

Greenhouse gas emissions report

Financial Year 2025

April 2026



Contents

Introduction	3
Our business	5
Certifications	6
Targets and strategy	7
Science-based targets	8
Group targets	8
Our commitments and initiatives	9
<i>Zero emission vehicles</i>	<i>10</i>
<i>Low Carbon Solutions</i>	<i>11</i>
<i>Digital transformation</i>	<i>12</i>
<i>Carbon literacy</i>	<i>13</i>
Foundations for climate resilience	14
Climate risks & opportunities	15
GHG Inventory	16
Scope 1 & 2 performance	17
Scope 3 performance	18
GHG Inventory	19
Appendices	20
Appendix A. Reporting methodology	21
<i>Quantification methodology</i>	<i>22</i>
<i>Exclusions</i>	<i>24</i>
<i>Uncertainty</i>	<i>25</i>
Appendix B. Absolute emissions	26
<i>Energy</i>	<i>27</i>
<i>Normalised data</i>	<i>27</i>
Appendix C. Business line emissions	28
Appendix D. Conversion factors	29
Appendix E. Verification opinion statement	30
Appendix F. Declaration and sign off	31

Introduction

This report presents the Scope 1, 2, and 3 greenhouse gas (GHG) emissions inventory under operational control for Ramudden Global UK Ltd. This is the second annual calculation of the organisation's carbon footprint, and the report has been updated to incorporate the most recent data set.

The GHG inventory is updated annually, with the reporting period running from January to December. This edition presents data for the full 2025 calendar year, covering the reporting period from 1st January 2025 to 31st December 2025.

The report has been prepared in accordance with the requirements of the GHG Protocol Corporate Accounting and Reporting Standard and the guidelines outlined in Part 9.3 of the ISO 14064-1:2019 Specification with Guidance at the Organisational Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals.

The purpose of this GHG Report is to ensure alignment with ISO 14064-1:2019 standards and support the verification of the GHG inventory. It is intended to be used by internal and external stakeholders seeking information on the organisation's GHG emissions for FY2025 and will be made available on request.

Responsible person for preparing this report: Head of Sustainability.



Ramudden Global UK, part of Ramudden Global, is the UK's leading work-zone safety provider, delivering critical enabling services that support the nation's infrastructure. Our mission is clear – “To get people home safely every day”.



Our business

Headquartered in the UK, and with offices and depots strategically located across its service regions, Ramudden Global UK is committed to maintaining high safety standards, sustainability, and operational excellence, ensuring the delivery of reliable and innovative infrastructure support solutions across the UK.



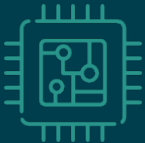
Traffic services and urban solutions deliver temporary traffic management solutions for roadworks, events, and maintenance projects, ensuring the safe and efficient movement of vehicles and pedestrians.



Barrier services supply and installs road safety barriers, crash cushions, and vehicle restraint systems to enhance roadside protection.



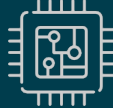
Professional services provide technical expertise such as CAD design and TTM design solutions and traffic impact assessments.



Digital solutions leverage technology-driven innovations, including intelligent traffic systems, digital work-zone monitoring, and data analytics, to improve road safety, operational efficiency, and compliance.

Certifications

We actively participate in certification and disclosure initiatives to ensure our strategy and activities follow industry best practices. A summary of these commitments and accreditations has been included below.

Certification	Achieved	What it is				
ISO 14001:2018	2017	This standard provides a framework for managing environmental responsibilities through our EMS, guiding policies, procedures, and targets to reduce impacts like carbon emissions.				
ISO 50001:2018	2019	Our EnMS reduces environmental impacts by improving energy performance and cutting carbon emissions. Alignment drives continual sustainability improvements.				
Energy Savings Opportunity Savings Scheme	Ongoing compliance	We ensure compliance with this energy assessment scheme through regular audits, identifying cost effective measures to save energy, cut costs, and reduce carbon emissions.				
Science Based Targets initiative (SBTi)	Validated June 2024	The SBTi validated our Chevron Traffic Management Net-Zero targets for the 1.5°C goal, reinforcing our commitment to environmental standards and global climate action.				
PAS2080*	June 2024	This standard promotes lifecycle carbon reduction through collaboration, clear roles, and long-term environmental impact considerations.				
ISO 14064-1	March 2025	An international standard that provides a consistent, verifiable method for measuring and reporting greenhouse gas emissions.				

*Certification applies to Chevron Traffic Management, Metor Services, and Joe Roocroft & Sons



