

**Table 49. Relocation of large traffic generators.**

<b>Initiative 47: Relocation of Large Traffic Generators</b>	
<p><b>Description:</b> Moving large traffic generators (LTGs) to proper locations to change the pattern of freight generation and optimize the overall functioning of the urban freight system. LTGs are specific facilities that house a significant number of businesses that collectively receive a large number of daily deliveries, such as airports, ports, container terminals, government offices, colleges and universities, hospitals, and large buildings.</p>	
<p><b>Targeted mode:</b> Large traffic generators</p>	<p><b>Geographic scope:</b> City, area</p>
<p><b>Type of initiative:</b> Freight demand management: relocation of large traffic generators</p>	<p><b>Primary objective:</b> Reduce congestion</p>
<p><b>Expected costs and level of effort to implement:</b> The implementation of this program requires a multi-layered, multi-stakeholder collaborative approach to gain substantial business support. The policy may be easily accepted because the cost (e.g., land cost) of locating big companies outside of the city is less than at city center. However, to implement, public incentives or other taxation strategies may be needed. Besides the relocation costs, LTGs must allocate areas for parking and loading/unloading zones.</p>	
<p><b>Advantages:</b></p> <ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Reduce operational costs</li> <li>• Less cost in terms of land use</li> <li>• Reduce curbside occupation time</li> </ul>	<p><b>Disadvantages:</b></p> <ul style="list-style-type: none"> <li>• Very high/high probability for unintended consequences: <ul style="list-style-type: none"> <li>- Environmental impacts associated with new construction</li> <li>- Induce urban sprawl</li> </ul> </li> <li>• Land regulations may not allow for LTG relocation</li> <li>• May require developing incentive or other taxation policies</li> </ul>
<p><b>Examples:</b></p> <ul style="list-style-type: none"> <li>• Belo Horizonte, Brazil (TURBLOG 2009)</li> <li>• Paris, France (C-LIEGE 2010)</li> <li>• Relocation of the South Water Produce Market to the Chicago International Produce Market in Chicago, Illinois, United States</li> </ul>	
	
<p>Source: Rensselaer Polytechnic Institute – CITE</p>	
<p><b>Related alternatives:</b> 1. <a href="#">Freight Cluster Development (Freight Village)</a>; 2. <a href="#">Truck Routes</a>; 3. <a href="#">Taxation</a>; 4. <a href="#">Urban Consolidation Centers</a></p>	
<p><b>References:</b> Woudsma 2001; Smart Growth Network and ICMA 2002; TURBLOG 2009; C-LIEGE 2010; Dablan and Rakotonarivo 2010; Jaller et al. 2013</p>	