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# DePoLARiZE - Delivering Port of Liverpool Associated Road Freight Zero Emissions

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Net Zero Innovation Programme  
2021/22 Showcase Webinar

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# Project Details

- A collaborative project (autumn '21 to autumn '22) between Sefton Council and Lancaster University
- Reviewing the opportunities for reducing carbon emissions from freight traffic associated with the Port of Liverpool.
- As with all the NZIP projects the focus was on identifying practical interventions to break through on issues of deadlock or major hurdles.
- Particular focus on bringing together stakeholders with very different views and positions regarding the Port of Liverpool.



# The challenge

- Decarbonisation and associated reduction of emissions that affect air are increasingly a major strategic challenge and policy priority for the **freight sector**
- But there is **limited capacity** across the sector to tackle decarbonisation given structure of the sector (many SMEs, tight profit margins) and **'perfect storm' of current pressures** (Brexit, Covid, driver shortages, supply chains, fuel prices).
- In Liverpool/south Sefton, freight movements to/from the Port of Liverpool (PoL), are **set to increase significantly in medium-term**
  - Especially from container traffic, given the Liverpool 2 deep water berth, Freeport etc...
- Together these issues combine to make a **specific place-based challenge** regarding the emissions from freight traffic to and from the Port
- Challenges and complexity are compounded by the **heavy dependence on the A5036**, passing through a densely populated and socio-economically deprived residential area, and ongoing public concerns about the proposed plan to relieve congestion by constructing a new road through Rimrose Valley.

# What did we do?

The project involved two main activities:

1. *A review of the potential practical measures for reducing carbon emissions from freight transport.*

- The university project team reviewed the latest literature on **options for reducing carbon from freight transport.**

2. *To explore involving stakeholders in a new way that would open up discussion of the key issues and how to address them.*

- A series of **three on-line workshops** (May/June) were arranged for people and organisations in the freight industry, the port and its tenant businesses, local govt, the local community and transport-related civic organisations & think-tanks.
- A **professionally-facilitated platform** for people who would not normally have contact with each other to discuss their shared concerns and how they might be tackled.
- **Fourth and final workshop in-person** (October) to propose practical next steps

# What did we learn? – Decarbonisation options

- 5 main options currently available to reduce carbon emissions from freight transport:
  - Reducing the demand for freight
  - Optimising vehicle use and loading (e.g. data sharing, digitalization opportunities)
  - Increasing the efficiency of conventional freight vehicles
  - Reducing C content of fuel/power (e.g. electric or hydrogen HGVs, or trolley lines)
  - Shifting freight to low carbon-intensity modes
- Clear that *there is no single option* that will solve the challenge of carbon emissions and a combination of measures will be needed.
- While choices may need to be made re technology choice for future road-based freight, and the Port will need to accommodate this, other policy decisions may well have bigger and faster impact

# What did we learn? – The workshops

- The workshop discussions confirmed that **a new and different approach involving all the diverse stakeholders affected is needed** to make meaningful progress.
  - Many of the people taking part in the workshops had not previously had the chance to discuss these issues together. This opportunity was warmly welcomed as productive by all involved.
- Ongoing collaboration, potentially following the model of these workshops, is particularly important because **resolving the complex challenges involved is not going to be possible through a business-as-usual approach** where everyone just takes care of their own concerns.
- The workshops also identified that there were shared values between the people taking part, despite very different backgrounds and responsibilities, particularly in relation to:
  - Environmental protection and public well-being
  - Innovation, leadership inspiring others (inc. youth) & efficiency
  - Community participation, teamwork and local pride & heritage
  - Shared economic prosperity
- Given this consensus, an important question worth exploring further is **how/why this approach has not been able to be initiated or sustained previously** and **what contribution it may be able to make in the future.**

# Next steps

The process so far identified the following key actions that would be applicable across the freight-hub system and its stakeholders:

- **Evidence & data** – better information on freight operations, their local & wider impacts.
- **Innovation** – new ideas, technology & ways of working to achieve desired changes.
- **Impetus** – maintain the current momentum to make improvements and work together.
- **Relationships** – developing & supporting new relationships between people and organisations, and involving people previously excluded from the debate, with the platforms to enable this.
- **Decision making** – the people & organisations who can influence and make decisions are key to success and need to be part of these new relationships.
- **‘Obliquity’** – there are opportunities to pursue win-win interventions that approach the issue obliquely but have potential to influence the issue (e.g. building adequate facilities for drivers at or near the Port, e.g. at the start of M57/M58, potentially doubling as ‘inland port’).

# Next steps

- Decisions on next steps were discussed at the final workshop
- Specific practical measures that could accelerate the progress towards low- or zero-carbon freight transport to & from the Port were discussed.
  - **Clean Air Zone** – introduction of a clean air zone or the corridor of access to the Port, stimulating the move towards cleaner and low carbon vehicles.
  - **Inland freight transport hub** – secure a decision for the siting and construction of an inland hub that will provide infrastructure for refuelling/recharging and suitable facilities for drivers (that are currently lacking in the City Region)
  - **Widen stakeholder engagement and on an ongoing basis** – extend the degree of involvement in the conversation about decarbonisation to other key stakeholders, specifically the shipping/haulage companies.
- Lancaster U and partners (a local OD consultancy) aiming to set up regular clean growth forum meetings

# Lessons learnt

- Up-front significant investment (in time, effort, resources...) is needed to make meaningful progress in stakeholder engagement
- Often a positive uptake when people are given the opportunity in the right framework – even when very different positions
- Be realistic in ambitions – don't try to over-reach – take manageable steps – prioritise actual delivery rather than sentiment
- However, don't presume that you know what is 'realistic' – sometimes you can be surprised
- Lots of recognition of the need to tackle climate change, but not much action – who takes the first move

# Thank you

**For more details** please contact:

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The online workshops were professionally facilitated by Alison Crowther of Made to Last, Bristol

The final in-person workshop was professionally facilitated by Peter Lawrence of Ai Change Management, Liverpool.

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