Targets and strategy

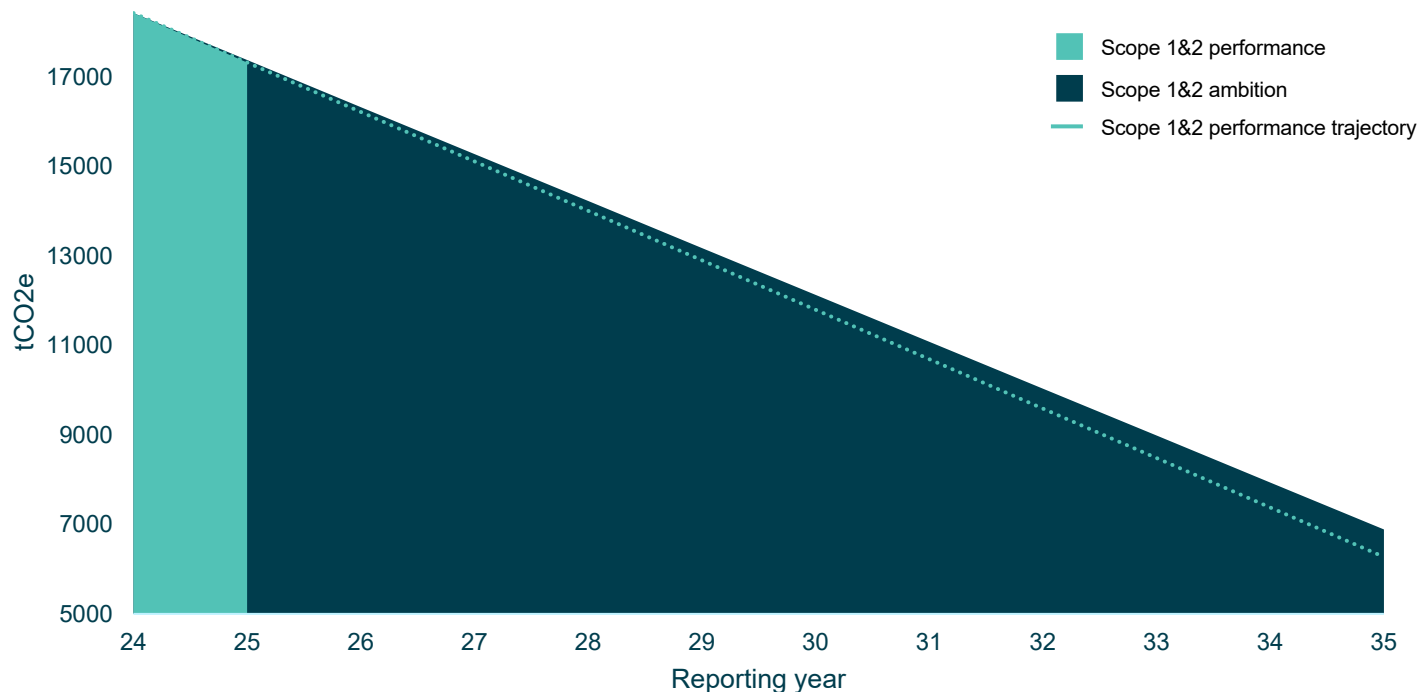
At Ramudden Global UK, we recognise our responsibility to minimise the impact our operations have on the climate. Working across the UK's highways, infrastructure and construction sectors, we are in a unique position to influence safer and more sustainable ways of delivering projects across the built environment.

Reducing carbon and embedding sustainable practices remains a core strategic priority for us. We are committed to achieving our own net-zero ambitions and supporting our clients and partners in reaching theirs, helping to drive positive change across the industry.

Science-based targets

As part of Ramudden Global UK, Chevron Traffic Management's near-term and net-zero targets were validated by the Science Based Targets initiative (SBTi) in June 2024 using a 2021 base year, confirming alignment with the Paris Agreement's 1.5°C pathway.

Building on this, Ramudden Global UK has set ambitious Group-wide carbon-reduction goals to support consistent and credible progress toward its climate commitments.



Greenhouse gas emissions report FY2025

Group targets

2024

Recalculated baseline year for absolute scope 1, 2 and 3 emissions

Obtained PAS 2080:2023 Carbon Management in Infrastructure accreditation

2028

Expand SBTi validation to include all Ramudden Global (UK) Limited entities

2030

Achieve a 42% reduction in absolute Scope 1 & 2 GHG emissions

Source 100% of electricity from renewable sources

2050

Achieve Net Zero across our Scope 1, 2 and 3

Our commitments and initiatives

Our decarbonisation pathways are structured across our three scopes: **Net Zero Operations**, **Net Zero Depots**; and **Net Zero Value Chain**.

We are committed to reaching net zero by 2050 and are accelerating progress through targeted projects and ongoing trials.

Net Zero Operations

We are committed to achieving net-zero emissions from our operations by 2050, supported by a series of practical measures that reduce fuel use and improve energy efficiency. This includes upgrading our fleet to Euro 6 standards, using telematics to optimise driver behaviour, and adopting digital tools that help decarbonise our processes. Alongside these actions, we are also progressing toward setting science-based targets through the Science Based Targets initiative.

Net Zero Depots

We are working to make our depots and facilities net-zero in terms of emissions by improving energy performance and transitioning to more sustainable power sources. This includes installing LED lighting and moving to renewable electricity tariffs to reduce operational energy use, while also investing in EV charging infrastructure to support electric vehicle adoption. In addition, we are introducing electric forklifts to further lower emissions and enhance overall efficiency across our sites.

Net Zero Value Chain

Achieving net zero extends beyond our own operations, and we work closely with partners, suppliers, and stakeholders to reduce the carbon impact of our projects and services. Through this collaborative approach, we aim to lower emissions across the entire value chain and ensure that the solutions we deliver contribute positively to environmental outcomes.

Zero emission vehicles

With Scope 1 emissions making up one of the largest shares of our carbon footprint, vehicle decarbonisation remains one of our most critical priorities.

To accelerate this transition, we introduced a company car salary-sacrifice scheme designed to encourage employees to switch to electric and hybrid vehicles, supporting both lower-emission commuting and a reduction in grey-fleet emissions.

Operationally, we are increasing the electrification of our traffic management fleet. In 2025, we introduced 3 zero-emission TM vehicles into our low-speed division, which are expected to deliver a 130 tCO₂e reduction across their life span.

Results are already showing strong potential, delivering noticeable reductions in fuel use and helping us better understand how electric vehicles perform in live traffic-management environments.

The operational data gathered so far is informing our future equipment choices, charging strategies, and deployment models, giving us confidence in the scalability of the approach.

As we continue to expand these trials and introduce additional electric and ultra-low-emission vehicles across more depots and service lines, we expect fleet-related emissions to decrease significantly.

This phased transition will also help build operational familiarity with zero-emission technologies, ensuring our teams are prepared for wider adoption as infrastructure and vehicle options continue to mature.



2.67 tCO₂e*

Approximate Scope 1 savings from using the ZEVs in 2025



72%*

Estimated reduction in Scope 1 emissions compared to traditional ICE vehicles



22%*

Estimated energy cost reduction compared to average ICE totals

*Figures use ~16 weeks of telematics data from the trial beginning 9 September 2025, benchmarked against a representative ICE vehicle. Reported savings include emissions from both Scope 1 fuel use and Scope 2 electricity consumption for charging.

