



## New York City Must Reject Int 0518-2026

Last-mile delivery facilities are integral to the daily lives of New Yorkers and a foundation of the City's economy. As e-commerce demand continues to rise, supporting a modern logistics sector that keeps goods affordable and accessible is more important than ever. Int 0518-2026 would undermine this system, raising costs for New Yorkers and putting thousands of jobs at risk.

### Why Last-Mile Facilities Matter

**All New Yorkers Rely on the System for Daily Needs:** On an average day, one-third of New Yorkers receive a package and 2.5 million packages are delivered; in total, 78% of New Yorkers shop online weekly.

**Essential for Keeping Goods Affordable and Accessible:** From groceries to diapers to pharmaceuticals, efficient last-mile facilities ensure the quick delivery of essential items at a low cost.

**Creates Jobs:** Last-mile facilities are a critical source of jobs, particularly for workers without a college degree – over 100,000 transportation and warehousing workers in NYC do not have a college degree.

**Strengthens the City's Tax Base:** Instead of leaving industrial space underutilized, last-mile facilities generate more property tax revenue that helps fund essential City services.

### Int 0518-2026 Upends NYC's Delivery System – Hurting New Yorkers

By imposing new licensing and employment requirements on last-mile facilities, banning contracted work, and requiring all core warehouse and delivery workers to be direct employees — the legislation dramatically upends the industry's business model, resulting in:

- New red tape that would **increase costs for New Yorkers** who rely on delivery.
- Restrictions preventing the use of common carriers, **slowing deliveries of essential goods across the City.**
- Int 0518-2026 would eliminate Delivery Service Partners — predominantly local, minority- and family-owned businesses — leading to **significant job loss and reduced worker flexibility.**
- 88% of transportation and warehousing businesses in NYC employ fewer than 20 people — new requirements and costs would **disproportionately drive small business closures** and force drivers to work for large corporations.
- Facilities would relocate outside NYC, requiring delivery trucks to travel further and **increasing congestion and pollution** — each facility outside the City would generate an additional 8,000 metric tons of carbon dioxide annually.