Greenhouse gas emissions report

Financial Year 2024

March 2025

Ramudden Global
United Kingdom

Contents

Introduction

This report presents the Scope 1, 2, and 3 greenhouse gas (GHG) emissions inventory under operational control for Ramudden Global UK Ltd.

This report is updated annually to reflect the most recent data, with the reporting period running from January to December. In this report, the data is presented for the full calendar year, with the most recent data corresponding to the reporting period from January 1, 2024, to December 31, 2024.

It 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 objective 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 interested parties regarding Ramudden Global UK's GHG emissions for FY2024 and will be made available internally and externally where requested.

Responsible person for preparing this report: Head of Sustainability.

Our business

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".

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. Ramudden Global UK's expertise spans several specialist business lines:

Traffic management delivers 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, traffic impact assessments, environmental, arboriculture and asset management consultancy, and biodiversity net gain assessments.

Arboriculture services provide arboriculture and vegetation management, supporting infrastructure projects by maintaining safe and clear environments around highways, railways, and utility networks.

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.

Targets and strategy

Ramudden Global UK is committed to energy efficiency and the responsible management of its greenhouse gas (GHG) emissions as a key aspect of its sustainability goals. We proactively identify and implement opportunities for energy savings and emissions reductions across all areas of its operations, reinforcing our commitment to environmental responsibility and supporting broader carbon reduction initiatives.

Commitments and memberships

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 have been included below.

	ISO 14001:2018	ISO 50001:2018	Energy Savings Opportunity Scheme (ESOS)	Science Based Targets initiative (SBTi)	PAS 2080
First achieved	First achieved in 2017	First achieved in 2019	Ongoing compliance	Validated June 2024	Achieved June 2024
What it is	This standard provides a framework for managing environmental responsibilities through our EMS, guiding policies, procedures, and targets to reduce impacts like carbon emissions.	Our EnMS reduces environmental impacts by improving energy performance and cutting carbon emissions. Aligned with ISO50001:2018, it drives continual sustainability improvements.	We ensure compliance with this energy assessment scheme through regular audits, identifying cost-effective measures to save energy, cut costs, and reduce carbon emissions.	The SBTi validated our Net-Zero targets for the 1.5°C goal, reinforcing our commitment to environmental standards and global climate action.	This standard promotes lifecycle carbon reduction through collaboration, clear roles, and long-term environmental impact consideration.

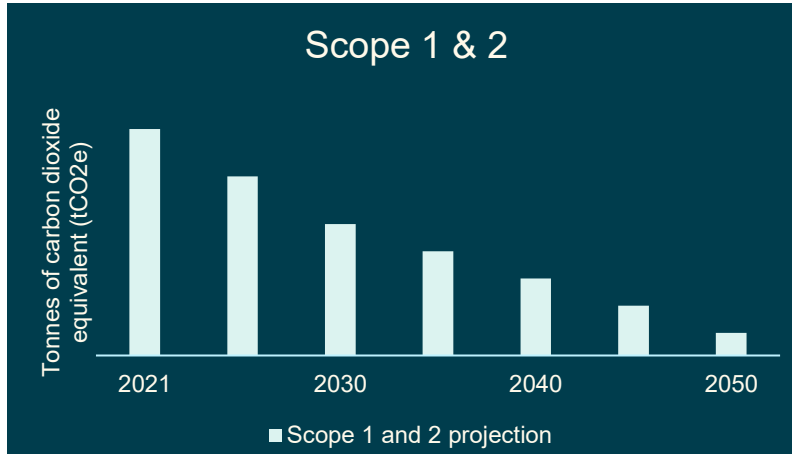
Science-based targets

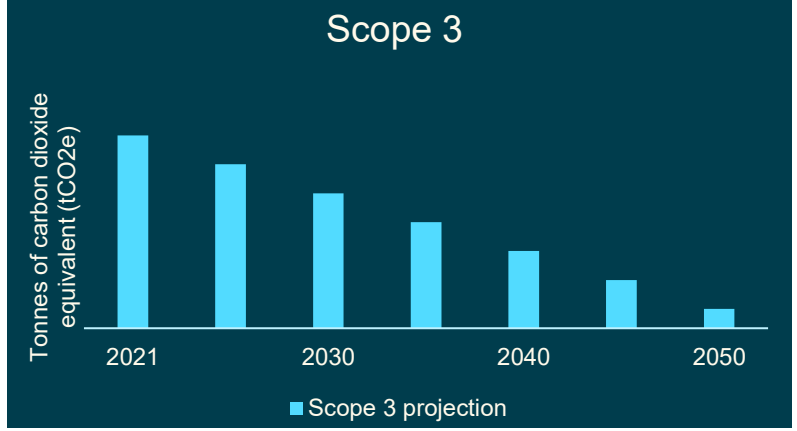
In June 2024, the Science Based Targets Initiative (SBTi) validated the near-term and net-zero targets for Chevron Traffic Management using a 2021 base year, confirming their alignment with the Paris Climate Agreement's goal of limiting global warming to 1.5°C.