Low Carbon Solutions

Our barrier services division implemented a series of lower-carbon material and technology trials across the A1(M) and A66 Long Newton schemes as part of our commitment to reducing embodied and operational emissions, demonstrating how targeted innovations can meaningfully support our wider decarbonisation goals.

388.14t

Total carbon saving

Lower carbon concrete selected for use across both schemes, offering a 48% reduction in embodied carbon compared to traditional mixes.

224.97t

Total carbon saving

Green steel substitution on both projects, achieving an 18% reduction in embodied carbon for the volumes replaced in each

117.05t

Total carbon saving

Solar-powered tower lights and CCTV systems deployed in site compounds, with hybrid battery generator trialled to improved energy resilience.

46.12t

Total carbon saving



Digital transformation

We continue to invest in digital innovation to improve efficiency and reduce carbon. We have strengthened our digital operating systems and accelerated adoption across the business in 2025, supporting more consistent and data-driven ways of working.

Greenhouse gas emissions report FY2025

Digital tools such as Intellitag are helping to cut carbon and improve operational performance by enabling event-based maintenance, reducing emissions associated with maintenance activities on major schemes.

Our Enhanced Mobile Carriageway Closure (EMCC) technique also contributes to whole-life carbon reduction by extending contractor working windows, shortening overall programme durations, and removing the need for unnecessary diversion routes for thousands of road users.



Carbon literacy

To strengthen capability across the business, we provide comprehensive training on climate change, carbon reduction, and carbon management through our bespoke ESG Future Leaders course—the **Ramudden Global UK ESG Accelerator Programme**.

Nominated for an edie Net Zero award for Training and Upskilling Initiative of the Year, this programme equips colleagues with the knowledge and practical tools needed to understand our carbon footprint, identify reduction opportunities, and make informed decisions in their day-to-day roles. By building confidence and awareness across both operational and central services teams, we ensure that responsibility for carbon reduction is widely shared and fully embedded throughout the organisation.

The programme also supports a culture of continuous improvement, preparing future leaders to drive forward our sustainability ambitions and champion low-carbon innovation across the business.

Building on this foundation, our carbon management system was accredited to the **PAS 2080:2023 standard** in June 2024 across Chevron Traffic Management, Roocroft Road Restraints and Metor Services.

This accreditation reflects the strength of our policies, processes and culture in managing and reducing carbon throughout the project lifecycle and reinforces our commitment to embedding low-carbon practice across the business.

Foundations for climate resilience

Climate change is reshaping our operating environment, with rising temperatures, heavier rainfall and more extreme weather affecting operations, equipment and safety. By understanding both the physical and transitional aspects of climate change, we can better anticipate how these factors may affect our depots, services and day-to-day activities, helping to strengthen the foundations of our long-term resilience.

We are committed to following TCFD recommendations, recognising our role in supporting critical infrastructure and the importance of managing the environmental and operational impacts of a changing climate.

The recommendations outline four core areas that frame our approach.

Governance

Climate-related risks and opportunities are overseen by senior leadership, with the Head of Sustainability leading early work to identify climate risks and integrate them into our planning. This ensures climate considerations inform wider operational, investment and sustainability decisions.

Strategy

Climate change presents both risks and opportunities for our operations. We have begun identifying relevant physical and transition risks across our depots and activities, and our climate-risk assessment is now underway using UKCP18 projections and recognised climate-scenario pathways.

Risk Management

Climate-related risks are identified through our ISO 14001 environmental-management processes, including aspects and impacts reviews and operational input. These insights are considered alongside wider business risks and will strengthen further as our formal climate-risk assessment progresses.

Metric & Targets

We report greenhouse gas emissions under a verified ISO 14064-1 framework and track carbon-intensity trends. Our focus includes fleet and depot decarbonisation, efficiency improvements and digital solutions, with climate-related metrics to be expanded as our climate-risk assessment and scenario analysis progress.

Climate risks & opportunities

As part of our wider climate-risk work, understanding the characteristics of our site locations and operational activities helps us identify where our business may be more exposed to physical climate impacts such as heat, heavy rainfall and extreme-weather events.

Mapping these locations allows us to build a clearer picture of how future climate conditions could affect our depots, services and day-to-day operations, supporting a more targeted approach to resilience planning.

To support this work, we will apply recognised UKCP18 climate-projection scenarios, including a medium-emissions pathway (RCP4.5) and a high-emissions pathway (RCP8.5), to understand how physical climate risks may evolve at each location.

The insights gained from this work will guide the development of practical resilience measures across our network and support the continued enhancement of our climate-related disclosures as our assessment progresses.

Next steps:

- Develop climate-risk assessment
- Analyse site-specific climate projections
- Prioritise resilience actions
- Integrate findings into future TCFD reporting



GHG Inventory

The following pages present our 2025 Scope 1, Scope 2, and Scope 3 emissions performance, together with our updated GHG inventory. This provides a clearer picture of our overall carbon footprint, highlights key changes across each scope, and reflects the impact of our decarbonisation actions during the year.

