot holes", dubbed "hummocks".

\* "Environmental Stress in Trees"  
(Nina Bassuk & Thomas Whitlow)  
Urban Horticulture Institute  
Cornell University  
Ithaca, NY 14853

Testimony of Elizabeth Forel  
Before the City Council Consumer Affairs Committee  
Hearing Intro 658 –A & 653-A  
Position: in favor of 658-A; opposed to 653-A  
January 30, 2009

My name is Elizabeth Forel and I am president of the Coalition to Ban Horse-Drawn Carriages. In December 2005, there was no activity on the issue of the appropriateness of horse-drawn carriages in New York City. Then Spotty, the carriage horse, died a tragic death in January 2006 and the Coalition was born. It was a no-brainer. Since that time, this issue has become a topic of conversation again. There is interest and compassion all over the city, country and world for these horses. Our coalition has amassed over 35,000 signatures on our petitions, which include people from all 50 states, 55 countries and of course New Yorkers. It is an issue whose time has come.

There are many reasons why 19<sup>th</sup> century horse drawn carriages do not belong on the crowded streets of NYC. I wonder why we are not a better, more compassionate people than to continue to allow these horses to be exploited for profit. Working between the confining shafts of their carriage for nine hours straight only to return to the confinement of a small stall with no opportunity for pasture time is inhumane.

***“Compassionate Campaigners – how animal voters are shaping the 2008 presidential election”*** – is an opinion piece by Lewis Bollard published in the Harvard Crimson last year.

Bollard hits the nail on the head when he talks about the new electorate who care about animals, and how they see a politician's attitude to animals as a broader reflection of his compassion and character. Bollard calls them news-savvy, socially integrated, and politically active. They are the people who sent over 300,000 e-mails to NFL Commissioner Roger Goodell successfully urging him to drop convicted dog fighter Michael Vick from the league. They're politically active, and willing to use their votes to protect the defenseless. So it comes as no surprise that there is such wide spread interest in the puppy for the Obama family – and not just any puppy - but it must be one from a shelter.

Times are changing and the paradigm is shifting. It is particularly sad that the City Council has not kept up with this trend and seems unable to do a decent job for animals.

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

January 30, 2009

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

I am writing to **request your support** for Council member **Tony Avella's Bill #658-A**, which would ban carriage horse operations in New York City. My nationwide expertise in the area of carriage horse use has shown that New York's carriage horse trade provides the most dangerous environment with myriad inherent factors that make this tourist attraction in 21<sup>st</sup> century Manhattan an inappropriate anachronism. There are inherent dangers for horse drawn carriages in this city with its high population density and overwhelming traffic volume, contained within airless canyons of tall buildings that make the horses' lives inhumane.

- Constant pounding on the hard pavement of the streets exacerbates lameness, especially for horses coming from previous work settings (Amish farms and Standardbred racing tracks) with pre-existing lameness.
- The street surfaces can reach 200 degrees Fahrenheit in the summer, and the ground level ambient air can be 41 degrees higher than the temperature cited by the U.S. Weather Bureau, according to a Cornell University study. No wonder New York has lost horses to heat prostration deaths, especially since clean water sources for drinking during their work shifts are inadequate and not maintained.
- This industry's busiest season coincides with cold and inclement weather, and horses are thus exposed to extremes of temperature and bad weather at both ends of the scale.
- The horses' work shifts are spent nose-to-tailpipe, which causes respiratory damage and is a noxious and unpleasant environment in which to spend their long hours.
- Since horses instinctively flee at top speed in frightening circumstances due to their evolution as prey animals escaping from predators, their reaction to startling situations creates a scenario where a 1200 to 1800 pound horse hurtles in senseless panic into a busy intersection. The outcome is obvious and inescapable, and has been a constant source of their injuries, some of which are fatal. Passengers, too, have been severely wounded and even killed. For any carriage horse operators in New York claiming that their horses are "unspookable", I reply that there is no such animal.
- Finally, New York City's stables are old and inadequate; some house horses on 2<sup>nd</sup> and 3<sup>rd</sup> floors and are made of shoddy construction with insufficient light and air. Worst of all, there is no "turn out". i.e. the essential daily turning horses loose in a paddock or corral to permit them to socialize, scratch, stretch, lie down and roll. Their exceedingly restricted lives prevent them from expressing any of these natural and essential behaviors, and getting the alleged "three months vacation on a farm", per industry representatives, in no way makes up for this lack of daily physical freedom of movement.

Please bring an end to this industry and replace it with some of the proposed inanimate alternatives that could employ the horse carriage work force and entertain tourists without producing animal abuse in the process.

Thank you for your attention in this matter.

Sincerely,

Holly Cheever, DVM,  
Vice President of the New York State Humane Association

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

January 30, 2009

**RE: Letter in support of Tony Avella's Intro. #658-A**

I would like to request that the New York City Council revisit the question of whether carriage horses belong in New York City's busy urban streets. To introduce myself, I am an equine veterinarian, educated at Harvard University (A.B.1971, *summa cum laude*) and at the College of Veterinary Medicine at Cornell (DVM 1980, class rank #1), 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. 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 are 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 the 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 (THI), derived from the sum of the temperature in degrees Fahrenheit and the percentage 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 much-criticized lack of hygienic water access during their work shifts makes the horses' risk of heat stress even more likely.

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—please note the Cornell Horticulture study, which 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 recently (I refer to the euthanasia of a spooked carriage horse in January 2006.), the potential for injury is enormous and represents an extreme liability risk for the City as the licensing agent.

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.

This anachronistic and abusive industry remains a blot on the character and reputation of New York City. I ask you to support **Intro. # 658-A**, thereby joining with the many cities, both here and abroad, who have eschewed this form of equine cruelty and have banned carriage horse operations from their busy urban environments.

Thank you for your attention in this matter.

Sincerely,

Holly Cheever, DVM  
Vice President, New York State Humane Association

**Jeffie Roszel, VMD**  
University of Pennsylvania Veterinary School graduate  
Currently: chairperson of the Dept. of Pathology  
Oklahoma State University  
College of Veterinary Medicine  
Stillwater, OK 74078

In November of 1985, Dr. Roszel (a cytopathologist) conducted a study on 20 of New York City's carriage horses concerning the degree of respiratory damage incurred by the horses in their heavily polluted environment. This study, which was never published to my knowledge, was conducted at a time when the horses were restricted to Central Park, and therefore had much less exposure to vehicular traffic fumes than they do now in the early 1990's.

The purpose of the study was to determine if horses sharing the same urban environment as humans would show the same pathological changes in their respiratory system. Her results, based on endoscopy and tissue sampling, showed that, in fact, horses do show similar lung damage and changes, including a large amount of dust contained in alveolar macrophages (note the species difference between horse and human macrophages: equine cells migrate more slowly and are less numerous relative to human cells). There was also a much greater level of mucus production compared to the lungs of horses kept on pasture.

It would be interesting—or depressing—to again study lung tissue of New York City's carriage horses now that they are exposed to a much greater amount to exhaust fumes. Logically, they would show greater damage, and would therefore illustrate to an even greater degree that horses should not be driven in areas where they are exposed to high volumes of vehicular traffic.

Holly Cheever, DVM

**"OFFICIAL" URBAN TEMPERATURE**  
**AS COMPARED WITH ACTUAL READINGS**

In most cities, the "official" temperature is taken in areas (parks, water fronts, airports, etc.) which do not reflect actual temperatures experienced in downtown congested areas.

Reflected heat from pavement, and the metallic surfaces of motor vehicles, plus lack of air circulation due to dense enclosure of buildings, and lack of trees for shade, all can, and do create an environment which far exceeds the "official" temperature frequently quoted.

Cornell University, in an effort to discover why street tress in New York City had difficulty in surviving, did a scientific survey over a period of three Summers.\*

Cornell's horticulture experts took daily readings, both in Central Park, and on Columbus Avenue which is only one block from the Park. Columbus Avenue is wide, and comparatively airy, with few buildings taller than six stories, and congested for approximately only six hours per weekday.

The discrepancies found in New York's "official" reading in Central Park, as compared with Columbus Avenue readings, were published, and are as follows:

**OFFICIAL READING / CENTRAL PARK - 2 PM** 86 DEGREES

**COLUMBUS AVENUE - 2 PM**  
( 13 feet above pavement, in foliage of trees ) 107.6 DEGREES

**COLUMBUS AVENUE - 2 PM**  
( reflected heat from pavement ) 131 DEGREES

**COLUMBUS AVENUE - 8 PM**  
( reflected heat from pavement ) 91.4 DEGREES

45° differ

New York's former Transportation Commissioner Ross Sandler further emphasized this discrepancy in a statement published in The New York Times (7/29/89), by way of explaining why the City had "pot holes" forming in summer months:

Manhattan asphalt temperatures reach "*well over 200 degrees*" - hot enough to melt asphalt. Auto tires sink into the super-heated pavement, creating "pot holes", dubbed "hummocks".

\* "Environmental Stress in Trees"  
(Nina Bassuk & Thomas Whitlow)  
Urban Horticulture Institute  
Cornell University  
Ithaca, NY 14853



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

**RE: Letter in support of Tony Avella's Intro. #658-A**

I would like to request that the New York City Council revisit the question of whether carriage horses belong in New York City's busy urban streets. To introduce myself, I am an equine veterinarian, educated at Harvard University (A.B. 1971, *summa cum laude*) and at the College of Veterinary Medicine at Cornell (DVM 1980, class rank #1), 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. 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 are 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 the 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 (**THI**), derived from the sum of the temperature in degrees Fahrenheit and the percentage 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 much-criticized lack of hygienic water access during their work shifts makes the horses' risk of heat stress even more likely.

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—please note the Cornell Horticulture study, which 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 recently (I refer to the euthanasia of a spooked carriage horse in January 2006,), the potential for injury is enormous and represents an extreme liability risk for the City as the licensing agent.

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.

This anachronistic and abusive industry remains a blot on the character and reputation of New York City. I ask you to support **Intro. # 658-A**, thereby joining with the many cities, both here and abroad, who have eschewed this form of equine cruelty and have banned carriage horse operations from their busy urban environments.

Thank you for your attention in this matter.

Sincerely,

Holly Cheever, DVM  
Vice President, New York State Humane Association

My name is Jennifer Abrams. I support Intro 658 and I am opposed to 653-A.

Horses are prey animals, and they react to threat or fear by fleeing. They also spook very easily. When a horse is frightened, but is prevented from running away by being tied to a carriage, his only recourse is to fight. We've seen many accidents on our streets as the result of this fight-or-flight reaction, and we've seen the damage a petrified horse can cause. But we're asking for these tragedies to occur every day we bring horse carriages onto the street.

These horses are not given the daily pasture time they need, to run and to interact with their fellow horses. They are denied their innate "horseness." So they end up with broken spirits, living unnatural and unbearable lives. But one can never fully break a horse from his natural, instinctual reactions, so he will always be unpredictable and easily spooked.

Drivers and carriage horse owners may talk about how much they care for their horses, but when a horse can no longer work quickly they'll just buy another, so there's no reason to truly cherish their horse and treat him humanely. This is made obvious by the tragically high turnover in the industry, the high percentage of carriage horses that, once past their carriage-pulling usefulness, are often sent to auction and, inevitably, to slaughter.

I volunteer at the city animal shelter, and I see on a daily basis how disposable some people consider animals to be. This does not bode well for the future of humanity – it is a short step from here to considering old, infirm, inconvenient, or badly behaved people to be disposable. And in the short-term, this idea that people can throw away their animals is a burden on the city's resources and its budget.

We will never have the capacity to respect our human brothers and sisters until we learn to respect all life, in its myriad forms. Horse-drawn carriages are an entertainment, a frivolity, and are no longer necessary for transportation. Anyone with respect for these majestic animals understands that this is no life for them, and their empty, dead eyes, their bruised and chaffed skin, and their broken disposition brings nothing but sadness and heartbreak to our otherwise beautiful city.

**Teresa Russo, Staten Island, in support of Intro 658 -  
the ban on horse drawn carriages in New York City**

I'm supporting Intro 658 - the bill to ban horse drawn carriages.

I believe that there is serious doubt that the carriage horses can be provided with sufficient water to keep them healthy.

According to websites of veterinary colleges and others devoted to the care and maintenance of horses:

The average non-working horse will drink 10 to 12 gallons of water a day. A working horse can need 2-3 times more. The need goes up with hot and cold weather, and the amount of exertion of the horse.

Insufficient water intake can lead to serious health problems, including dehydration and impaction colic, which is very painful for the horse.

Dirty water can carry bacteria and viruses that make the horse sick.

There are two water troughs in Central Park. From November to March, they're turned off. Last Friday, the trough on 6th Avenue was empty, except for some dirty snow on the bottom. The one on 5th Avenue had been manually filled, and the water looked very dirty.

