



PEEL PORTS

THE CHALLENGE

Peel Ports in Liverpool, UK, is located on the River Mersey. Part of the [Peel Ports Group](#), the UK's second-largest port operator, it is a major shipping hub with diverse operations, a long history, and a deep-water container terminal called Liverpool2. The operation is based at the busy Port of Liverpool, which has overall volumes of approximately 900,000 TEU each year. The port's location provides a vital link for cargo and freight, with strategic connections to UK motorways and rail networks.

With operations spanning diverse cargo types, and high-intensity environments, the company set ambitious emissions reduction targets. Meeting this commitment to its ESG (Environmental, Social & Governance) goals while maintaining productivity and safety in busy port operations was a significant challenge.

Chris Ingham, Group Environment, Health and Safety Director at Peel Ports Group, explains, "Our ESG goals are vitally important. We understand our responsibility to minimise the environmental impact of our operations for the benefit of the planet and our local communities. That's why we have set ourselves an industry-leading target of Net Zero emissions by 2040 - ten years ahead of the UK Government's target."

Peel Ports needed a solution that could deliver immediate emissions reductions without compromising reliability or operator experience, providing an important step in the long-term journey towards transitioning to zero-emission materials handling fleets.

CHALLENGE: To meet company ESG goals, including Net Zero by 2040, while maintaining productivity in a busy port operation.

SOLUTION: Hyster® lift trucks, empty container handlers, and ReachStackers using HV0100 as a fuel source.

RESULTS: Contribution to a 37% reduction of Scope 1 and 2 carbon emissions over 4 years.

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THE SOLUTION

Peel Ports turned to Hyster and local dealer [Briggs Equipment](#) to explore ways to drive down emissions at its Liverpool site, while maintaining high efficiency, operational safety standards, and operator comfort.

The Briggs Equipment team worked closely with Peel Ports to review its entire fleet and evaluate ways to reduce emissions. The comprehensive machine and fleet analysis identified which equipment could help drive towards Net Zero emissions and align with Peel Ports' values and ESG goals.

Power was at the centre of the solution identified to transition the Hyster equipment fleet to run on HVO100 (Hydrotreated Vegetable Oil) fuel instead of traditional diesel fuel.

An early adopter of this approach, to date, 118 of the 136-machine fleet at Peel Ports are running on HVO. This includes Hyster lift trucks, empty container handlers, and ReachStackers, which are taking on tough tasks from handling steel and containers, to moving loads of paper and wood.

All equipment features Stage V / Tier V engines which have been seamlessly adapted to run on HVO fuel. This efficient fuel type can enable exhaust emissions reductions of around 90% compared to regular diesel.

The solution delivers more for Peel Ports than just emissions savings, as Tony Worrall, National Account Manager at Briggs

Equipment, says: "Hyster as a manufacturer fits very well with ports and terminals. Hyster makes anything from a powered pallet truck, all the way up to a ReachStacker. We're able to source it from one manufacturer and our engineers are then comfortable looking after one brand of machine. They're doing extremely high hours, and the truck manages that."