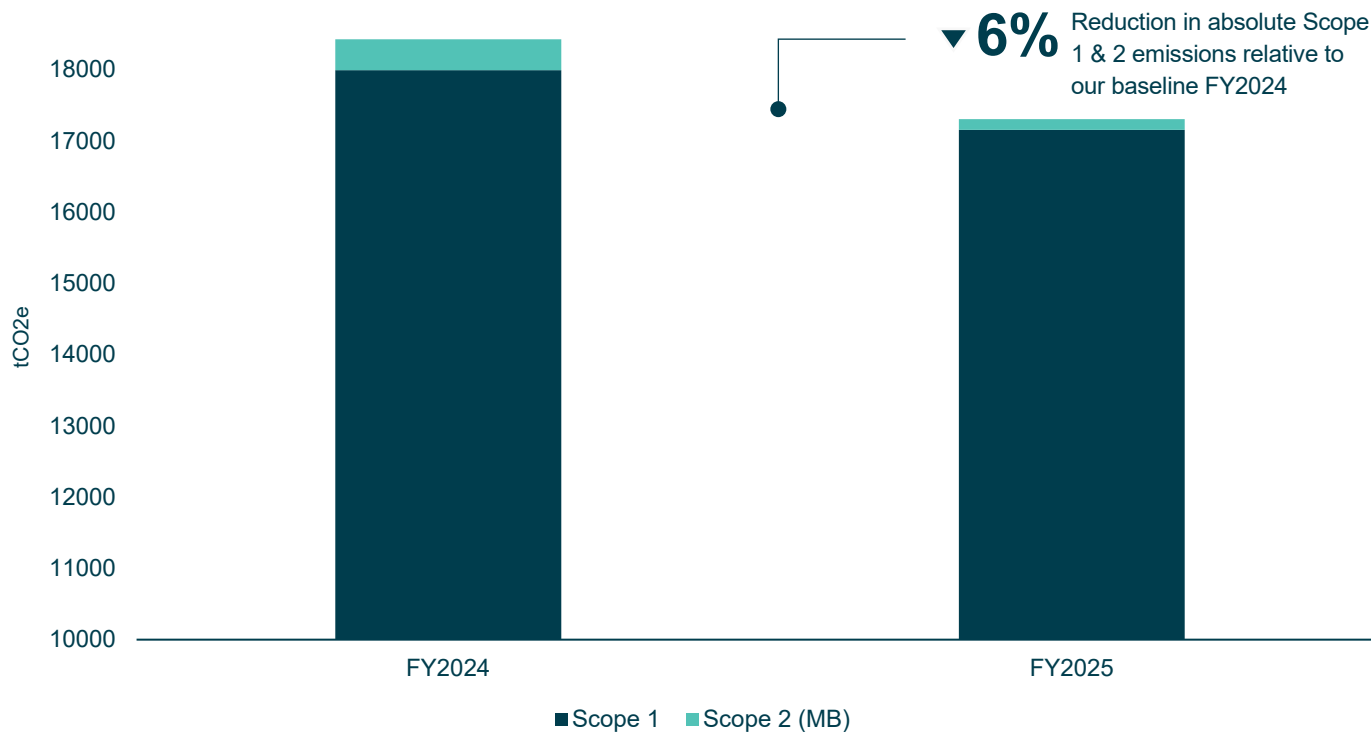
The updated inventory strengthens transparency and supports ongoing tracking against our long-term net-zero pathway, helping us better understand emissions trends, target interventions more effectively, and maintain momentum as we work towards a lower-carbon future.



Scope 1 & 2 performance

Our Scope 1 and Scope 2 emissions showed positive progress this year, supported by operational efficiencies, improved energy management and better-quality data across the business.

We have strengthened how we measure and manage fuel and energy use across our fleet, depots and operational sites, giving us clearer visibility of performance and enabling more targeted carbon-reduction actions. These improvements are already translating into measurable progress and helping to build the foundations for our longer-term net zero pathway.



FY2025 highlights

▼ **1,121.01 tCO₂e**

Reduction in absolute Scope 1 and 2 (market-based) emissions against our base line FY2024

▼ **284.36 tCO₂e**

Reduction of 66% in absolute Scope 2 (market-based) emissions relative to our FY2024 baseline year.

▼ **148.23 tCO₂e**

Reduction of 43% in absolute Scope 2 (location based) emissions against our FY2024 baseline year.

▲ **67%**

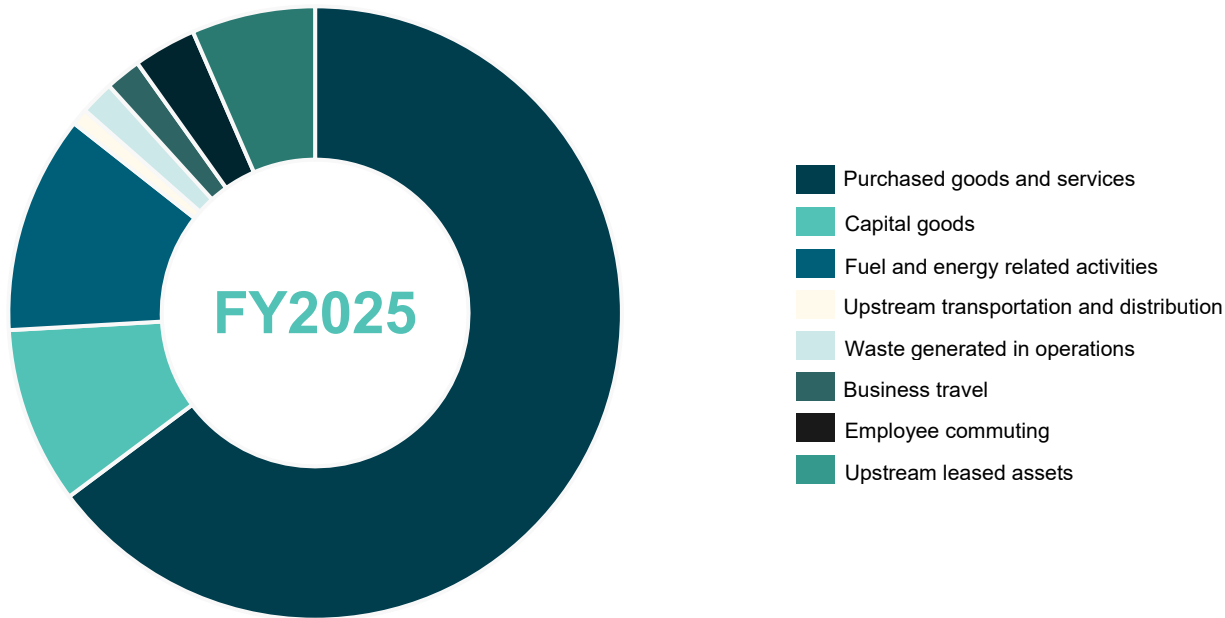
Of electricity used across RGUK tariff-controlled sites was from renewable energy tariffs

Scope 3 performance

We continue to strengthen the robustness of our Scope 3 reporting by enhancing supplier engagement in line with PAS 2080 and improving the completeness and quality of carbon data across the value chain. In parallel, we are strengthening our sustainable procurement approach by prioritising lower-carbon material options, particularly in concrete and steel, while continuing to promote circular and responsibly sourced products.