There are approximately 200 carriage horses in New York City. With 68 carriages in the park at a time, and only one trough being hand filled, how could it hold enough water for all the horses, and how could it be kept clean with so many horses drinking from it?

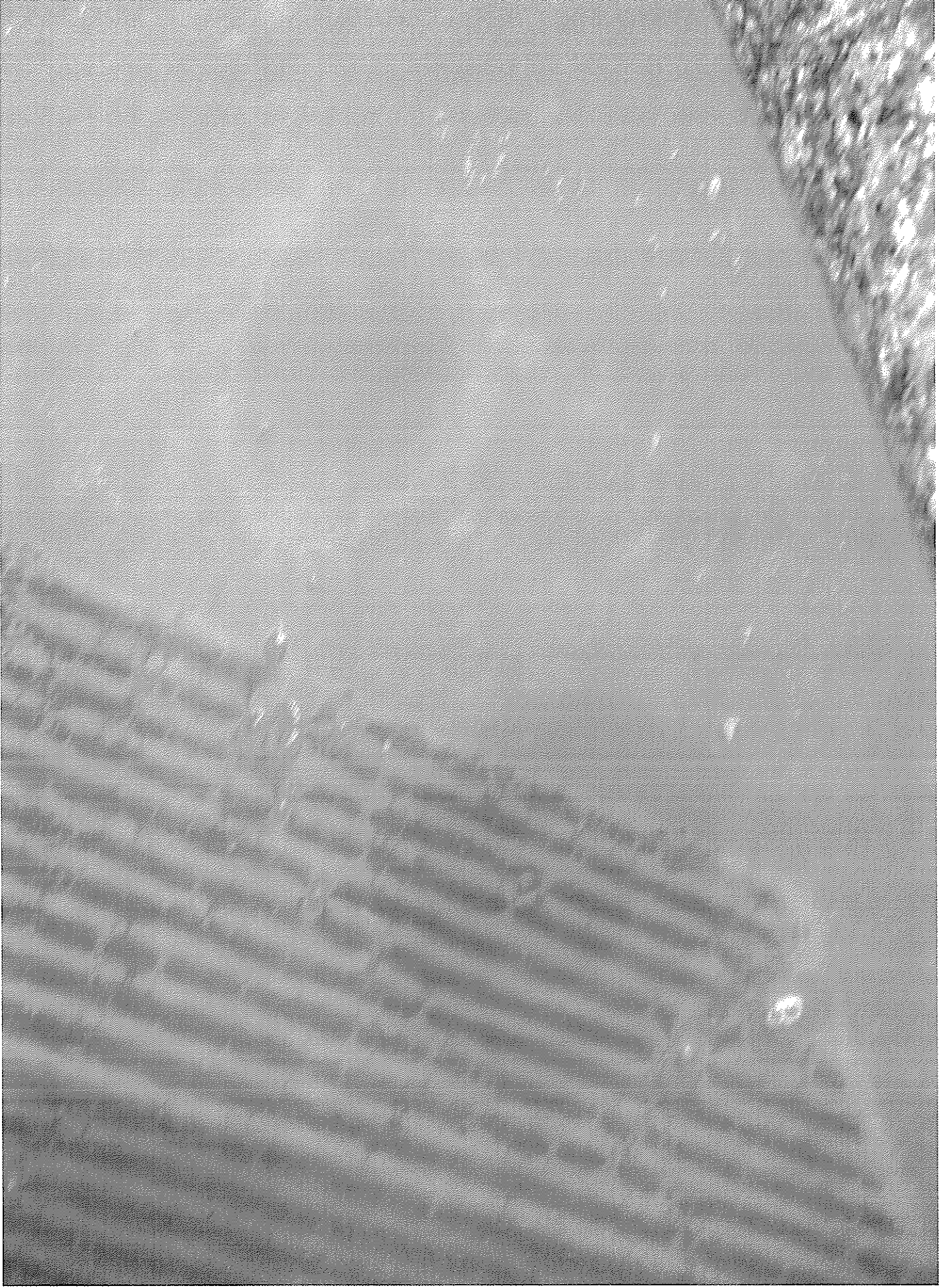
The drivers carry buckets, but how much water can a bucket hold, and how often would the driver be able to fill it during the nine hours that the horse is working? Where would he be able to fill it? An audit conducted by City Comptroller Thompson in 2007, mentioned that "There are no water spigots in the areas that the carriages wait to pick up passengers, which makes it difficult to obtain drinking water for the horses."

Not providing sufficient drinking water to any animal, and especially to a working animal, is inhumane. Horses, like people, suffer when they're dehydrated, but unlike people, they can't refuse to work, they have to continue hauling carriages around the park.



6 Avenue Trough-January 23, 2009





**Fifth Avenue Trough-January 23, 2009**

1/30/09 Public Hearing

Hello my name is Maria Meringolo and I am here today to support Councilman Tony Avella's bill, Intro 658, to ban horse-drawn carriages from our New York City streets.

I believe the horse drawn carriage industry to be an exploitative industry in which horses are forced to work in conditions tantamount to slavery. The carriage industry endangers the lives of their own horses and profits from their suffering.

These animals scare and **spook** easily and yet are pulling heavy carriages through the noisy and congested city streets. They are forced to work in extreme weather conditions; they are forced to inhale exhaust fumes and, then after working up to 9 hours a day, 6 days a week, they are stalled and confined in **small, dark and damp spaces** in multi-storied warehouses! Again, this is inhumane treatment and as such is immoral.

Even though their lives are in danger and the lives of pedestrians are in danger, even though there have been 21 serious horse-drawn carriage incidents in New York City between the years 1998 and 2007, even though there have been five horse deaths, even though there have been at least 18 human injuries, and even though the ASPCA agrees that it time to get these animals off our streets, this cruel operation of horse drawn carriages in New York city continues to operate.

There can be no justification or sensible reason why this industry should be allowed to continue to mistreat these sentient beings, as they do, any longer.

It is animal abuse and it must be stopped for the sake of these horses who do not have a choice.



TESTIMONY OF DR. DEBORAH TANZER AT NYC CITY COUNCIL HEARING ON INTRO 658  
TO BAN HORSE-DRAWN CARRIAGES IN NEW YORK CITY. JAN. 30, 2009

My name is Dr. Deborah Tanzer, and I am a psychologist. I have a clinical practice in psychotherapy and psychoanalysis, and I do research and writing about the links between human violence and cruelty to animals. I want to speak to you today about what we are teaching our children about horses.

In nature, horses are magnificent animals. Strong, proud, beautiful. They run in the wind, manes flying, legs galloping over the earth beneath their feet. This is the horse our stories and lessons teach our children about.

But we teach a different lesson, an ugly one, when we allow horse-drawn carriages. "Carriage" horses have been cruelly deprived of their birthright to run free, to fly with the wind, to feel the earth. Even to see fully with the eyes that nature has given them, which we have cruelly blinded.

Instead, they are exploited for human amusement, and forced to carry heavy loads. They stand imprisoned, their vision marred. Traffic noise, toxic fumes, blazing heat, freezing cold, rain and snow. This is what we have mandated for them.

The lesson to our children is an immoral one. We are saying it is alright to treat horses this way. That it is alright that they are imprisoned, exploited, and sad. Far from teaching compassion and empathy, this message desensitizes us, with harmful consequences for us all. The link between abuse of animals and violence against humans is well documented, including by the FBI. In this case, witnessing the situation of the carriage horses inevitably desensitizes adults and children alike, planting dangerous seeds for the future. For the sake of the horses, our children, and ourselves, it is time to ban horse-drawn carriages forever.

The misconception that horses because of their awesome size and beauty belong at Central Park because they've always been there is sad. Undeniably, the horse like a poodle, elephant, adult or child on foot is incompatible in major city traffic. There've been enough Carriage Horse accidents. To a horse with eyes half covered crazy traffic, loud blaring music, trucks, horns, etc. are all *terrifying*. A harnessed horse can't fly away or climb a tree but instinctively as one heartbreaking traffic caused tragedy after another proves - crazy NYC traffic will cause them to run terrified right smack into it!

Days of pleasant dirt roads and green pastures in Manhattan are *gone*. Yet the carriage horse remains a century later, historically a victim of major city traffic while kinder cities (including London) ceased the cruel abuse. Unfortunately, they're still laboring thru even crazier traffic in contrast to the green earth background of Central Park, which always will be a horse's rightful necessity, and of which they're sadly deprived of for their whole life. Horses should not work on hard pavement in or alongside major vehicular traffic.

It's unethical to exploit a horse to foot 1000 lbs. of carriage and tourists all day long, however we have many on a major road with city traffic at Central Park. One blazing hot July afternoon, my son and I saw passengers get in a carriage and the horse doesn't obey, he doesn't go. With body language, facial expression and sounds, he clearly communicates he is exhausted or sick. He needs rest. The driver, blatantly ignores this, taps the horse who still refuses and later forces the horse with many violent whippings to pull a ton of weight in the burning heat. Then I explained the violence to my child, how wrong the carriage rides are, the whole bad scene of harnessed horses repeatedly pulling and waiting. Animals including the horse shouldn't be used to labor long hours pulling a ton of weight or be severely whipped when they are exhausted or in pain.

NYC could develop a new amazing attraction in Central Park, give jobs to drivers while granting horses the life they deserve. There could be white costumed chauffeurs driving nostalgic type vehicles with neon colored lights lined in rich red velvet with nostalgic stereo music and a matching nostalgic rail train with brass, and red and white striped awnings. There could also be a nostalgic theater lodge family style meals at long communal tables, full bar, a piano player who sings and a prince and princess greeting the tourists, photographers and a gift shop at the exit keeping tourists at the park.

**By Debra Reilly**

New York City Council hearing re horse-drawn carriage bill to ban horse-drawn carriages in the city (Intro. No. 658) testify in support of Intro. No. 658 January 30, 1 p.m: City Hall 2nd Fl.

## DISCUSSION

Hay keeps on coming through the day as well as water. Those who need extra supplements & vitamins get them as well. After a ride, they are taken home, given a break, untacked, regroomed (or bathed) and given treats by both customers & caregivers. How is that neglect? The bellies say otherwise. <sup>+ perky ears</sup>

A few of our veteran & retired horses also require special care that pastures wouldn't provide. Rocky, a 30 yr blind Appaloosa, gets around the clock care to keep him happy. I'm talking handwalks, grooming, getting his feet checked, meds & TLC.

Pasturing him would be like taking a blind man into the country without a seeing eye dog. Can it be done? Yes, Should it? No. Here he is safe, and used to the noises <sup>same</sup> ~~that~~ <sup>that</sup> we are. ~~the~~ The vet is

<sup>only</sup> A call away & everything they need is here, including us.

The argument saying that carriage horses are abused & neglected is a misconception. People who work with & around horses disagree. We love our horses or have dedicated our lives alongside them, whether it's

in the most remote of countries or the busiest of cities. ~~As a volunteer & worker of the urban horse industry, and a dedicated animal lover, I favor our~~

~~industry~~ and a dedicated animal lover, I favor our city horses & not their banishment

## FOR THE RECORD

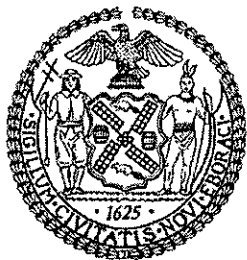
To the New York City Council Members,

My name is Yelena Ouchakova. For the past 6 years, I have considered Kensington Stables and all its equine residents as family. I've been in Brooklyn all my life & have always been an animal lover, especially when it came to horses. Up until recently, I believed that only way to work with these majestic creatures was to move to the country.

Kensington Stables, a 100 year old urban barn, & one of the remaining few works around in minimal conditions set forth by agricultural & market laws. Our animals, & the ones I have met from the ones from the N.Y.C. Carriage industry are not being mistreated or abused!

Our horses are healthy & happy. They start their day with fresh hay, water & morning grain. They are then groomed off & taken into the back arena to roll, frolic & interact with their neighbors. Then its back to grooming. Already, in the first 3 hours they've received more attention than a lot of people, never mind domestic pets.

# AUDIT REPORT



CITY OF NEW YORK  
OFFICE OF THE COMPTROLLER  
BUREAU OF MANAGEMENT AUDIT  
**WILLIAM C. THOMPSON, JR., COMPTROLLER**

## **Audit Report on the Licensing and Oversight of the Carriage-Horse Industry by the Departments of Health and Mental Hygiene and Consumer Affairs**

*MH07-092A*

**June 27, 2007**



THE CITY OF NEW YORK  
OFFICE OF THE COMPTROLLER  
1 CENTRE STREET  
NEW YORK, N.Y. 10007-2341

WILLIAM C. THOMPSON, JR.  
COMPTROLLER

**To the Citizens of the City of New York**

Ladies and Gentlemen:

In accordance with the responsibilities of the Comptroller contained in Chapter 5, §93, of the New York City Charter, my office has audited the licensing and oversight of the carriage-horse industry by the Departments of Health and Mental Hygiene (DOHMH) and Consumer Affairs (DCA).