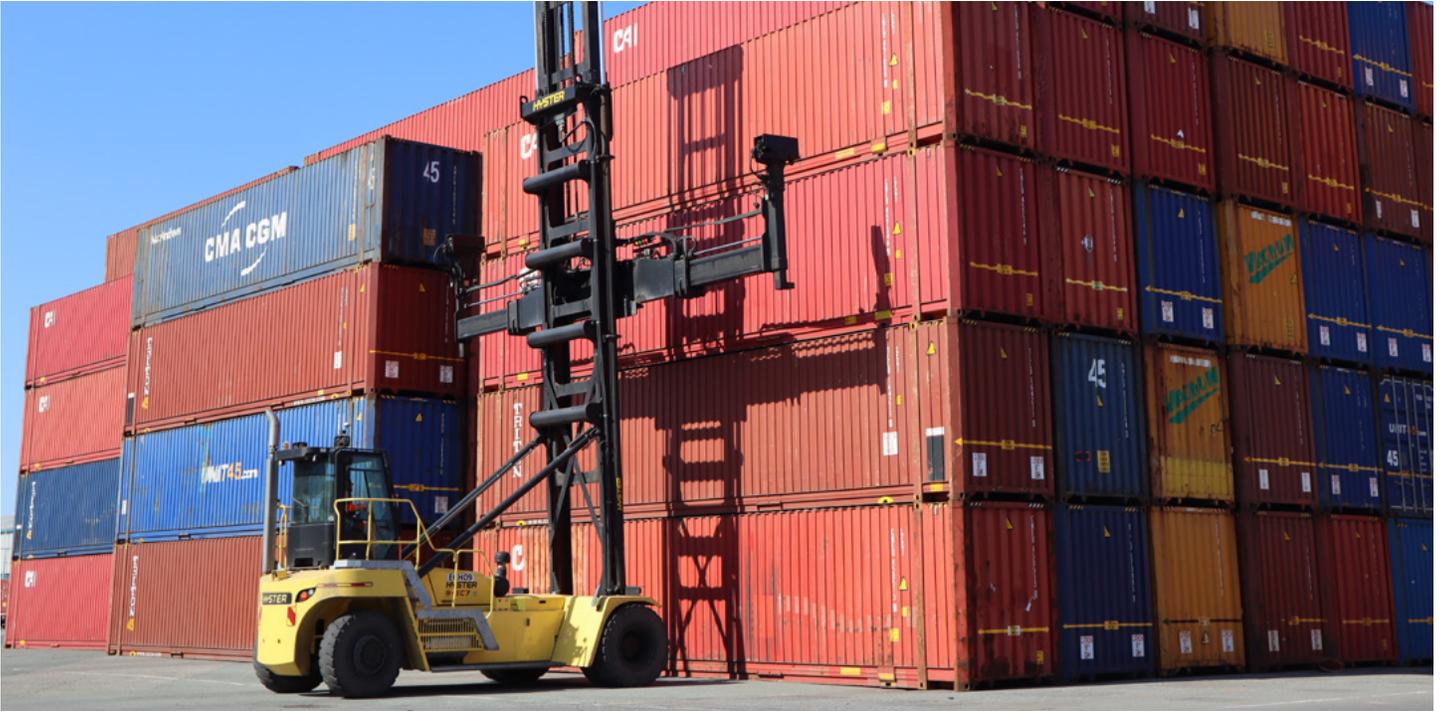
Matt Lea, Big Truck Sales Manager, UK, Belgium, & Netherlands, for Hyster emphasises the broader benefits of the Hyster fleet that is powering operations at Peel Ports: "Everybody's looking for the next step forward. In an ever more competitive market, how can we make trucks more efficient, more productive, and reduce the total cost of ownership for the end user? The level of commonality and familiarity makes it easier for operators to transition between different machines and different operations."

"Safety is a part of everything we do at Peel Ports Group, that's why we work with the Hyster brand. Another reason we have Hyster is for driver and operator visibility and ergonomics for the user,"

MALCOLM WHITE

GROUP HEAD OF ASSET MANAGEMENT, PEEL PORTS GROUP

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THE RESULTS

Briggs Equipment and Hyster have helped deliver measurable benefits for Peel Ports by enabling the transition to HVO fuel across its Hyster materials handling fleet in Liverpool. Implementation of the alternative fuel on Hyster equipment alongside infrastructure investment has enabled Peel Ports to achieve a 37% reduction in Scope 1 and 2 emissions over the past four years, a major step toward its Net Zero target.

Support from experienced engineers from Briggs Equipment also supports fast servicing and maintenance for the Hyster HVO-fuelled equipment, helping to minimise downtime and keep operations moving. As Malcolm White, Group Head of Asset Management at Peel Ports Group, explains: "If something goes down, we have to get it back up and running as soon as possible. Hyster has parts relatively easy to get hold of."

The collaboration between Hyster, Briggs Equipment, and Peel Ports demonstrates how new approaches to power, with the backup of tough industrial equipment, can support businesses in delivering sustainable outcomes. Peel Ports' adoption of HVO is paving the way towards a future with zero emission equipment

as part of its decarbonisation journey, while also providing an inspiring example of a greener port for others to follow.

As Chris Ingham concludes: "The Hyster equipment at Liverpool is tough, built for the application, and gets the job done efficiently."