As part of this work, we have introduced sustainable procurement KPIs that are reflected within our supplier requirements, helping us to drive consistent performance, increase accountability and support evidence-based decision-making across our supply chain. These measures reinforce our commitment to reducing embodied emissions, improving transparency and supporting long-term decarbonisation across our operations and value chain.

This work aligns directly with the sustainability objectives set out within our policy framework and underpins our ambition to drive continuous improvement in environmental performance.



Greenhouse gas emissions report FY2025

FY2025 highlights

ISO14064-1

Achieved ISO 14064-1 verification, improving the completeness, accuracy, and transparency of GHG reporting through independently verified emissions data.

Innovation

Explored low carbon concrete and steel trials with key suppliers to support reduced project-related emissions across the highways sector.

Integration

Aligned Scope 3 reporting with our finance system to enable more efficient tracking, budgeting, and forecasting of value-chain emissions.

GHG Inventory

The table opposite sets out our Scope 1, Scope 2 and Scope 3 emissions, comparing our FY2024 base-year position with the latest figures reported for FY2025. Emissions are shown in tonnes of carbon dioxide equivalent (tCO₂e).

We did not carry out any GHG removals or offsetting during FY2025, so no removals are included in this year's totals.

Further explanation of the methodologies, calculations and data sources used in this inventory is provided in Appendix A. Additional versions of the dataset - including breakdowns by gas type and our emissions-intensity metrics - are available in Appendix B.

Category	Greenhouse gas emissions (tCO ₂ e) / FY24 (Jan – Dec 24)	Greenhouse gas emissions (tCO ₂ e) / FY25 (Jan – Dec 25)
Scope 1: Direct GHG Emissions	17,994.23	17,157.58
Stationary combustion	139.08	120.88
Mobile combustion	17,855.15	17,036.69
Scope 2: Indirect GHG emissions from imported energy	433.56	149.20
Purchased electricity (location based)	490.57	342.34
Purchased electricity (market based)	433.56	149.20
Scope 3: Indirect GHG emissions from value chain	33,981.19	36,594.11
Transportation	2,485.05	2,225.38
Upstream transportation & distribution	296.11	322.91
Business travel	686.26	689.36
Employee commuting	1,502.68	1,213.11
Products purchased	31,496.14	31,981.46
Purchased goods and services	24,006.88	23,709.61
Capital goods	2,296.24	3,409.93
Fuel & energy related activities	4,535.51	4,209.78
Waste generated in operations	657.51	652.14
Operational assets not owned		2,387.27
Upstream leased assets	-	2,387.27
Total scope 1 & 2 (market based)	18,427.79	17,306.77
Total scope 1, 2 & 3 (market based)	52,408.98	53,900.88

Appendices

The appendices provide additional detail on the methodologies and data that underpin our 2025 greenhouse gas reporting. They set out our quantification approach, including calculation methods, conversion factors and data sources, alongside an explanation of any exclusions applied.

This section also outlines our treatment of uncertainty, presents our absolute emissions totals and business-line breakdowns, and offers full transparency on how our inventory has been compiled and assured.



Appendix A. Reporting methodology

Our approach to GHG reporting is aligned to the Greenhouse Gas Protocol Corporate Accounting Standard, including direct emissions, indirect emissions from purchased electricity, and other indirect emissions. We apply the operational control approach, consolidating emissions from all facilities and operations where Ramudden Global UK has the authority to implement operating policies and procedures. This ensures consistency in how we account for and report our emissions.

Boundaries & significance Greenhouse gas emissions are reported for all categories in carbon dioxide equivalent (CO₂e). Scope 1 and 2 emissions are subdivided into GHGs (carbon dioxide (CO₂), methane (CH₄), nitrous oxide (NO₂), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF₆), and nitrogen trifluoride (NF₃).

Significance is primarily determined based on the exclusion thresholds established by the Science Based Targets Initiative (SBTi), requiring that at least 95% of Scope 1 and 2 emissions, and a minimum of 67% of Scope 3 emissions, be included in Ramudden Global UK's reported GHG inventory. As such, any emission source or group of sources within the applicable emission scope that contribute more than 5% of Scope 1 & 2 emissions or more than 33% of Scope 3 emissions are considered significant and are therefore included within the reporting boundary. Emission sources that fall below these thresholds may still be included in the reporting boundary to ensure comprehensive and accurate reporting.

Sources & sinks Ramudden Global UK operates across the UK out of 45 locations. Liquid fuels used for approximately a thousand specialist operational vehicles, plant and equipment and generators, gas purchased for heating offices, purchased electricity to power our depots, are some of the sources of emissions that are the most material to the Group. No compensation, or carbon offsetting, activities have been implemented over the course of FY25, although the Group hopes to explore options for this in the future.

Assurance The sustainability team runs regular data quality and assurance checks as part of our GHG reporting process. These checks are conducted on a quarterly basis to align with reporting requirements to our parent organisation and investor. Any anomalies or inaccuracies in the data are identified and cleansed as part of this process.

Annually, we work towards third party verification in line with ISO 14064-1, targeting reasonable assurance and a 5% reasonable assurance materiality level.

Base year We have established financial year 2024 (FY24) as the Group's greenhouse gas (GHG) emissions base year. This year provides the most accurate and representative foundation for measuring our progress, reflecting our current organisational structure, operational footprint, and consolidated reporting boundary. All future emissions reporting and Science Based Target performance will be assessed against this FY24 baseline.