The carriage-horse industry is composed of individuals and business that provide the service of horse-drawn carriage rides in and around Central Park. DOHMH and DCA are the key agencies responsible for overseeing and licensing the horses, carriage-horse drivers, carriages, and stables. Audits such as this provide a means of ensuring that City agencies are complying with the applicable statutes that govern their operations.

The results of our audit, which are presented in this report, have been discussed with DOHMH and DCA officials, and their comments have been considered in preparing this report. Their complete written responses are attached to this report.

I trust that this report contains information that is of interest to you. If you have any questions concerning this report, please e-mail my audit bureau at [audit@comptroller.nyc.gov](mailto:audit@comptroller.nyc.gov) or telephone my office at 212-669-3747.

Very truly yours,

A handwritten signature in cursive script that reads "William C. Thompson, Jr.".

William C. Thompson, Jr.  
WCT/ec

**Report:** MH07-092A  
**Filed:** June 27, 2007

## *Table of Contents*

<b>AUDIT REPORT IN BRIEF .....</b>	<b>1</b>
Audit Findings and Conclusions.....	1
Audit Recommendations.....	2
DOHMH and DCA Responses .....	3
<b>INTRODUCTION.....</b>	<b>4</b>
Background.....	4
Objectives .....	5
Scope and Methodology .....	5
Discussion of Audit Results.....	8
<b>FINDINGS AND RECOMMENDATIONS .....</b>	<b>9</b>
DOHMH Failed to Establish the Required Advisory Board .....	10
Recommendations.....	12
Other Matters .....	12
Recommendation .....	13
DCA Renews Licenses Prior to VPHS Approval.....	14
Recommendation .....	14
DCA Improperly Issued Two Carriage-Horse Driver’s Licenses .....	14
Recommendation .....	15
DCA Is Not Performing Required Horse-Drawn Carriage Inspections .....	15
Recommendation .....	16
<b>ADDENDUM I</b> Response of Department of Health and Mental Hygiene	
<b>ADDENDUM II</b> Response of Department of Consumer Affairs	

*The City of New York  
Office of the Comptroller  
Bureau of Management Audit*

**Audit Report on the  
Licensing and Oversight of the Carriage-Horse Industry  
By the Departments of Health and Mental Hygiene  
And Consumer Affairs**

MH07-092A

---

**AUDIT REPORT IN BRIEF**

This audit determined whether the Department of Health and Mental Hygiene (DOHMH) and the Department of Consumer Affairs (DCA) have adequate controls over the licensing and oversight of carriage-horses, drivers, carriages, stables, and comply with applicable rules and regulations of the City of New York concerning the carriage-horses, drivers, owners, and stables. The scope period of this audit was July 1, 2005, through March 30, 2007.

DOHMH and DCA<sup>1</sup> are the key agencies responsible for overseeing and licensing the horses, carriage-horse drivers, carriages, and stables. During Fiscal Year 2006, there were approximately 221 licensed horses, 293 licensed drivers, and 68 licensed carriages that provided horse-drawn carriage rides to the public.

The horses are monitored by the office of Veterinary Public Health Services (VPHS) at DOHMH. VPHS is responsible for reviewing and approving each carriage-horse license application and Certificate of Health (signed by a New York State-licensed veterinarian) stating that the horse is able to work. Once approved, the license application is forwarded to DCA, which issues the horse license. The drivers who operate the horse-drawn carriages and the carriages themselves are also licensed by DCA. While DOHMH and DCA have regulatory responsibilities, the American Society for the Prevention of Cruelty to Animals (ASPCA) unofficially has a large role in monitoring the carriage-horse industry.

**Audit Findings and Conclusions**

DOHMH and DCA have adequate controls over the licensing of carriage-horses, carriage drivers, carriages, and stables, and generally comply with the applicable rules and regulations of the City of New York. Our observations at the hack lines revealed that in general the carriages

---

<sup>1</sup> The Department of Parks and Recreation, the Department of Transportation, and the Police Department also have limited responsibilities.



had current license plates, horses had brass tags with identification numbers that matched the numbers branded into the hooves, and drivers held current driver's licenses. Our review of DOHMH files showed that the department provided the required training program and examinations to drivers of horse-drawn carriages and maintained the Certificates of Health for the horses. Neither the ASPCA inspector nor the DOHMH veterinarian consultant found any serious violations regarding the health and safety of the horses when we accompanied them to the stables.

The Administrative Code statute relevant to the industry includes a requirement for an Advisory Board to have been established, but DOHMH failed to establish the Board since the enactment of the statute. As a result, regulations promoting the health, safety, and well-being of the carriage-horses remain broad and general in scope. Further, both agencies' efforts in monitoring and overseeing the carriage-horse industry raise concerns. During Fiscal Year 2006, the DOHMH veterinarian consultant did not examine the condition of any of the horses in the field, and DCA inspectors did not perform the required number of inspections of the horse-drawn carriages. Additionally, both DOHMH and DCA rely on ASPCA to perform inspections of the stables and of horses, drivers, and carriages in the field. ASPCA performs these duties without a formal agreement. Without a formal agreement, DOHMH and DCA have no control over the ASPCA's monitoring activities, plus the ASPCA could suddenly reduce or curtail its oversight role, which would leave a void in the oversight of the industry.

In addition, our review of DCA files showed that the agency issued and renewed licenses for horses, carriages, and drivers. However, in a few instances DCA renewed horse licenses before VPHS reviewed the Certificates of Health. According to DOHMH, all renewals are to come through DOHMH for review by the VPHS veterinarian prior to DCA's renewing the horse license.

### **Audit Recommendations**

We make 11 recommendations, including those listed below.

- DOHMH should establish the required Advisory Board, as set forth in the Administrative Code. Once established, DOHMH and the Advisory Board should promulgate clear regulations to promote the health, safety, and well-being of the carriage-horses.
- DOHMH should establish written guidelines that include how often their veterinarian should inspect the stables as well as how often the horses should be evaluated in the field.
- DOHMH should determine how oversight for the monitoring of the established guidelines will be accomplished in the future. Should the determination be that an organization other than DOHMH, such as the ASPCA, is to be responsible, then a competitive contract for such services should be considered.

- DCA should return to owners any renewal applications for horse licenses and the original Certificates of Health that have bypassed prior DOHMH approval for the owners to submit to DOHMH.
- DCA should comply with the Administrative Code and the Rules of the City of New York by conducting the required carriage inspections or by entering into a formal agreement with the ASPCA that requires the ASPCA to perform all required carriage inspections.

### **DOHMH and DCA Responses**

In their responses, DOHMH officials agreed with the five audit recommendations addressed to them, while DCA officials generally agreed with five of the six recommendations addressed to them and did not directly address one recommendation relating to ensuring that all required information is received and reviewed before issuing a carriage-horse driver's license.

## INTRODUCTION

### Background

The New York City carriage-horse industry is regulated by the New York City Administrative Code Titles 17 and 20 and the Rules of the City of New York Titles 6 and 24. The Department of Health and Mental Hygiene (DOHMH) and the Department of Consumer Affairs (DCA) are the key agencies responsible for overseeing and licensing the horses, carriage-horse drivers, carriages, and stables. During Fiscal Year 2006, there were approximately 221 licensed horses, 293 licensed drivers, and 68 licensed carriages that provided horse-drawn carriage rides to the public.

The horses are monitored by the office of Veterinary Public Health Services (VPHS) at DOHMH. VPHS is responsible for reviewing and approving each carriage-horse license application and Certificate of Health (signed by a New York State-licensed veterinarian) stating that the horse is able to work. Once approved, the license application is forwarded to DCA, which issues the horse license. Each year, horse owners must renew their horse licenses by providing a current Certificate of Health to VPHS. The regulations prohibit carriage-horses from working more than 9 hours in a 24-hour period and from working when the temperature reaches below 18 degrees Fahrenheit or above 90 degrees Fahrenheit. The regulations also require that horses be housed in stables when they are not working.

Drivers who operate horse-drawn carriages are licensed by DCA. These licenses are renewed biennially on even-numbered years. As part of the licensing process, drivers are required to pass an exam, offered by VPHS, consisting of written and practical sections. Additionally, every driver must complete a five-day apprenticeship with a licensed horse-carriage driver.

Horse-drawn carriages are licensed by DCA and are also renewed biennially on even-numbered years. According to DCA, the number of carriage licenses (medallions) issued by DCA has been limited to 68. According to the New York City Administrative Code, carriage license plates must be affixed to the rear axle of every licensed carriage. In addition, DCA is required to inspect every horse-drawn carriage at least once every four months. DCA regulations restrict the operation of horse-drawn carriages to specified times within certain portions of Central Park and the Midtown-Lincoln Center area.

When they are not working, horses are housed in one of five stables on the west side of Manhattan between 37th and 52nd Streets. The stables are licensed by DOHMH; licenses are renewed each year by DCA. The stables are required to have stalls with sufficient bedding of straw, shavings, or other suitable materials that are changed as often as necessary to maintain a clean and dry environment. Owners must provide the horses with adequate food, water, heating, and ventilation. The Administrative Code and the Rules of the City of New York authorize DOHMH to inspect the carriage-horse stables.

While DOHMH and DCA have regulatory responsibilities, the American Society for the Prevention of Cruelty to Animals (ASPCA) unofficially has a large role in monitoring the

carriage-horse industry. The ASPCA regularly performs inspections of carriage-horses at both the stables and the field to observe the condition of the carriage-horses. During their observations of the carriage-horses in the field, they also note any issues they observe with regard to the carriages and the licenses of the drivers. Additionally, the ASPCA inspects stables to ensure their compliance with established regulations and issues violations on behalf of DOHMH and DCA. Those violations are adjudicated by the administrative tribunal of the appropriate agency.

### **Objectives**

The objectives of this audit were to determine whether DOHMH and DCA:

- have adequate controls over the licensing and oversight of carriage-horses, drivers, carriages, stables, and
- comply with applicable rules and regulations of the City of New York concerning the carriage-horses, drivers, owners, and stables.

### **Scope and Methodology**

The scope period of this audit was July 1, 2005, through March 30, 2007. Our review included the applicable rules and regulations of the carriage-horse industry as specified in Administrative Code Title 17 (§17-326–§17-334.1) and Title 20 (§20-372–§20-384), Rules of the City of New York Title 6 (Chapter 2, Subsection U, §2-212) and Title 24 (Chapter 4, §4-01–§4-07), as well as, the VPHS *Horse Registration and Renewal Procedure Manual*, the VPHS Web site, and the DCA Web site.

To obtain an overview of the licensing and oversight functions performed by DOHMH and DCA, we interviewed the VPHS Deputy Director, the DOHMH Director of Licensing, and the DCA Deputy Commissioner of Operations, Director of Enforcement, and Deputy Director of Licensing Operations. For additional background material, we interviewed the ASPCA Vice President for Humane Law Enforcement.

We conducted a total of seven unannounced field observations between December 1, 2006, and December 26, 2006, to determine whether only licensed horses, drivers, and carriages were giving rides to passengers. The observations took place at the hack lines (areas where the horses line up to pick up passengers) adjacent to Central Park at different times of day, including one day when we were present both during the day and the evening to ensure that horses were not working more than the allowable nine hours per day. We observed the following:

- 92 horses, to determine whether the horses had a unique DOHMH license number (brass tag) and that this number matched the number branded into the front left hoof of the horse, as required.

- 63 carriages, to determine whether each carriage had a DCA license plate affixed to the back of the carriage. Based on the date of the expiration sticker attached to each plate, we were able to determine whether the license was current. In addition, we determined whether each carriage had a visible sign on the outside of the carriage indicating the correct prices for the rides.
- 86 drivers/owners, to determine whether each held a valid DCA carriage-horse driver's license and whether the photo on the license matched the driver.

To ensure that horses were not working on days when the temperature fell below 18 degrees Fahrenheit (-7.78 degrees Celsius), we visited the hack lines on January 26, 2007, a day when the temperature was 12 degrees Fahrenheit.

