**Data Diary**

DCA Inspections Spreadsheet:

<https://data.cityofnewyork.us/Business/Inspections/jzhd-m6uv>

DCA Inspections Data Dictionary:

<https://data.cityofnewyork.us/api/views/jzhd-m6uv/files/8831a57e-fa51-40cb-850f-4f6293e73979?download=true&filename=DCA%20Inspections%20Data%20Dictionary.pdf>

Pivot Table of All inspections, by year and result:

See Appendix 1.

**The following results can be considered non-disciplinary outcomes:**

Pass, No Warning Issued, No Violation Issued, No Evidence of Activity.

*Note*: “No Evidence of Activity” means that inspectors could not find activity that was alleged in a prior complaint or reason for visiting.

**These tags indicate an inspection that ended in disciplinary action:**

Warning, Violation, Fail, License Confiscated, Condemned, Confiscated

**These tags indicate that an inspection could not be performed, because a business was closed, could not be located, or otherwise inaccessible to inspectors.**

Business Padlocked, Closed, Out of Business, Residential, Unable to Locate, Unable to Seize Vehicle, Unidentified Vendor/Business

By omitting these neutral outcomes, and removing pre-pandemic years, the table can be simplified as seen in Appendix 2:

Interview Quotes from

Inspectors Step Up Enforcement on NYC Businesses

Enforcement actions have increased after the city’s reopening, with inspectors giving more warnings and penalties.

As New Yorkers go back to work, so do government inspectors. The Department of Consumer and Worker Protection, which regulates everything from price tags to horse-drawn buggies, has released the latest inspection results for NYC’s 51,000 businesses. Those results indicate that 44% of inspections end with a warning, violation, or other disciplinary action, up from 34% last year.

There are two likely reasons for the increase in enforcement, according to Michael Brady, CEO of the Third Avenue Business Improvement District. The most innocent explanation, Brady says, is that city inspectors are simply making up for lost time after pausing many inspections during the COVID-19 pandemic.

“Eventually the city has to restart it’s purpose, and that’s to keep people safe,” Brady said. “You’re restarting the engine. That includes putting more inspectors out, coming in with a firm hand. There is an expected uptick in fines and inspection visits.”

But there is another explanation as well. “The city and the state and the Federal government are looking down the road and they’re finding a huge budget gap,” Brady said. “The government will find ways to fill that budget gap. I think fines and things like that are a piece of it.”

Notes from Brady Interview

“It’s fine to be inspected. What is not fine is when untrained inspectors are sent in to businesses because they’ve been pulled from a different agency. Then you have business owners draining their personal savings accounts, draining their college fund accounts, draining their checking accounts to keep their businesses open, to have someone who was sent through a three-hour training telling them what they’re doing wrong.”

“We have to maintain the critical safety of New Yorkers,

There’s also the fundamental question, which is that the city and the state and the Federal government are looking down the road and they’re finding a huge budget gap. The government will find ways to fill that budget gap. I think fines and things like that are a piece of it.”

Inflation remained high in October, although price growth slowed from the high of 9.1% earlier this summer. According to the Bureau of Labor Statistics, consumer prices rose about 0.4% in October, the same level of growth seen the previous month.

The official inflation rate is actually based on a basket of different products, including the cost of food, shelter, automobiles, and other key goods and services. But not all prices are created equal. Energy accounts for the largest share of overall price growth, with most energy prices rising 15-20% over the past year. Fuel oil stands out‑prices of fuel oil rose nearly 70% over the past 12 months.

But those energy prices may have knock-on effects that drive inflation even higher, due to the key role of oil and other petrochemicals in the world economy. High oil prices mean higher costs for transportation and manufacturing, that could result in further increases throughout the economy.

Appendix I: Pivot Table of All Inspections by Year and Outcome

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Count of Inspection Result** | **Column Labels** |  |  |  |  |  |  |  |  |  |
| **Row Labels** | **2014** | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** | **2021** | **2022** | **Grand Total** |
| Business Padlocked | 5 | 1 | 10 | 12 | 12 | 28 | 2 | 5 | 14 | 89 |
| Closed | 779 | 870 | 915 | 1136 | 1321 | 1306 | 2216 | 4312 | 3685 | 16540 |
| Completed | 12 | 14 | 7 | 2 | 13 | 1 |  | 2 | 2 | 53 |
| Condemned | 6 | 2 | 5 | 3 | 5 | 1 |  |  |  | 22 |
| Confiscated | 3 | 4 | 4 |  | 1 |  |  | 1 | 32 | 45 |
| ECB Summons Issued |  | 19 |  |  |  |  | 1 | 747 | 1523 | 2290 |
| ECB Summons Withdrawn |  |  |  |  |  |  |  | 9 |  | 9 |
| ECB Warning Issued | 56 | 198 |  |  |  |  |  |  |  | 254 |
| Fail | 1084 | 1062 | 1099 | 1055 | 858 | 656 | 266 | 217 | 200 | 6497 |
| License Confiscated | 25 | 14 | 1 | 5 | 1 | 1 |  |  |  | 47 |
| Licensed | 212 | 141 | 16 | 63 | 42 | 35 |  |  |  | 509 |
| No Evidence of Activity | 1775 | 2196 | 1986 | 2406 | 2958 | 3880 | 1885 | 2864 | 5004 | 24954 |
| No Violation Issued | 35211 | 35804 | 38314 | 33380 | 24090 | 23154 | 12246 | 15503 | 11724 | 229426 |
| No Warning Issued |  |  |  | 807 | 1294 | 921 | 1019 | 2362 | 2497 | 8900 |
| NOH Withdrawn | 413 | 108 | 83 | 107 | 87 | 118 | 142 | 94 | 42 | 1194 |
| Out of Business | 4742 | 6779 | 8161 | 7460 | 9011 | 9487 | 3807 | 4634 | 4813 | 58894 |
| Pass | 15339 | 14593 | 18086 | 16265 | 13826 | 8901 | 4252 | 5748 | 6045 | 103055 |
| Posting Order Served | 454 | 311 | 56 | 11 | 16 | 22 | 4 | 7 | 4 | 885 |
| Re-inspection | 111 | 115 | 212 | 120 | 76 | 53 | 459 | 238 | 286 | 1670 |
| Residential |  |  |  |  | 1 | 27 | 76 | 136 | 82 | 322 |
| Samples Obtained | 20 | 44 | 60 | 16 | 1 | 1 |  |  |  | 142 |
| Unable to Complete Inspection | 54 | 39 | 16 | 14 | 24 | 15 | 1 |  | 1 | 164 |
| Unable to Locate | 222 | 197 | 341 | 344 | 386 | 349 | 323 | 256 | 162 | 2580 |
| Unable to Seize Vehicle |  | 1 |  |  |  |  |  |  |  | 1 |
| Unidentified Vendor/Business |  |  |  |  |  |  |  | 449 | 1001 | 1450 |
| Violation Issued | 12597 | 12957 | 14997 | 16772 | 14359 | 16094 | 7191 | 7699 | 8979 | 111645 |
| Warning | 1254 | 945 | 811 | 1712 | 3515 | 4023 | 5574 | 5224 | 9504 | 32562 |
| **Grand Total** | **74374** | **76414** | **85180** | **81690** | **71897** | **69073** | **39464** | **50507** | **55600** | **604199** |

Appendix II: All Inspections by Year and Outcome (2019-22, neutral outcomes removed)