Changes in reporting year Ramudden Global UK's restatement approach states that we apply a significance threshold of 5%, meaning that our historic and most recent reporting years will be restated if our total emissions change by +/- 5% because of structural or organisational boundary changes, such as through mergers and acquisitions (M&A). In November 2025 Chevron Green Services was sold to Servtron Environmental Services Group, and emissions have been included in this year's figures up to this point. Chevron Green's FY24 emissions do not exceed 5% of the baseline year total, and so the Group's base year does not need to be recalculated.

Quantification methodology

The calculation of GHG emissions is carried out by Ramudden Global UK's sustainability team.

To ensure the highest level of accuracy, our approach prioritises supplier-specific, physical unit data whenever available. When such data is not accessible, we apply a spend-based method or make estimations where necessary. These methods are outlined below in order of preference. In this context, 'unit' refers to the measured quantity of the emission source (e.g., litres of fuel, kilowatt-hours of electricity), while 'factor' denotes the corresponding GHG emissions per unit (e.g., tCO₂e per litre).

- Physical unit, supplier specific: Unit x supplier-specific emission factor
- Physical unit, generic factor: Unit x generic factor
- Spend, generic factor: Spend unit x generic factor
- Estimation, generic factor: Estimated unit x generic factor

Where generic units are used, we use publicly available datasets to ensure consistency with our peers, auditability, and to limit uncertainty.

Category	Unit type	Factor type
Combustion (scope 1) Liquid and gaseous fuels used for energy generation, e.g., office heating, generators	Physical	Generic
Operation of facility (scope 1) Fugitive emissions, i.e., losses from air conditioning systems	Excluded*	Excluded*
Business travel (scope 1, 2, 3) Fuels (scope 1) & electricity (scope 2) for business travel in vehicles and public transport (scope 3)	Physical	Generic
Imported electricity (scope 2) Electricity purchased for direct use, e.g., office, and depot operation	Physical	Generic
Purchased goods and services (scope 3) Production emissions of materials we purchased, and energy consumption of our subcontractors	Spend	Generic
Capital goods (scope 3) Production emissions of goods purchased and retained by Ramudden Global UK, e.g., plant, vehicles, offices	Spend	Generic
Fuel & energy related activities (scope 3) Well-to-tank emissions of fuels and transmission and distribution emissions of electricity	Physical	Generic
Upstream transportation & distribution (scope 3) Transportation of materials to our sites	Spend / estimation	Generic
Waste generated in operations (scope 3) Treatment and disposal of waste generated at our sites, depots, and offices	Spend	Generic
Employee commuting (scope 3) Fuel and electricity used for commuting mileage and energy consumption from remote working	Estimation	Generic
Upstream leased assets (scope 3)	Spend	Generic

The following datasets are used:

- UK Government Conversion Factors: used in all cases except Purchased Goods & Services and Upstream Transportation & Distribution
- EPA factors, adjusted for currency and inflation used for Purchased Goods & Services, Capital Goods and Upstream Transportation & Distribution.

Categories deemed not applicable have been justified in the exclusions section.

Downstream transportation & distribution (scope 3) Transportation of goods produced by Ramudden Global UK	N/A*	N/A*
Processing of sold products (scope 3) This emission source is not relevant to Ramudden Global UK	N/A*	N/A*
Use of sold products (scope 3) This emission source is not relevant to Ramudden Global UK	N/A*	N/A*
End of life treatment of sold products (scope 3) This emission source is not relevant to Ramudden Global UK	N/A*	N/A*
Downstream leased assets (scope 3) This emission source is not relevant to Ramudden Global UK	N/A*	N/A*
Franchises (scope 3) This emission source is not relevant to Ramudden Global UK	N/A*	N/A*
Investments (scope 3) This emission source is not relevant to Ramudden Global UK	N/A*	N/A*

Emission-reduction indicators for the fleet-electrification trial were calculated using telematics-derived activity and energy-use data over approximately 16 weeks from 9 September 2025, normalised with UK Government GHG emission factors and compared against a representative ICE vehicle performing equivalent duties. Figures are indicative and subject to normal telematics variability. Reported savings include emissions from both fuel use and electricity consumption.

The GHG inventory was compiled using the following methodologies for each scope:

- **For Scope 1**, fuel consumption data was obtained primarily from fuel card providers, with some additional fuel consumption data sourced from invoices. Gas consumption was quantified using invoices, with estimates applied where invoices were unavailable. DEFRA emission factors were used to calculate the emissions.
- **For Scope 2**, electricity consumption data was collected from invoices. In cases where invoices were unavailable, consumption was estimated. DEFRA emission factors were applied to calculate the resulting emissions.
- **For Scope 3**, the methodology varied by category. Purchased goods and services, capital goods, upstream and downstream transport, and waste generated in operations were quantified using a spend-based method, applying EPA emission factors. Employee commuting was estimated based on survey data, with a 25% response rate. Business travel emissions were calculated using employee expense records and purchase data, applying DEFRA conversion factors.

Exclusions

To ensure that our reported emissions accurately reflect our actual performance and impact, we strive to include all emissions within our organisational and reporting boundaries. In accordance with our criteria for assessing significance, we have limited exclusions to categories that fall within the exclusion thresholds set by the Science Based Targets Initiative (SBTi).

The table below outlines the emission categories that have been excluded, along with those deemed not relevant to Ramudden Global UK's operations.