### **Horses**

DCA provided us with a list generated on January 16, 2007, from the New York City Agencies' Management Information System (CAMIS), indicating that there were 219 licensed carriage-horses.<sup>2</sup> To evaluate the reliability of data, we randomly selected a sample of 30 horses and matched several fields, including the CAMIS number, tag number, DOHMH license number, horse-owner name and address, to the corresponding data in the DCA hardcopy files. In addition, we compared the 92 tag numbers on the horses we observed in the field against the list of current tag numbers on CAMIS. We also compared 218 tag numbers from a listing of horses that we compiled from Certificates of Health in the VPHS carriage-horse files to the CAMIS listing.<sup>3</sup>

At VPHS, we reviewed all 218 carriage-horse files to determine whether:

- The files contained the original Certificates of Health for calendar year 2005 and 2006 along with a copy of a VPHS horse-license application.
- The veterinarian who completed and signed the Certificates of Health was currently licensed according to the New York State Education Department's Office of the Professions Web site.
- Both Certificates of Health described the same horse, including the horse's name, age, sex, physical description, and tag number.
- There was a file at VPHS for each of the 92 horses we observed during our field observation.

---

<sup>2</sup> Based on information from DCA files, there should have been an additional two horses on the list.

<sup>3</sup> VPHS did not have Certificates of Health on file for three horses licensed by DCA.

### **Carriage-Horse Drivers**

DCA provided us a January 2, 2007 CAMIS-generated list of 291 licensed drivers. To evaluate the reliability of data on this list, we randomly selected a sample of 30 driver's license numbers and matched several fields, such as the CAMIS number, DCA license number, driver name and address, to the applicable DCA hardcopy files. In addition, we compared the 86 license numbers of drivers we observed in the field against the CAMIS list of current driver's license numbers.

To assess DCA's controls over driver licensing, we reviewed 32 DCA driver files (30 randomly selected drivers and an additional 2 drivers who did not appear on CAMIS but were observed in the field) and looked for original application forms, current renewals, affidavits attesting to completion of a five-day apprenticeship, and certificates for successfully passing the VPHS driver's examination.

To ascertain whether DOHMH administers the Horse-Drawn Cab Operator's Exam every quarter, as required, we reviewed the files at VPHS to see how often the examination was administered during calendar year 2006. In addition, on January 10, 2007, we visited the office of VPHS and observed the registration process for the Horse-Drawn Cab Operator's Course. Our visit included making sure the applicants submitted a photo identification, an application form, and payment. On January 24, 2007, we observed VPHS administering the written and practical tests for 10 carriage driver applicants.

Nineteen drivers completed the VPHS carriage operator's course for calendar year 2006. To determine whether the person taking the examination was also the person who received the license, we selected 14 (12 on the CAMIS listing, 2 observed in the field) licensed drivers of the 19 who completed the VPHS course to compare the driver's photograph and certificate numbers on the driver's course certificates maintained at VPHS to copies of the certificates on file at DCA.

### **Carriages**

DCA provided us a January 2, 2007 CAMIS-generated list of 68 carriage licenses (medallions). To evaluate the reliability of data generated by CAMIS, we matched several fields, such as the CAMIS number, DCA license number, DCA plate number, owner's name and address, to all 68 DCA hardcopy files. In addition, we compared the 63 license plate numbers of carriages observed in the field against the list of carriage license plate numbers on CAMIS. To assess DCA controls over carriage licenses we reviewed all 68 medallion files and looked for either the original application or oldest renewal on file, current renewal, any changes in plate number, and certificate of insurance.

### **Stables**

On November 9, 2006, DOHMH provided us a list of five carriage-horse stables. To evaluate the reliability of data on the listing, we matched several fields, such as the CAMIS number, DOHMH license number, owner's name, and stable's address, to all five DCA hardcopy

files. To assess DOHMH's controls over stable licensing, we reviewed all five carriage-horse stable files and looked for the original application and current renewal.

To determine the conditions of the stables and whether they comply with the applicable regulations, we asked to accompany an ASPCA inspector to the stables the next time he was planning to visit. On December 15, 2006, we accompanied the inspector to two stables. With the inspectors' guidance, we observed whether there was sufficient food, water, bedding, ventilation, and whether every stall was clean and large enough for the horses to lie down. In addition, we observed whether the stables maintained the required records indicating the times horses were taken out to work and brought back in. In addition, on December 28, 2006, we accompanied the veterinarian consultant for DOHMH to all five stables.

### **Violations**

To determine whether the violations issued to drivers, horse owners, and stable owners were adjudicated by the appropriate agencies, we obtained and reviewed listings and/or copies of violations issued from July 1, 2005, through December 31, 2006. Of the 77 violations issued, we selected 30 DCA violations (25 were randomly selected and 5 were judgmentally selected) and all 10 DOHMH violations to review the corresponding files for their results.

The results of all of the above tests in which samples were taken, while not statistically projected to the populations from which the samples were drawn, provided a reasonable basis for us to assess the adequacy of DOHMH's and DCA's controls over the licensing and oversight of carriage-horses, drivers, owners, and stables, and compliance with applicable City rules and regulations.

This audit was conducted in accordance with generally accepted government auditing standards (GAGAS) and included tests of the records and other auditing procedures considered necessary. It was performed in accordance with the audit responsibilities of the City Comptroller as set forth in Chapter 5, §93, of the New York City Charter.

### **Discussion of Audit Results**

The matters covered in this report were discussed with DOHMH and DCA officials during and at the conclusion of this audit. A preliminary draft report was sent to DOHMH and DCA officials and discussed at an exit conference held on April 27, 2007. On May 21, 2007, we submitted a draft report to DOHMH and DCA officials with a request for comments. We received a written response from DCA officials on June 5, 2007 and from DOHMH officials on June 11, 2007. In their responses, DCA officials generally agreed with the five recommendations addressed to them and did not directly respond to one recommendation relating to ensuring that all required information is received and reviewed before issuing a carriage-horse driver's license. DOHMH officials agreed with the five recommendations addressed to them.

The full texts of the responses from DCA and DOHMH are included as addenda to this report.

## FINDINGS AND RECOMMENDATIONS

DOHMH and DCA have adequate controls over the licensing of carriage-horses, carriage drivers, carriages, and stables, and generally comply with the applicable rules and regulations of the City of New York. When we performed field observations at the hack lines, we observed that, in general, the carriages had current license plates, horses had brass tags with identification numbers that matched the numbers branded into the hooves, and drivers held current driver's licenses. In addition, when we visited the hack lines on a day when the temperature fell to 12 degrees there were no horses working. Neither the ASPCA inspector nor the DOHMH veterinarian consultant found any serious violations regarding the health and safety of the horses when we accompanied them to the stables.

Our review of DOHMH files showed that they provided the required training program and examinations to drivers of horse-drawn carriages and maintained the Certificates of Health for the horses. In addition, our review of DCA files showed that the agency issued and renewed licenses to horses, carriages, and drivers.

However, the Administrative Code statute relevant to the industry includes a requirement for an Advisory Board to have been established, but DOHMH has failed to establish the Board since the enactment of the statute. As a result, regulations promoting the health, safety, and well-being of the carriage-horses remain broad and general in scope. Further, both agencies' efforts in monitoring and overseeing the carriage-horse industry raise concerns. During Fiscal Year 2006, the DOHMH veterinarian consultant did not examine the condition of any of the horses in the field, and DCA inspectors did not perform the required number of inspections of the horse-drawn carriages.

Additionally, both DOHMH and DCA rely on ASPCA to perform inspections of the stables and of horses, drivers, and carriages in the field. ASPCA performs these duties without a formal agreement. Without a formal agreement, DOHMH and DCA have no control over the ASPCA's monitoring activities, plus the ASPCA could suddenly reduce or curtail its oversight role, which would leave a void in the oversight of the industry.

***DOHMH Response:*** DOHMH took exception to our statement that it relies on ASPCA to perform inspections and stated: "Although generally positive, this draft report understates the extent of our existing inspectional program and its effectiveness in assuring the health of carriage horses. It is not accurate to say that DOHMH has effectively delegated this issue to the ASPCA, as we send a licensed veterinarian to each stable at least four times a year to review the facilities and observe the general health of the horses. We do agree that it would be appropriate to expand our inspectional program to include some field activities."

DOHMH further stated later in its response: "Our stable inspections are generally (though not invariably) scheduled prior to 10 a.m., when horses are present and not at work. Veterinary Public Health Services (VPHS) inspections are performed by a licensed veterinarian who specialized in and has significant equine experience. Since it is not a legal requirement that stables be inspected by veterinarians, the fact that we use a



licensed veterinarian for this job indicates that our stable inspections are intended to include oversight of equine health.”

*Auditor Comment:* During the course of the audit, DOHMH officials stated numerous times that the ASPCA was performing regular inspections of both stables and horses and that they did not feel it necessary to duplicate the ASPCA’s efforts. In addition, we acknowledge that DOHMH’s veterinarian consultant inspects the stables at least four times a year. However, based on our analysis of the time spent on inspections performed during Fiscal Year 2006, we estimated that the veterinarian consultant spent, on average, 25 minutes for each inspection. The 25 minutes included traveling from one stable to the next, inspecting the condition of the facilities, reviewing the paperwork maintained by the horse owners, and completing required paperwork. Based on this analysis, we believe there was limited time available for the veterinarian consultant to observe the overall physical condition of the horses.

These as well as other findings are discussed in detail in the following sections of this report.

#### **DOHMH Failed to Establish the Required Advisory Board**

Title 17 of the Administrative Code requires that DOHMH, with the advice of an Advisory Board, be responsible for promoting the health, safety, and well-being of the horses that are required to be licensed. The code, however, does not, with any specificity, provide actual regulations and procedures that DOHMH must follow to accomplish these tasks. Instead, as stated above, the code required that the DOHMH commissioner set up an Advisory Board consisting of five members—two members who are rental horse owners operating in the City, two members from the public-at-large, and one veterinarian. This board would then be charged with making recommendations to the DOHMH commissioner regarding specific regulations necessary to promote the health, safety, and well-being of the horses. The Board was supposed to have started meeting during the early 1980s. However, according to DOHMH officials, this Advisory Board has not been established since the law was enacted; as a result, DOHMH’s oversight duties and responsibilities were never clearly established, and regulations were never promulgated to promote the health, safety, and well-being of the horses.

For example, DOHMH has no written guidelines regarding when and how often stables should be inspected. While DOHMH uses a private veterinarian to inspect the stables, according to the former Deputy Director of VPHS the veterinarian inspects stables on an as-needed basis, as determined by the Deputy Director, but at least four times a year. The description of services in the Fiscal Years 2006 and 2007 purchase orders provides for the services to include, “monthly inspect permitted carriage-horse stables, perform cyclical inspections of riding stables, evaluate the health condition of licensed working horses in the field.” Our review of the veterinarian’s timesheets and inspection reports for calendar year 2006 shows that the veterinarian inspected each of the five stables on five different visits. However, the veterinarian never went out to the field to examine the condition of the horses.

When we asked DOHMH officials why there was so little oversight of the industry by their agency, they stated that the ASPCA had over time increased its monitoring. The DOHMH officials stated they did not feel it necessary to duplicate the ASPCA efforts since the ASPCA regularly sends out its own inspectors who issue violations on the agency's behalf. While we did not see any ASPCA inspectors monitoring the hack lines during our observations, the owners/drivers confirmed that ASPCA inspectors were out quite frequently.

We met with ASPCA officials who confirmed that they took it upon themselves to increase the oversight duties of the carriage-horse industry because over the years they saw a decline of monitoring of this industry by DOHMH. We believe that since there is no official agreement between the ASPCA and DOHMH regarding the performance of inspections, it is possible that ASPCA could reduce or curtail its voluntary inspections at any time, leaving a void in the oversight of the industry.

Moreover, during our audit certain issues were brought to our attention by the carriage-horse owners/drivers and ASPCA officials that affect the well-being of the horses and could well be addressed by the Advisory Board. Among them are the following:

- There are no established hack stands or areas clearly identifying where carriages may pick up passengers, nor are there hitching posts where horses could be tethered while they are waiting.
- There are no water spigots in the areas carriages wait to pick up passengers, which makes it difficult to obtain drinking water for the horses and to clean up the dust that accumulates.
- There is inadequate drainage where the horses line up; thus, the horses are left to stand in pools of dirty water.
- During the summer months, the asphalt where the horses line up becomes very hot. Other materials, such as concrete, would be easier on the horses' hooves. In addition, on hot days, there is little shade for the horses, which could cause them to overheat.

By not establishing the Advisory Board, DOHMH's role in the carriage-horse industry remains broad and general in scope. The process envisioned by the writers of the Administrative Code statute creating an Advisory Board appears to acknowledge that the few requirements contained in the statute were inadequate to care for the horses. It should be noted that the existing City regulations over this industry were established more than 25 years ago. Information that is now available may not have been available when these rules were promulgated and it may be that certain issues are not adequately addressed, if addressed at all. An Advisory Board would help to ensure that rules reflect the current knowledge of the industry and cover such topics as the size of horse stalls and age limits for carriage-horses. In addition, an Advisory Board would allow different groups involved in this industry to discuss improvements needed to benefit both the horses and customers.

## **Recommendations**

DOHMH should:

1. Establish the required Advisory Board, as set forth in the Administrative Code. Once established, DOHMH and the Advisory Board should promulgate clear regulations to promote the health, safety, and well-being of the carriage-horses.

***DOHMH Response:*** DOHMH agreed stating, “We recognize that a carriage horse advisory board should be established and will establish such a board.”

2. Establish written guidelines that include how often a veterinarian should inspect the stables as well as how often the horses should be evaluated in the field.

***DOHMH Response:*** DOHMH agreed stating, “We agree that our current practices of at least four annual inspections of the carriage horse stables should be established as a policy. We intend to prepare written guidelines that will indicate the minimal number of annual inspections of stables; clarify the responsibilities of the veterinarian with regard to visual observation of horses during stable inspections, and actions to be taken if the observation indicates a problem; and incorporate a methodology for periodically observing carriage horses while they are at work.”

3. Determine how oversight for the monitoring of the established guidelines will be accomplished in the future. Should the determination be that an organization other than DOHMH, such as the ASPCA, is to be responsible, then a competitive contract for such services should be considered.

***DOHMH Response:*** DOHMH agreed stating that “we intend to produce clear guidelines for our own inspectional program that will include both stable and ‘field’ inspections. We do not intend to hold another organization responsible for this. It should be noted that in New York State, only police officers, constables, and the ASPCA, not local departments of health, may enforce the State humane law...Since the ASPCA is authorized by State humane laws with direct oversight responsibilities, and does perform some activities related to carriage horses, we intend to reach out to them concerning how best to share information regarding issues related to the treatment of carriage horses.”

## **Other Matters**

According to Title 17 of the Administrative Code, horses must be examined annually by a qualified veterinarian and approved to perform the work of a carriage-horse. Since the horses are not physically present when the Certificates of Health are reviewed by the DOHMH veterinarian, it would seem important for the DOHMH veterinarian to carefully review and compare the current information with the information on prior years’ certificates to ensure that horses are not being switched or that one license number is used for several horses.

When we initially compared information on the Certificates of Health submitted for calendar year 2006 with the information on the certificates submitted for calendar year 2005, we found differing information to describe the horses on 57 of the 135 Certificates of Health we reviewed.<sup>4</sup> These differences included variances in age, color, breed, and name of the horses. However, according to the DOHMH veterinarian who reviews and approves the Certificates of Health, the descriptive information contained in the certificates is inexact and not a reliable source for determining a horse's identity. For example, she stated that determining the age of a horse is difficult, especially as the horse ages. In addition, the horse color may appear differently, depending on the light of day or whether the horse is examined indoors or outdoors. She stated that she uses the tag number branded on the hoof and written on the Certificate of Health primarily to determine a horse's identity. If there is a significant difference from one year to the next, the veterinarian stated that she will have the Certificate of Health sent back to the owner. For 56 of the 57 Certificates of Health, she stated that none of the differences were significant enough to warrant further investigation. While the veterinarian's explanations appear plausible, we are still troubled by the large number of certificates with differing information.

For the remaining one, however, a horse was listed as a gelding (male) one year and a mare (female) the following year. She did not know why she approved this certificate and said that the agency will look into the matter. We did not identify any instances in which the tag number for a horse differed from one year to the next.

#### **Recommendation**

DOHMH should:

4. Investigate the circumstances related to the horse listed on the Certificate of Health as a gelding one year and a mare the following year.

*DOHMH Response:* DOHMH agreed stating, "We have investigated this issue and have noted that the form needs to be revised. We contacted the stable where the horse in question was lodged when in the City and were informed that the owner moved the horse to his farm. We were also informed that the owner was out of the country, which prevents us from following up at this time. We have flagged this file for follow-up should the owner wish to renew the license, and have prepared and sent a letter to the owner concerning this issue."

5. Establish additional criteria that can be used in conjunction with tag numbers to help ensure the identity of the carriage-horses.

*DOHMH Response:* DOHMH agreed stating, "We will take the auditors' suggestion into consideration, and will contact several other cities to determine what methodology they use to help ensure the identity of carriage horses."

---

<sup>4</sup> Of the 218 carriage-horse files we reviewed, 135 files contained Certificates of Health for both years.

### **DCA Renews Licenses Prior to VPHS Approval**

During our review of the VPHS carriage-horse files, we noticed that 6 of the 143 Certificates of Health needed to renew a license had notations on the back that stated that the certificates were received from DCA.

When we asked DOHMH about this, they stated that even though all renewals are to come through DOHMH first for VPHS review, in some instances DCA receives the renewal application and original Certificate of Health directly from the horse owners. In these instances, DCA proceeds to process the renewal applications and issue the licenses. In most instances, DCA, subsequently, forwarded the original Certificate of Health to VPHS.

Since DOHMH is required to ensure that every licensed horse is examined by a New York State-licensed veterinarian and is physically able to perform the work or duties required of it, DCA should not have accepted these applications and certificates, nor should they have issued a horse license or renewal. Instead, they should have returned the documents to the owners for submission to DOHMH for approval.

#### **Recommendation**

6. DCA should return to owners any renewal applications for horse licenses and original Certificates of Health that have bypassed prior DOHMH approval for the owners to submit to DOHMH.

***DCA Response:*** DCA generally agreed stating, "DCA has reviewed all relevant license renewal files, and it appears the six instances cited in the report were isolated cases which stemmed from a miscommunication with the DOHMH. The Original Certificates of Health have been returned to DOHMH. The Deputy Director of DCA's Licensing Division has issued an updated directive to all Licensing staff clearly outlining that they should not accept for processing any horse license renewals received directly from licensees."

***Auditor Comment:*** Although we made reference to six instances in which carriage-horse licenses were renewed prior to DOHMH approval during Calendar Year 2006, after our field work was completed we found seven additional licenses that were renewed during Calendar Year 2005 without first being approved by DOHMH. We informed DCA officials at the exit conference of the seven additional instances and therefore believe that the six instances mentioned in the report were not isolated cases.

### **DCA Improperly Issued Two Carriage-Horse Driver's Licenses**

We found two drivers who showed us a valid DCA-issued driver's license in December 2006, but who were not listed in the electronic files we received from DCA on January 2, 2007. We obtained the two drivers' files from DCA; neither of these drivers had a valid affidavit

stating that they completed the required apprenticeship with a licensed driver. As a result they should not have been issued a license.

According to the DCA license application checklist for horse-drawn carriage drivers, one of the requirements is that applicants must complete a five-day apprenticeship with a licensed carriage-horse driver and submit a notarized affidavit documenting the completion of the apprenticeship. When we reviewed the files for the two drivers, we found that the apprenticeship certificate was signed by the applicant instead of by the licensed driver. In addition, there were letters from DCA to the applicants on file requesting the required affidavit. (These letters were dated prior to the beginning of our audit.) After the exit conference, DCA officials provided us the correct affidavits from these drivers.

### **Recommendation**

7. DCA should ensure that all required information is received and reviewed before issuing a carriage-horse driver's license.

*DCA Response:* DCA did not directly respond to the recommendation and stated, "There are 293 licensed carriage-horse drivers and at the time the audit was conducted, DCA was aware that the two drivers noted in the report had improperly signed affidavits on file. In fact, DCA had already directed them to submit the properly signed affidavits to DCA, and had also placed the licensees' files on 'alert' status. The affidavits were subsequently received and the driver's files are presently up-to-date. Copies of the affidavits were delivered to the City Comptroller's office subsequent to the exit conference as noted in the draft report."

*Auditor Comment:* Although DCA placed the two drivers in question on "alert" status and directed them to submit the proper affidavits, DCA received the correct affidavits from both drivers approximately eleven months after their licenses were issued. Both drivers were operating for almost an entire year under licenses issued by DCA without having met the requirements for licensure. We reiterate our recommendation that DCA prevent future drivers from being issued licenses by requiring that all document requirements are met before the applications are approved.

### **DCA Is Not Performing Required Horse-Drawn Carriage Inspections**

DCA inspectors are not performing the required number of inspections on all horse-drawn carriages. According to the Administrative Code, DCA is required to inspect all horse-drawn carriages at least once every four months. These inspections are supposed to be recorded on an inspection card displayed in a mounted frame in the carriage.

According to DCA officials, they are not performing these inspections because it would not be a good use of their resources to inspect all carriages every four months. They stated that they send an inspector to the hack lines during one day in December and one day in April to perform inspections of carriages, since these days are in what it considered to be the busiest

times of the year for the industry. In addition, they stated that the ASPCA is monitoring the industry; however, DCA does not have any written agreement with the ASPCA stating that the ASPCA is to perform these inspections.

Moreover, when we were performing our observations of the carriages in the field, we did not see any inspection cards on the carriages. When we asked the drivers to see the inspection cards, they stated that they were never told about, nor did they receive, these inspection cards.

While we were performing our observations, we found one carriage, plate number 1303, which was not included on DCA's list of 68 carriage licenses. When we asked DCA officials why this carriage-horse plate was not listed, they did not have an explanation. Since only 68 licensed carriages are allowed to operate, the carriage with plate number 1303 is unlicensed and may not be legal to operate.

We reviewed violations written by ASPCA for the lack of required lighting on carriages, the presence of too many passengers in a carriage, the covering of the rate sign on the carriage, and the overcharging of passengers. By not inspecting all carriages once every four months, as required, DCA is not ensuring that all carriages are licensed, safe, and that the horses, drivers, and public are not at risk.

#### **Recommendation**

DCA should:

8. Immediately inspect all horse-drawn carriages that have not been inspected during the most recent four-month period to ensure that they are licensed, safe, and that the horses, drivers, and public are not at risk.

*DCA Response:* DCA agreed stating, "DCA's Manhattan Enforcement Squad previously conducted 25 comprehensive carriage horse inspections during April 2007 at and around the hack lines at Central Park. DCA will have completed the remaining comprehensive inspections of licensed horse-drawn carriages at their respective stables within a few weeks of this response."

9. Comply with the Administrative Code and the Rules of the City of New York by conducting the required carriage inspections or by entering into a formal agreement with an organization that requires it to perform all required carriage inspections.

*DCA Response:* DCA generally agreed stating, "As discussed in the audit, horse carriages rarely present consumer concerns. . . . As such, DCA has proposed to modify the Administrative Code to reduce the number of annual inspections to once yearly in order to more accurately reflect both the relevant risks and the countervailing resource demands of the Department. Nonetheless, as noted above, DCA's Manhattan Enforcement Squad will be completing inspections for any remaining licensed horse drawn carriages within just a few weeks of this Response. DCA's Enforcement Squad

inspection strategy for the upcoming Fiscal Year will ensure that all inspections required by the Administrative Code and the Rules of the City of New York are completed.”

10. Issue inspection cards to all carriage owners and require that they be mounted on the carriages so that all inspections are publicly documented.

**DCA Response:** DCA agreed stating, “In April 2007, DCA mailed letters with inspection cards to the owners of each of the 68 medallion carriages with instructions detailing where the inspection cards should be mounted on the carriages. . . . DCA inspectors will verify that inspection cards are properly mounted on licensed carriages and will sign and date them upon the completion of a satisfactory inspection. Inspectors will provide and ensure the immediate mounting of inspection cards for any carriages found not to have them. Future inspections that disclose missing inspection cards will result in the issuance of a violation.”

11. Investigate the carriage which bears plate number 1303 to determine why it was operating.

**DCA Response:** DCA agreed; however, it stated, “As a result of our extensive investigation into this license plate number and the absence of any credible documentation, DCA has concluded that license plate 1303 does not exist. DCA performed an extensive investigation into a carriage which the plate 1303, about which auditors noted. . . . They specifically looked at the logs for December 7, 2006 and December 26, 2006 as these were the days the auditors said they observed license plate number 1303. . . .

“On December 7, 2006, driver F. Flood signed out of the stable at 9:30 am and signed in at 5:19 pm. The license plate on the carriage was noted to be 1133. Again, on December 26, 2006, the same driver signed out at 9:30 am and in at 5:12 pm. As was noted on December 7, 2006, the license number on the carriage was 1133. . . .

“Perhaps also helpful in assessing this recommendation, DCA’s inspectors discovered that the auditors also supplied DCA with erroneous numbering information for December 7, 2006, in that auditors referred to a carriage with the number ‘2775’ when, in fact, the actual plate number was ‘1975,’ with no number 2775 listed in the logbook for that date.”