Category	Excluded/ Not relevant	Justification
Fugitive emissions	Excluded	Emissions from this category are negligible when compared to the Group's total GHG emissions. This exclusion is assessed annually to ensure this remains justified.
Fuel additives e.g. AdBlue	Excluded	Emissions from AdBlue and other fuel additives are deemed immaterial and so have been excluded from the Group's total GHG emissions.
Biogenic emissions	Excluded	Ramudden Global UK does not deem biogenic emissions material as biofuels such consumption of as hydrogenated vegetable oil (HVO) in the fleet represented 0.001% of total fuel consumption. This exclusion remains under review and is assessed annually to ensure this remains justified.
Fuel and energy-related activities: Well-to-Tank emissions from lubricants	Excluded	Emissions from this category are not material when compared to the Group's total GHG emissions. This exclusion is reviewed annually to ensure it remains justified.
Downstream transportation and distribution	Not relevant	-
Process emissions	Not relevant	-
Imported heat	Not relevant	-
Processing of sold products	Not relevant	-
Use of sold products	Not relevant	-
End of life treatment of sold products	Not relevant	-
Franchises	Not relevant	-
Investments	Not relevant	-

Uncertainty

Calculating uncertainty is an important element of understanding the limitations of our carbon footprint quantification. To quantify the uncertainty of each element of our carbon footprint, we assess uncertainties in data, conversion factors, and methodologies used, which are then combined using the root-sum-square (RSS) method as shown in the formula below.

$$\text{Total Uncertainty} = \sqrt{(U_1^2) + (U_2^2) + (U_3^2) + \dots}$$

Data uncertainty

- Direct measurement data (e.g., fuel logs) → Low uncertainty (±1-5%).
- Invoice or supplier data → Medium uncertainty (±5-10%).
- Estimates or assumptions (e.g., employee commuting) → High uncertainty (±10-30%).

Conversion factor uncertainty

- Highly reliable factors (e.g., DEFRA) → ±1-5%.
- Less reliable or regional factors → ±10-20%.
- Estimated factors → ±20-50%.

Methodological uncertainty

- Assumptions based on industry averages → ±15-30%.
- Rough estimates or data gaps → ±30-50%.

The uncertainty assessment was conducted to evaluate the reliability and accuracy of the GHG emissions inventory. Scope 1 uncertainty was estimated at ±5%, reflecting the reliability of fuel card and invoice data, with some variability due to estimated gas consumption. Scope 2 uncertainty was estimated at ±5%, based on the use of invoice data and occasional estimations. Scope 3 uncertainty was higher, at ±25%, due to the use of spend-based methods, survey data with a low response rate, and assumptions made for business travel and other categories. The combined overall uncertainty for the GHG inventory was calculated using the RSS method:

$$\text{Total Uncertainty} = \sqrt{(5^2) + (5^2) + (25^2)} \approx \pm 25.5$$

We are actively working to improve the quality of our carbon footprint data by engaging with our supply chain and working collaboratively to ensure uncertainty in our GHG quantification is reduced.

Appendix B. Absolute emissions

Category	Greenhouse gas emissions (tCO ₂ e) - FY25 (Jan – Dec 25)							
	CO ₂ e	CO ₂	CH ₄	N ₂ O	HFCs	PFCs	SF ₆	NF ₃
Scope 1: Direct GHG Emissions	17,157.58	16,937.97	2.73	216.88	0	0	0	0
Stationary combustion	120.88	119.94	0.09	0.85	0	0	0	0
Mobile combustion	17,036.69	16,818.03	2.63	216.03	0	0	0	0
Scope 2: Indirect GHG emissions from imported energy	149.20	147.42	0.76	1.03	0	0	0	0
Purchased electricity (location based)	342.34	338.26	1.74	2.36	0	0	0	0
Purchased electricity (market based)	149.20	147.42	0.76	1.03	0	0	0	0
Scope 3: Indirect GHG emissions from value chain	36,594.11	-	-	-	-	-	-	-
Transportation	2,225.38	-	-	-	-	-	-	-
Upstream transportation & distribution	322.91	-	-	-	-	-	-	-
Business travel	689.36	-	-	-	-	-	-	-
Employee commuting	1,213.11	-	-	-	-	-	-	-
Products purchased	31,981.46	-	-	-	-	-	-	-
Purchased goods and services	23,709.61	-	-	-	-	-	-	-
Capital goods	3,409.93	-	-	-	-	-	-	-
Fuel & energy related activities	4,209.78	-	-	-	-	-	-	-
Waste generated in operations	652.14	-	-	-	-	-	-	-
Operational assets not owned	2,387.27	-	-	-	-	-	-	-
Upstream leased assets	2,387.27	-	-	-	-	-	-	-
Total scope 1 & 2 (market based)	17,306.77	17,085.39	3.49	217.91	0	0	0	0
Total scope 1, 2 & 3 (market based)	53,900.88	-	-	-	-	-	-	-

Energy

The table opposite details our scope 1 & 2 energy consumption for FY25 for the Group.

Methodology

Activity data for fuel and electricity consumption was collated and converted into megawatt hours (MWh) using DEFRA conversion factors.

Renewable electricity evidencing

The renewable origin of purchased or acquired electricity is evidenced by REGO certificates supplied by EDF/UGP. We aim to expand the coverage of our REGO-backed tariff to capture more Group sites as and when contract terms allow transition onto the Group tariff.

Type	MWh	% of Total Energy
Consumption of fuel	66,243.15	97.16%
Oil (vehicle fuel)	65,932.12	96.71%
Natural gas	311.03	0.46%
Consumption of purchased or acquired electricity	1,934.12	2.84%
Renewable electricity	1,091.20	1.60%
Non-renewable electricity	842.92	1.24%
Consumption of purchased or acquired heat	0	0%
Consumption of purchased or acquired steam	0	0%
Consumption of purchased or acquired cooling	0	0%
Consumption of self-generated renewable energy	0	0%
Total	68,177.27	100%

Normalised data

Tonnes CO2e per normalisation metric	MWh	Scope 1	Scope 2 (MB)	Scope 2 (LB)	Scope 3
Per € million revenue	245.71	61.83	0.54	1.23	131.88
Per employee	39.53	9.95	0.09	0.20	21.22