**Auditor Comment:** We maintain that plate number 1303 was observed by two auditors on two separate occasions. In fact, the auditors also observed plate 1133 during their observations and did not mistake one for the other. Additionally, the suggestion that the audit team provided DCA with erroneous numbering information is incorrect. As stated in the Scope and Methodology section (page 5) of this report, our observations included matching the horse’s brass tag number attached to the horse’s harness with the number branded into the horse’s hoof. Both of these numbers had to match, otherwise we would have noted the fact that they did not match. On the other hand, DCA is relying on a written entry made by the driver in the stable’s log book. We observed the driver, who



drove horses 1975 and 2775 on separate occasions and conclude that he could have mistakenly written one number instead of the other.

THE CITY OF NEW YORK  
DEPARTMENT OF HEALTH  
OFFICE OF THE COMMISSIONER



125 WORTH STREET, CN-28  
NEW YORK, NY 10013  
NYC.GOV/HEALTH

THOMAS R. FRIEDEN, M.D., M.P.H.  
COMMISSIONER  
TEL (212) 295-5347  
FAX (212) 295-5426

June 11, 2007

John Graham, Deputy Comptroller  
Audits, Accountancy & Contracts  
Office of the Comptroller  
1 Centre Street  
New York, NY 10007-2341

Re: Draft Audit Report on the  
Licensing and Oversight of the  
Carriage-Horse Industry by the  
Departments of Health and Mental  
Hygiene and Consumer Affairs  
MH07-092A

Dear Mr. Graham:

We are pleased to have the opportunity to respond to this draft report, which found that DOHMH generally has adequate controls and complies with applicable rules related to carriage horse operations in New York City.

Although generally positive, this draft report understates the extent of our existing inspectional program and its effectiveness in assuring the health of carriage horses. It is not accurate to say that DOHMH has effectively delegated this issue to the ASPCA, as we send a licensed veterinarian to each stable at least four times a year to review the facilities and observe the general health of the horses. We do agree that it would be appropriate to expand our inspectional program to include some field activities. We also plan to establish an advisory board. More detailed comments on the report and the recommendations are attached.

We appreciate the courtesy and professionalism of your staff in the performance of this audit. If you have any questions or need further information, please contact Thomas Hardiman, Director, Internal and External Audits, at (212) 219-5285.

Sincerely,

Thomas R. Frieden, M.D., M.P.H.  
Commissioner

**Response to Audit Report  
on the Licensing and Oversight of the Carriage-Horse Industry  
by the Departments of Health and Mental Hygiene  
and Consumer Affairs  
MH07-092A  
June 11, 2007**

We are pleased that your audit team acknowledged that "DOHMH and DCA have adequate controls over the licensing of carriage horses, carriage drivers, carriages and stables, and generally comply with the applicable rules and regulations of the City of New York." In addition, we note that while some of the auditors' comments and observations are valid, the audit does not demonstrate any significant problems concerning the treatment of carriage horses in New York City.

We take exception to the following statement(s), which we believe are misleading or incorrect.

Audit Findings and Conclusions – page 2 and Findings and Recommendations page 9:  
*"During Fiscal Year 2006, DOHMH veterinarian consultant did not examine the condition of any of the horse in the field. . ."*

This gives the mistaken impression that because DOHMH currently does not conduct inspections of horses at work, we do not evaluate the general health of carriage horses. This is not the case.

Our stable inspections are generally (though not invariably) scheduled prior to 10 a.m., when horses are present and not at work. Veterinary Public Health Services (VPHS) inspections are performed by a licensed veterinarian who specializes in and has significant equine experience. Since it is not a legal requirement that stables be inspected by veterinarians, the fact that we use a licensed veterinarian for this job indicates that our stable inspections are intended to include oversight of equine health.

The VPHS veterinarian consultant, in the course of the stable inspection, observes the general health of the horses. Our veterinarian performs observations for overall physical condition and attitude of the horse and determines whether there are obvious wounds, sores or evidence of any stress that may inhibit the horse's ability to work. If our veterinarian observes a horse that appears to have a health issue not being addressed he may choose to perform a closer review. If our veterinarian finds any horse that appears sick he prohibits the horse from working and requires the owner to have the horse examined and treated by a private veterinarian and that a report be submitted to VPHS for veterinarian review before the horse can be allowed to return to work.

Audit Findings and Conclusions – page 2 and Findings and Recommendations page 9:  
"...DOHMH [and DCA]. . . rely on ASPCA to perform inspections of stables and of horses . . . in the field."

The auditors were told during the audit that carriage horse stables were to be inspected at least 4 times each year. The audit report clearly indicated (page 10) that for calendar-year 2006 the veterinarian consultant performed individual inspections of each of the five stables five times during 2006. In calendar year 2006 VPHS veterinarian consultant performed a total of twenty-five stable inspections. Therefore, we clearly do not rely upon the ASPCA to perform stable inspections.

In addition, as indicated above, our veterinarian, while inspecting the stables, also performs a visual observation of the horses to determine if any of the animals display any evidence of stress or other health factor that may inhibit their ability to work, and will take whatever action is deemed necessary to address those issues. The consultant's timesheets clearly shows that most visits to the stables are in the early morning hours (prior to 10 a. m..) when most of the horses are still in the stable, which enables our veterinarian to view most, if not all, the horses.

Nevertheless, we recognize that we do not have a written inspection process for monitoring the horses while they are at work, and we are currently discussing alternative methods for addressing this.

Below are responses to the specific recommendations made in the audit report.

**Recommendation 1:**

Establish the required Advisory Board, as set forth in the Administrative Code. Once established, DOHMH and the Advisory Board should promulgate clear regulations to promote the health, safety, and well being of the carriage horses.

**DOHMH RESPONSE:**

We recognize that a carriage horse advisory board should be established and will establish such a board.

**Recommendation 2:**

Establish written guidelines that include how often a veterinarian should inspect the stables as well as how often horses should be evaluated in the field.

**DOHMH RESPONSE:**

We agree that our current practices of at least four annual inspections of the carriage horse stables should be established as a policy. We intend to prepare written guidelines that will:

- Indicate the minimal number of annual inspections of stables
- Clarify the responsibilities of the veterinarian with regard to visual observation of horses during stable inspections, and actions to be taken if the observation indicates a problem.

- Incorporate a methodology for periodically observing carriage horses while they are at work.

**Recommendation 3**

DOHMH should determine how oversight for the monitoring of the established guidelines will be accomplished in the future. Should the determination be that an organization other than DOHMH, such as the ASPCA, is to be responsible, then a competitive contract for such services should be considered.

**DOHMH RESPONSE:**

As stated above, we intend to produce clear guidelines for our own inspectional program that will include both stable and "field" inspections. We do not intend to hold another organization responsible for this.

It should be noted that in New York State, only police officers, constables, and the ASPCA, not local departments of health, may enforce the State humane law (Article 26 of the Agriculture and Markets Law). If we identify instances of maltreatment of horses in the course of our inspections we would refer and work with the ASPCA for further investigation.

Since the ASPCA is authorized by State humane laws with direct oversight responsibilities, and does perform some activities related to carriage horses, we intend to reach out to them concerning how best to share information regarding issues related to the treatment of carriage horses.

**Recommendation 4**

Investigate the circumstances related to the horse listed on the Certificate of Health as a gelding one year and a mare the following year.

**DOHMH RESPONSE:**

We have investigated this issue and have noted that the form needs to be revised. We contacted the stable where the horse in question was lodged when in the City and were informed that the owner moved the horse to his farm. We were also informed that the owner was out of the country, which prevents us from following up at this time. We have flagged this file for follow-up should the owner wish to renew the license, and have prepared and sent a letter to the owner concerning this issue.

**Recommendation 5**

Establish criteria that can be used in conjunction with tag numbers to help ensure the identity of carriage-horses.

**DOHMH RESPONSE:**

We will take the auditors' suggestion into consideration, and will contact several other cities to determine what methodology they use to help ensure the identity of carriage horses.



The New York City  
Department of  
Consumer Affairs  
42 Broadway  
New York, NY  
10004-1716

Jonathan Mintz  
Commissioner

212-487-4401 (phone)  
212-487-4197 (fax)

June 5, 2007

John Graham, Deputy Comptroller  
Audits, Accountancy & Contracts  
NYC Office of the Comptroller  
One Centre Street, 5<sup>th</sup> Floor  
New York, NY 10007

Dear Mr. Graham,

The Department of Consumer Affairs (DCA) appreciates the opportunity to respond to the May 21, 2007, *Draft Audit Report on the Licensing and Oversight of the Carriage-Horse Industry by the Departments of Health and Mental Hygiene and Consumer Affairs – MH07-092A*.

Below are the specific responses to each of the recommendations made in the draft report provided to DCA.

**Recommendation #6** – DCA should return to owners any renewal applications for horse licenses and Original Certificates of Health that have bypassed prior DOHMH approval for the owners to submit to DOHMH.

**DCA Response:** DCA has reviewed all relevant license renewal files, and it appears the six instances cited in the report were isolated cases which stemmed from a miscommunication with the DOHMH. The Original Certificates of Health have been returned to DOHMH.

The Deputy Director of DCA's Licensing Division has issued an updated directive to all Licensing staff clearly outlining that they should not accept for processing any horse license renewals received directly from licensees.

**Recommendation #7** – DCA should ensure that all required information is received and reviewed before issuing a carriage-horse driver's license.

**DCA Response:** There are 293 licensed carriage-horse drivers and at the time the audit was conducted, DCA was aware that the two drivers noted in the report had improperly signed affidavits on file. In fact, DCA had already directed them to submit the properly signed affidavits to DCA, and had also placed the licensees' files on "alert" status. The affidavits were

**Response to Draft Audit Report on the Licensing and Oversight of the Carriage-Horse Industry by the Departments of Health and Mental Hygiene and Consumer Affairs**

**MH07-092A**

**June 5, 2007**

subsequently received and the driver's files are presently up-to-date. Copies of the affidavits were delivered to the City Comptroller's office subsequent to the exit conference as noted in the draft report.

**Recommendation #8** – DCA should immediately inspect all horse-drawn carriages that have not been inspected during the most recent four-month period to ensure that they are licensed, safe, and that the horses, drivers, and public are not at risk.

**DCA Response:** DCA's Manhattan Enforcement Squad previously conducted 25 comprehensive carriage horse inspections during April 2007 at and around the hack lines at Central Park. DCA will have completed the remaining comprehensive inspections of licensed horse drawn carriages at their respective stables within a few weeks of this response.

**Recommendation #9** – DCA should comply with the Administrative Code and the Rules of the City of New York by conducting the required carriage inspections or by entering into a formal agreement with an organization that requires it to perform all required carriage inspections.

**DCA Response:** As discussed in the audit, horse carriages rarely present consumer concerns. In fact only 1 complaint of the 7,575 complaints DCA docketed in FY06 dealt with horse carriages. The industry also has an extremely high 94% compliance rate with DCA regulations. As such, DCA has proposed to modify the Administrative Code to reduce the number of annual inspections to once yearly in order to more accurately reflect both the relevant risks and the countervailing resource demands of the Department. Nonetheless, as noted above, DCA's Manhattan Enforcement Squad will be completing inspections for any remaining licensed horse drawn carriages within just a few weeks of this Response. DCA's Enforcement Squad inspection strategy for the upcoming Fiscal Year will ensure that all inspections required by the Administrative Code and the Rules of the City of New York are completed.

**Recommendation #10** – DCA should issue inspection cards to all carriage owners and require that they be mounted on the carriages so that all inspections are publicly documented.

**DCA Response:** In April 2007, DCA mailed letters with inspection cards to the owners of each of the 68 medallion carriages with instructions detailing where the inspection cards should be mounted on the carriages. The letters also informed the carriage owners that "After June 1, 2007, any horse drawn cab found without a properly displayed inspection card will be subject to enforcement action."

DCA inspectors will verify that inspection cards are properly mounted on licensed carriages and will sign and date them upon the completion of a satisfactory inspection. Inspectors will provide and ensure the immediate mounting of inspection cards for any carriages found not to have them. Future inspections that disclose missing inspection cards will result in the issuance of a violation.

**Recommendation #11** – DCA should investigate the carriage which bears plate number 1303 to determine why it was operating.

**Response to Draft Audit Report on the Licensing and Oversight of the Carriage-Horse Industry by the Departments of Health and Mental Hygiene and Consumer Affairs**

MH07-092A

June 5, 2007

DCA Response: As a result of our extensive investigation into this license plate number and the absence of any credible documentation, DCA has concluded that license plate 1303 does not exist. DCA performed an extensive investigation into a carriage with the plate 1303, about which auditors noted. Using information provided by the auditors, DCA inspectors went to the Clinton Stables, 618 West 52<sup>nd</sup> Street, on May 4, 2007. At the stable, DCA inspectors (1) interviewed the stable owner, (2) reviewed the stable logbooks, and (3) reviewed license plates on all the horse-drawn carriages stored at the stable. The carriages were observed at 7:30 am and no carriage was observed with license plate number 1303. In addition, DCA inspectors examined carriage-horse log books for the period September 12, 2006 through May 3, 2007 and did not see any carriages listed in the logs with license plate 1303. They specifically looked at the logs for December 7, 2006 and December 26, 2006, as these were the days the auditors said they observed license plate number 1303. Since we were advised that the driver's name was F. Flood, license number 992306, and the horse license number was 1975, the inspectors noted the following entries for this driver on the two days cited.

On December 7, 2006, driver F. Flood signed out of the stable at 9:30 am and signed in at 5:19 pm. The license plate on the carriage was noted to be number 1133. Again, on December 26, 2006, the same driver signed out at 9:30 am and in at 5:12 pm. As was noted on December 7, 2006, the license number on the carriage was 1133. Consequently, without actual evidence such as a photo of license plate 1303, DCA has not been able to corroborate the existence of this plate number using the information provided by the auditors.

Perhaps also helpful in assessing this recommendation, DCA's inspectors discovered that the auditors also supplied DCA with erroneous numbering information for December 7, 2006, in that auditors referred to a carriage with the number "2775" when, in fact, the actual plate number was "1975", with no number 2775 listed in the logbook for that date.

Once again thank you for this opportunity to comment and please contact us with any questions you may have.

Sincerely,

  
Jonathan Mintz

cc: J. Herrmann, DCA  
A. Pico, DCA  
T. Nelson, DCA  
G. Pape, DCA  
A. Burkhardt, DCA



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Michael McGraw

Address: 247 E. 60th St

I represent: PETA

Address: 1123 Broadway, NY, NY 10032

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. 658A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Christine Jordan

Address: 423 Bloomfield St

I represent: Hoboken, NJ

Address: Coalition to BAN Horse Drawn Carriages

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Rue. M. S. Lampan

Address: 430 E 56th St

I represent: Muse 1A

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. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1-30-09

(PLEASE PRINT)  
Name: RITA GARCIA

Address: 2125 Steinway St. Astoria NY 11105

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

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)  
Name: Erin Edwards

Address: 1049 Gates Ave Norfolk VA

I represent: Support of Ban

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

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

(PLEASE PRINT)  
Name: Rachel Trachtenburg

Address: 865 Hael St.

I represent: Myself

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

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

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No.

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Arlene Siegel

Address: 1725 York Ave

I represent:

Address:

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

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No.

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Sarah Hugo

Address: 441 West End Ave

I represent: My family

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. 658A Res. No.

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: PAUL SACCONI

Address:

I represent:

Address:

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

# THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. A  
 in favor  in opposition

Date: 1-30-09

(PLEASE PRINT)

Name: Linda Marcus

Address: 25 Central Park W, #325

I represent: Myself

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. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: CLAUDIA EMERSON

Address: 6040 BLVD EAST, NJ 07093

I represent: PLANT FOR ANIMALS

Address: EXAM 1285 64th Ave, NYC 10017

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. 632 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Maura (Hudson) Kelly

Address: 344 E 78th

I represent: People's Movement for House & Carriage

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

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

# THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 652 A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Michelle Villagomez

Address: 520 8th Ave 7Fl. 10018

I represent: ASPCA - Support

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. 653A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Dr. Stephen Zawistowski

Address: 520 8th Ave, 7F. NY NY 10018

I represent: ASPCA - Oppose

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

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

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Mellie McKay

Address: 865 Hart St.

I represent: myself

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. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)  
Name: Edita Birnkrant  
Address: 64 EOB 188 St Apt 1B Fresh Meadows  
I represent: Friends of Animals NY 11365  
Address: 1271 Broadway St 812, NY 10019

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

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)  
Name: Priscilla Jeral  
Address: Friends of Animals  
I represent: NYC  
Address: 1841 Broadway

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

658 A Date: 1/30/09

(PLEASE PRINT)  
Name: E LIZABETH FORER  
Address: 336 CENY P.W.  
I represent: \_\_\_\_\_  
Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Laura Fleischer

Address: 156-11 Aquilar Ave

I represent: Myself

Address: Same

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658AA Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: \_\_\_\_\_

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

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

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: \_\_\_\_\_

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

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

Address: 212 E 11th Court, Pomona, CA

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. 653A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 01/30/2009

(PLEASE PRINT)

Name: MELISSA COWPER-SMITH

Address: 45 PARADE PL #6B, Brooklyn, NY

I represent: Kensington Stables

Address: 51 Caton Place, Brooklyn, NY

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Sharon Fieischer

Address: 156-11 Aguilar Ave.

I represent: myself

Address: same

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: ZOE STOLBUN

Address: 65 E. 96 St, N.Y.C.

I represent: myself

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. 653A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Jessica Dasch

Address: 1853 east 27<sup>th</sup> st

I represent: Kensington Stables

Address: 51 caton pl

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

**THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Walker Blankenship

Address: 405 Parkside Ave

I represent: Kensington Stables

Address: 51 Caton Place

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. 653A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 01/30/09

(PLEASE PRINT)

Name: Darya Kravtsova

Address: 537 Avenue K Apt 6H Brooklyn NY 11223

I represent: Kensington Stables

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

I intend to appear and speak on Int. No. 653A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Barbara Dasch

Address: 411 Parkside Av Brooklyn NY 11216

I represent: Kensington Stables

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

I intend to appear and speak on Int. No. 653A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 01/30/2009

(PLEASE PRINT)

Name: Elena Ouchakova

Address: 2970 West 27th Street Apt. 1509 Bklyn N.Y. 11234

I represent: Kensington Stables

Address: 51 Caton Place Brooklyn N.Y. 11218

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. 653A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Anna Risioka

Address: 177 Angle Street

I represent: Kensington Stables

Address: 51 Caton Place

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

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

(PLEASE PRINT)

Name: Anna DOVE

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

I represent: New York Bird Club

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. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1-30-09

(PLEASE PRINT)

Name: Mary Culpepper

Address: 209 E. 88th St

I represent: Coalition to Ban Home Drugg Camiyo

Address: N/A

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. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1-30-09

(PLEASE PRINT)

Name: WAYNE DRACH

Address: 4390 RICHARDSON AVE

I represent: COALITION TO BAN HDG

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. 658A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 01/30/09

(PLEASE PRINT)

Name: Christine MacMurray

Address: 250 Cabrini Blvd 8C  
New York, NY 10033

I represent: Coalition to Ban the Horse-

Address: banhdc.org Drawn Carriage

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: John Phillips

Address: 368 E 8 St 6E NYC 10009

I represent: New York League of Humane Voters

Address: 151 First Ave #237 NYC 10003

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. 653A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Kieran Emanuel

Address: 1216 East 93rd St - Brooklyn NY 11212

I represent: Horse & Carriage Association

Address: NYC

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. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1-30-09

(PLEASE PRINT)

Name: Patrick Kwam

Address: 200 W. 57th St, Suite 705, NY, NY, 10019

I represent: The Humane Society of the United States

Address: Same as above

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Yetta Kunkand

Address: 101 W. 16th St NYC

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

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Jill Harrington

Address: #4- 711 Sackett Street Brooklyn 11217

I represent: Friends of Animals

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. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Tracy Everitt

Address: 423 Bloomfield St

I represent: Coalition to Ban Horse Drawn Carriages

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. 658 Res. No. a  
 in favor  in opposition

Date: 1/31/09

(PLEASE PRINT)

Name: LISA CARDON-SINGH

Address: 97-20 Richmond Hill NY

I represent: Self/Husband Coalition

Address: Member HSUS PETA to ban horse drawn

Yellow cab driver carriage

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. 658 4 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: FIONA WALSH

Address: 71 John St. NY

I represent: Coalition to BAN Carriage Horses

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. 653A/658 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: JAN. 30, 1909

(PLEASE PRINT)

Name: Joseph Cirnigliaro

Address: 6718 13 Ave B.R.Hy. N.Y.

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

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

Date: 1/30

(PLEASE PRINT)

Name: Dolores de Fore

Address: 382 CPW

I represent: Coalition to ban Horse

Address: drawn Carriages

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. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

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

Name: ARDELE MURPHY (PLEASE PRINT)

Address: 100 W 12th ST 2d NY NY 10011

I represent: The Coalition to ban Horse Carriage

Address: Bar H.A.C. ORG

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

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

(PLEASE PRINT)

Name: Kimberly Spell

Address: Vice President for Government + Public Relations

I represent: NYC + Co

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 6584/658 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/08

(PLEASE PRINT)

Name: VINCENT LAPORTA

Address: 2353 - 85th St Brooklyn, N.Y. 11214

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

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Date: 1-30-09

(PLEASE PRINT)

Name: Kimberly Spell

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

I represent: NYC + Company

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



THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_

in favor  in opposition

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

Name: CAROLYN SPICE (PLEASE PRINT)

Address: 700 West End Ave, NY NY 10025

I represent: Myself

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

Name: DEBRA REILLY (PLEASE PRINT)

Address: 78-20 68th Road, Middle Village NY 11379

I represent: Myself

Address: 78-20 68th Road, Middle Village NY 11379

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

in favor  in opposition

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

Name: BRIAN & DWYEN (PLEASE PRINT)

Address: 52 Duane St

I represent: EMERALD ISLAND IMPROVEMENT CLUB

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Jocde Nauer - Cardasis

Address: 227 East 87th St. New York, NY 10128

I represent: Coalition to Ban Horse Drawn Carriages

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

Date: 1.30.2009

(PLEASE PRINT)

Name: Anne (anne)

Address: Brooklyn

I represent: horse carriages supporter

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

Date: 1-30-2009

(PLEASE PRINT)

Name: ALISON R. STERLING

Address: 720 Pelham Rd. Apt 4G New Rochelle, NY 10805

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

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

in favor  in opposition

Date: 1.30.2009  
1.30.09

Name: Anna (PLEASE PRINT)  
Anna K. King (same)

Address: Brooklyn - NY

I represent: horse drawn carriage driver

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. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

Date: Jan. 30, 2009

Name: Andrea Sirota (PLEASE PRINT)

Address: 77 W 55th St. Apt 11 D

I represent: Myself + my husband

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

Name: Barbara Goss (PLEASE PRINT)

Address: 114 Ridge Street #3F NY NY 10002

I represent: Peta

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: April Long

Address: 180 W. MORE ST. NYC NY

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

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: A Dennis

Address: 325 W 45th St, NY NY 10036

I represent: self

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. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Guinevere Schoenhaus-Barnett

Address: 1250 West 27th St, Apt 66

I represent: Animal Rights For Abused Horses

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. 658A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: Jan 30 2009

(PLEASE PRINT)

Name: Sandra Cumminas

Address: 315 8th ave apt 9J NY, NY, 10007

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

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. 653  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Dana

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

I represent: SELF

Address: 71st Street + Manhattan

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. 658 Res. No. 653A  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Roxanne Delamater

Address: 1105 Esplanade St

I represent: BRX

Address: BRX NY, NY

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

# THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. 653

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: KEDA BELUCHE

Address: 416 E. 71<sup>ST</sup>

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

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

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

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: JOSEPH CIRNISIARO

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

I represent: PT. AM. RADIO ANNOUNCERS & COMMUNITY

Address: LONG

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: JACQUELINE HOFFNER

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

I represent: SELF

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. 653A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: DR. PENNIS FARRELL

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

I represent: CARRIAGE HORSE ASSO

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. 653A Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Tommy Doyle

Address: 8 4186 Riverd Charleston, SC

I represent: CARRIAGE OPERATORS OF North America

Address: SAME

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: Emily Spren Miller

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

I represent: The Virtuous Sadlers of Arts & Sci.

Address: 205 W 83rd Street 100 NY, NY 10024

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

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 652/658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: WALTER McCAFFREY

Address: 141-55 63rd Street

I represent: WOODSIDE NY

Address: NYC CARRIAGE HOME ASSO

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

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 653-A 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: \_\_\_\_\_

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

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 657/658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: WALTER McCAFFREY

Address: 609 HUGHES ST Bellmore NY 11711

I represent: Horse & Carriage Association

Address: 522 W 45th St Manhattan NY 10036

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. 653-A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: DEMOS P. DEMOPOULOS

Address: 265 W. 14 ST. N.Y. N.Y. 10011

I represent: TEAMSTERS LOCAL 553, IBT

Address: CNYC CARRIAGE DRIVERS

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. 653A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: ED OTT

Address: 775 7th Ave

I represent: CENTRAL LABOR COUNCIL

Address: S.P.A.C.