Appendix C. Business line emissions

Category	Greenhouse gas emissions (tCO ₂ e) - FY25 (Jan – Dec 25)								
	Business line								
Row Labels	Class One Traffic Management	Chevron Green Services	Consilium Technical Services	Chevron Traffic Management	Highway Barrier Solutions	Highway Resource Solutions	Joe Roocroft & Sons	Metor Services	Grand Total
Scope 1	2,157.00	654.10	16.86	12,491.41	865.40	75.63	702.26	194.92	17,157.58
Scope 2 - Location based*	24	5.45	5.39	251.90	21.64	16.12	12.12	5.74	342.34
Scope 2 - Market based	24	5.45	0.00	82.96	21.64	7.48	1.95	5.74	149.20
Scope 3: Purchased Goods and Services	676.67	2,723.46	18.03	8,841.65	8,179.67	195.55	2,296.49	778.09	23,709.61
Scope 3: Capital Goods	27.46	2.99	0.00	58.56	2,544.66	13.97	749.13	13.15	3,409.93
Scope 3: Fuel and energy related activities	521.43	157.02	6.13	3,068.57	212.63	24.32	171.03	48.64	4,209.78
Scope 3: Upstream Transportation and Distribution	11.43	86.93	0.00	121.86	15.33	70.23	17.14	0.00	322.91
Scope 3: Waste Generated in Operations	24.17	27.90	0.00	292.75	133.86	17.73	100.93	54.81	652.14
Scope 3: Business Travel	3.45	5.78	2.04	604.04	37.78	35.28	0.00	0.99	689.36
Scope 3: Employee Commuting	102.05	19.93	34.04	953.96	11.74	64.51	20.26	6.62	1,213.11
Scope 3: Upstream Leased Assets	47.85	146.10	27.47	1,904.46	121.28	42.78	58.99	38.33	2,387.27
Grand Total (market based)	3,595.51	3,829.66	104.57	28,420.22	12,143.99	547.48	4,118.18	1,141.29	53,900.88

*Scope 2 location emissions are not included in the Grand Total emissions for each business line

Appendix D. Conversion factors

Department for Business, Energy & Industrial Strategy (BEIS), Department for Energy Security & Net Zero (DESNZ). (2025).

Greenhouse gas reporting: conversion factors 2025 [Dataset].

<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2025>

U.S. Environmental Protection Agency (EPA). (2025). *GHG Emission Factors Hub: 2025 Update* [Dataset].

<https://www.epa.gov/system/files/documents/2025-01/ghg-emission-factors-hub-2025.pdf>

Appendix E. Verification opinion statement

In April 2026 our GHG inventory and report was verified by BSI against ISO 14064-1, targeting reasonable assurance and a 5% reasonable assurance materiality level.

A copy of the verification statement is shown opposite.

Verification Opinion	
Verified with Comments	
Based on the process and procedures conducted, the GHG statement contained in the GHG Report Greenhouse Gas Emissions Report FY 2025 produced by Ramudden Global (UK) Limited:	- Is materially correct and is a fair representation of GHG data and information. - Has been prepared in accordance with ISO14064-1:2018 and its principles.
With the following caveats:	- Several estimations are used in the calculation of Scope 2 carbon emissions from electricity. - Minor differences have been identified between the spending data used for the Scope 3 carbon footprint calculation for purchased goods and services and the data from the Oracle NetSuite finance system. This accounts for an immaterial difference of ~1.61% of the total carbon footprint. - Minor differences have been identified between the spending data used for the Scope 3 carbon footprint calculation for capital goods and the data from the Oracle NetSuite finance system. This accounts for an immaterial difference of ~0.39% of the total carbon footprint. - Minor differences have been identified between the spending data used for the Scope 3 carbon footprint calculation for upstream transportation and distribution and the data from the Oracle NetSuite finance system. This accounts for an immaterial difference of ~0.15% of the total carbon footprint. - Minor differences have been identified between the spending data used for the Scope 3 carbon footprint calculation for upstream leased assets and the data from the Oracle NetSuite finance system. This accounts for an immaterial difference of ~0.19% of the total carbon footprint.
The following improvements were raised in relation to future reporting:	The accuracy of spend-based data can be improved by obtaining the data later in the company's reporting cycle.
Lead Verifier	Sarath Mohan
Independent Reviewer	Pete Stevens
Signed on behalf of BSI	
Issue Date	29/05/2026
BSI Assurance UK Limited, Kitemark Court, Davy Avenue, Milton Keynes, MK5 8PP, UK.	
NOTE: BSI Assurance UK Limited is independent to and has no financial interest in Ramudden Global (UK) Limited. This 3rd party Verification Opinion has been prepared for Ramudden Global (UK) Limited only for the purpose of verifying its statement relating to its GHG emissions described in the scope above. It was not prepared for any other purpose. In making this Statement, BSI Assurance UK Limited has assumed that all information provided to it by Ramudden Global (UK) Limited is true, accurate and complete. BSI Assurance UK Limited accepts no liability to any third party who places reliance on this statement.	
Verification Opinion Reference: CFV 843194 29052026	
	

Verification Engagement	
Organization	Ramudden Global (UK) Limited
Responsible party	Ramudden Global (UK) Limited
Verification Objectives	To express an opinion on whether the organizational GHG Statement, which is historical in nature: - Is accurate, materially correct, and is a fair representation of GHG data and information. - Has been prepared in accordance with ISO14064-1:2018 and the criteria used by BSI to verify the GHG Organizational Statement
Materiality Level	5%
Level of Assurance	Reasonable
Verification evidence gathering procedures	- Evaluation of the monitoring and controls systems through interviewing employees, observation & inquiry. - Verification of the data through sampling recalculation, retracing, cross-checking, and reconciliation.
Verification Standards	The verification was carried out in accordance with ISO 14064-3:2019, ISO 14065:2020, and ISO 17029:2019
Note: Ramudden Global (UK) Limited is responsible for the preparation and fair presentation of the GHG statement and report in accordance with the agreed criteria. BSI Assurance UK Limited is responsible for expressing an opinion on the GHG statement based on the verification.	

Appendix F. Declaration and sign off

This GHG report has been completed in accordance with ISO14064-1 and PPN 006 and associated guidance and the reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This GHG report has been reviewed and signed off by the Executive Management Team.

Signed on behalf of Ramudden Global UK



Adam Caulfield
President Ramudden Global UK

10 April 2026