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. 653/658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/59

(PLEASE PRINT)

Name: Walter E. Lowe ASSO

Address: 2335 Dyckman Rd. Dyckman N.Y. 10053

I represent: NYC AREA ASSOC

Address: 522 W. 45th St Manhattan N.Y. 10010

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: SUSAN WAGNER

Address: P.O. Box 357, Chatham NY

I represent: Equine Advocates 12037

Address: Samp

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Chris Manning

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

I represent: DOHMH

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. 653A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: FATHER BRIAN JORDON

Address: 135 W. 31st St.

N.Y. N.Y.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 A Res. No. \_\_\_\_\_  
 in favor  in opposition  
Date: Jan. 30, 2009  
**(PLEASE PRINT)**

Name: Heleen Hui  
Address: 57-11 Kew-Forest St. Bklyn. NY 11218  
I represent: Member Council Dist. 11  
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. 658-A Res. No. \_\_\_\_\_  
 in favor  in opposition  
Date: Jan 30, 2009  
**(PLEASE PRINT)**

Name: Paul Stephen Heim  
Address: 149-47 26 Ave Queens Flushing NY  
I represent: \_\_\_\_\_  
Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: SOLVEJ ZAFERES

Address: 511 W-235 ST. #47

I represent: my self-

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. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Lori Barnett

Address: 883 Franklin Ave SB 11225

I represent: NYC Bar Assoc

Address: 42 W 44th St NYC

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)

Name: Conor McHugh

Address: 17 Camborn, Ave, Conns N.Y

I represent: Horse & Carriage Association of N.Y

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653A Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: JAN. 30 2009

(PLEASE PRINT)

Name: BRENDAN FEARON.

Address: 374 COLUMBIA ST. BROOKLYN

I represent: MYSELF. N.Y. 11231.

Address: 374 COLUMBIA ST. BROOKLYN

N.Y. 11231

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Date: 01/20/09

(PLEASE PRINT)

Name: Karen Martin

Address: 182 St. George Street, Apt 2

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

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

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

(PLEASE PRINT)

Name: GIUSEPPE RICCOBONO

Address: 154-30-21 AVE WHITESTONE NY 11358

I represent: HORSE DRAWN CARRIAGES

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Peter Otero

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

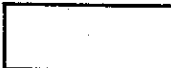
I represent: Horse drawn Carriage

Address: 1018 W. 52nd St Stable

▶ 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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Amanda Schinke

Address: 109 Eric St Jersey City NJ

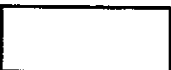
I represent: N/A

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. 653/658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Frank Rodden

Address: 41-01 48th St

I represent: TO SPEAK IN SUPPORT OF CARRIA

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

▶ ◀

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Charleen Feeney

Address: 98 Birch St

I represent: Horse + Carriage Association

Address: NY, NY

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)

Name: H. EDWARD GALLAGHAN

Address: BAIRDE-SALV 3C

I represent: Horse + Carriage Assoc. 1950

Address: 618 W 52nd St

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. 653-A

in favor  in opposition

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

(PLEASE PRINT)

Name: Gareth Smith

Address: 39 E Cedar St Metuchen, NJ 08840

I represent: Horse & Carriage Industry

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_

in favor  in opposition

Date: JANUARY 30 2009

(PLEASE PRINT)

Name: Dianne R Carr

Address: 26 WEST 70 ST IA NY NY 10023

I represent: #

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30

(PLEASE PRINT)

Name: Mickey Kramer

Address: 438 E 75 St

I represent: Myself

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

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

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 653A/658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Hermilo Marquez

Address: 1402 Clay av. Bronx. N.Y

I represent: Horse and Carriages ASSC.

Address: 618 52 St.

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. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: KARLA WAQUES

Address: 307 W 29 #1A 10001

I represent: myself

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

653

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

Date: 1/30/09

(PLEASE PRINT)

Name: Jill Waitz

Address: 500 Kappaock St # SJ

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

Address: BRONX, NY 10463

▶ 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. 638 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30

(PLEASE PRINT)

Name: Jannette Patterson

Address: 1127 Broadway, NY, NY

I represent: PETA

Address: 1127 Broadway, # 704, NY, NY

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_  
 in favor  in opposition

658A

Date: 30 JAN 09

(PLEASE PRINT)

Name: SARCA MATHON

Address: 325 E 54 ST

I represent: MYSELF

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

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

THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

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

(PLEASE PRINT)

Name: DINA KALRA

Address: 20 WATERSIDE PLZ

I represent: Coal to Ban Home Drain

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

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

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Dr. Deborah Tanzer

Address: 302 West 6th St NYC

I represent: Self

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. 653 A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/30/09

(PLEASE PRINT)

Name: JEANNIE REED

Address: 4 PARK ~~ST~~ AVE (10T)

I represent: SELF

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Maria Meringolo

Address: 23 DELMAR AVE, SE NY 10312

I represent: Continued to Bus Horse Drawn Carriages

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

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

**THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Teresa Russo

Address: 328 O'GORMAN AVE Staten Island 10306

I represent: Staten

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1.30.09

(PLEASE PRINT)

Name: LINDA ANN GRAY

Address: 237 W-74 NYC 10023

I represent: Coalition to Ban Horse Drawn

Address: Carrriages NYC, NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Louis Gedo

Address: 45-31 Utom 2 Pkwy

I represent: Coalition to Ban Horse Drawn Carrriages

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Jennifer Abrams

Address: 32-30 71st St, Apt 3 East Elmhurst 11370

I represent: myself

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Dena Allen  
Address: 351-21st Street - Brooklyn 11211

I represent: Coalition to Ban Horse-Drawn Carriages

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

658

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

in favor  in opposition

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

(PLEASE PRINT)

Name: Richard M. FELDMAN  
Address: 911 Park Ave.

I represent: MYSELF

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

in favor  in opposition

# 653A Date: \_\_\_\_\_

(PLEASE PRINT)

Name: CHRISTOPHER P. GRUNING  
Address: 374 VAN BRUNT ST. BROOKLYN NY 11231

I represent: MYSELF

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. 658-A

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Elaine Sloan

Address: 10 MITCHELL PL, NYC, NY 10017

I represent: Coalition to Ban Horse Drawn Carriages

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1057 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7-10-09

(PLEASE PRINT)

Name: 4 HOLLIS FAIR

Address: 360 W. 22 ST NYC 10011

I represent: Sell

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/2009

(PLEASE PRINT)

Name: Dr. Wayne Johnson

Address: 180 MONTAGUE

I represent: Horse's

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

Name: Pat [Signature] (PLEASE PRINT)

Address: 4th & 32nd St

I represent: Carriage Horse Queen

Address: Sam

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653-A Res. No. \_\_\_\_\_

in favor  in opposition

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

Name: Abigail Rodden (PLEASE PRINT)

Address: 41-01 48th St #3L Sunnyside 1104

I represent: Sunnyside NY Horse + Carriage

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 653A

Name: Jesus Rojas (PLEASE PRINT)

Address: 15-41 Rosedale Ave

I represent: Horse carriage

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Eddy Ness

Address: 316 EAST 34th Street NY NY 10016

I represent: myself

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: ANITA L. MACKAY

Address: 319 E. 24 St. # 219 NYC 10010

I represent: DR. HOLLY CHEEVER

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1.30.09

(PLEASE PRINT)

Name: MARZENA GOLDNKA

Address: 123 GUERNSEY ST. # 4A

I represent: THE COALITION TO BAN

Address: 123 GUERNSEY ST. HORSE DRAWN CARRIAGES

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: RUTH SANTANA

Address: 34-21 CRESCENT ST

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/29/08

(PLEASE PRINT)

Name: Robyn Lazara

Address: 410 State St Apt 20 Brooklyn

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653 Res. No. \_\_\_\_\_

in favor  in opposition

FOR CAB Drive Date: 1/30/09

(PLEASE PRINT)

Name: ALBERTO VIZZI

Address: 1757-1857 BROOKLYN N.Y.

I represent: LOOSE + CAB

Address: 618 W 52ST N.Y. N.Y.

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. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 01/30/09

(PLEASE PRINT)

Name: FELIZA R. Lopez  
Address: 61 Ave. Place Apt. 3E Bklyn NY 11211  
I represent: MYSELF

**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: 1-30-09

I'm a Carriage Driver  
(PLEASE PRINT)

Name: Chantel Samanick  
Address: P.O. Box 42 Allamuchy N.J. 07822  
I represent: Carriage Horses

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Kimberly Smith  
Address: 142 W. 75th St  
I represent: myself  
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. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

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

(PLEASE PRINT)

Name: Eason Blankman

Address: 33 Riverside Drive

I represent: The Houses Call to

Address: San Horse  
Drawn Currier

**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: 1/11/09 **FAVOR**

(PLEASE PRINT)

Name: MARIO GILLIS

Address: GILLIS FAMILY FOUNDATION

I represent: 1775 York

Address: NYC 10128

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: Michael Croland

Address: 22-48 35<sup>th</sup> St, Astoria, NY 11105

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

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

458

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

in favor  in opposition

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

Name: RACHEL TRACHTENBURG (PLEASE PRINT)

Address: 865 Hart St.

I represent: Myself

Address: Same

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653-1 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/30/09

Name: Jeffrey HARRIS (PLEASE PRINT)

Address: 633 E 186 BAlmont

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

Name: Naomi Semeniuk (PLEASE PRINT)

Address: 1365 First Avenue NY 10021

I represent: New York Bird Club

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

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

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

658

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

in favor  in opposition

Date: Jan 29 08

(PLEASE PRINT)

Name: Jason Trachtenberg

Address: 865 Hart st.

I represent: myself

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

658

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

in favor  in opposition

658

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

(PLEASE PRINT)

Name: Justin Monroe Vernon

Address: 52 Lexington Ave. Brooklyn NY 11238

I represent: Justin Vernon The Good News Org.

Address: 52 Lexington Ave. Brooklyn, NY 11238

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

658

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1-30-09

(PLEASE PRINT)

Name: Livi FRENCH

Address: 415 East 85th St., NY, NY 10028

I represent: The Caring Corps

Address: same

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)

Name: CORNELIUS BYRNE

Address: 547 West 37 St NY

I represent: SELF CENTRAL PARK CARE

Address: 547 W. 37 St NY 10018

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: Jan 28, 2009

(PLEASE PRINT)

Name: Karen Lane

Address: 825 Fifth Avenue NYC

I represent: 10065

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)

Name: EVA HUGHES

Address: 34-33 205<sup>th</sup> St

I represent: Horse Carriage Assoc

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)

Name: RINA DEYCH  
Address: 1157-46 ST., BROOKLYN, NY 11219  
I represent: MYSELF

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 653 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 01-30-09

(PLEASE PRINT)

Name: GIUSEPPE - D'ONOFRIS  
Address: 29-BAY-20<sup>th</sup> ST BROOKLYN

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)

Name: ZELDA PENZEL  
Address: 145 4th AVE  
I represent: MY PEACE  
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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

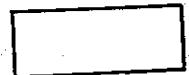
Name: Sherry Kersch (PLEASE PRINT)

Address: 49 W 72 NY NY 10023

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. 653 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1-30-09

Name: PAULO KRUMHOLZ (PLEASE PRINT)

Address: 46-25 NEWTON RD

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

Address: 618 WEST 45 ST.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card



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

in favor  in opposition

Virginia gennaro bill to raise rates  
Date: \_\_\_\_\_

Name: V. Gennaro (PLEASE PRINT)

Address: 332 W. 51 NYC

I represent: horse carriages

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

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Date: 11/30/2009

(PLEASE PRINT)  
Name: Edgar Butts

Address: Assistant Commissioner

I represent: NYC Dept. of Health + Mental Hygiene

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. US9 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 11/30/09

(PLEASE PRINT)  
Name: George Ferrita

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

I represent: NYC + COMPANY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Support of the town Date: 11/30/09

(PLEASE PRINT)  
Name: Pournima Dasgupta

Address: 9 Edgemont Cir Sorsdale NY  
10583

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: Jan 30, 2007

(PLEASE PRINT)  
Name: DONNY MOSS

Address: NYC

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

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

(PLEASE PRINT)  
Name: Santos Lopez

Address: 7 Bryant trail

I represent: Carmel NY 10512

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 953 Res. No. 754

in favor  in opposition

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

(PLEASE PRINT)  
Name: ANDREW EICER

Address: 72 BROADWAY

I represent: NYC OCA

Address: 72 BROADWAY

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. 658 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/30/09

(PLEASE PRINT)

Name: emily mccoay

Address: 80 Chambers St. NYC

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 30th Jan 2009

(PLEASE PRINT)

Name: Nellie McKay

Address: 16 West 86th

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 658-A Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1-30-2009

(PLEASE PRINT)

Name: BARBARA STORK / FLATBUSH SADDLE CO

Address: 320 Ocean Parkway F3 Brooklyn

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

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

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