Our reduction targets are measured in absolute terms, rather than being adjusted for revenue or other metrics, allowing us to more accurately assess our direct impact on the climate. We use a market-based approach for our Scope 2 targets, relying on the emissions data from our selected energy tariffs to better assess the impact of our renewable electricity usage. Our net zero targets mandate at least a 90% reduction from the base year by 2050.

Since 2021 the Group has undergone a significant period of growth, mainly due to mergers and acquisitions, which has resulted in an increase in the Group's carbon footprint. For this reason, a rebaselining exercise was conducted for FY2024 and the resulting totals for scope 1, 2 and 3 emissions have been quantified and included in this report's GHG emissions inventory. These figures constitute the restated baseline for the Group's carbon footprint and will inform future GHG reduction initiatives and targets.

While we currently have science-based targets in place specifically for our traffic management operations, we plan to expand our targets to cover the wider Group by 2028 to ensure that our net zero ambition is driven across our entire operations.





Reduction 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 achieving net zero emissions by 2050 and are scaling up our efforts through several strategic projects and trials.

Zero emission vehicles	Emissions from fleet operations represent 98% of our scope 1 and 2 footprint, and 34% of our total carbon emissions, meaning that our decarbonisation efforts should be focussed here. We recently introduced a **company car salary sacrifice scheme** for our employees to encourage them to transition to electric or hybrid, which will support to decarbonise our grey fleet. Operationally, We have introduced an **electric supervisor van** into the fleet, estimated to save 5 tCO2e per year. We have procured **3 electric traffic management vans** for our low speed fleet, estimated to save 11 tCO2e each, totalling 33 tCO2e per year overall. Over the course of the lifespan of these vehicles we expect to save approximately 152 tCO2e.
Fleet efficiency improvements	With nearly a thousand operational vehicles, we recognise the important role efficient fleet operations plays in meeting our carbon reduction targets. At the beginning of 2025 we made the decision to invest significantly in **new telematics software** that will support us in improving operational efficiency, as well as reducing risk and enhancing safety. By tackling poor driver behaviour, such as harsh braking and engine idling, we expect to achieve a carbon saving of over 1,800 tCO2e over a three year period by embracing the data our telematics will provide us.
Digital transformation	We have invested heavily in digital adoption, including the acquisition of Highway Resource Solutions in 2018, alongside significant investment in digital operating systems to drive efficiency of resource utilisation. Digital solutions, such as **Intellitag**, are driving carbon reduction and operational efficiency by enabling event-based maintenance, which is helping to reduce emissions from maintenance activities on major schemes. The **Enhanced Mobile Carriageway Closure (EMCC)** technique is also supporting whole-life carbon reduction by increasing contractor working windows, reducing overall programme durations, and eliminating unnecessary diversion routes for thousands of road users.
Carbon literacy	Our carbon management system was successfully accredited **to PAS 2080:2023** standard in June 2024 across Chevron Traffic Management, Chevron Green Services, Roocroft Road Restraints and Metor Services, demonstrating our internal policy, processes and culture for carbon reduction across the whole lifecycle of projects. We include training on climate change, carbon reduction and management in our bespoke ESG future leaders course, the Ramudden Global UK **ESG Accelerator Programme**, further ensuring that awareness and capability for carbon reduction is embedded across our operations and central services teams.

GHG Inventory

Category	Greenhouse gas emissions (tCO2e) / FY24 (Jan – Dec 24)
Scope 1: Direct GHG Emissions	**17,994.23**
Stationary combustion	**139.08**
Mobile combustion	**17,855.15**
Scope 2: Indirect GHG emissions from imported energy	**433.56**
Purchased electricity (location based)	**490.57**
Purchased electricity (market based)	**433.56**
Scope 3: Indirect GHG emissions from value chain	**33,981.19**
Transportation	**2,485.05**
Upstream transportation & distribution	296.11
Business travel	686.26
Employee commuting	1,502.68
Products purchased	**31,496.14**
Purchased goods and services	24,006.88
Capital goods	2,296.24
Fuel & energy related activities	4,535.51
Waste generated in operations	657.51
Total scope 1 & 2 (market based)	**18,427.79**
Total scope 1, 2 & 3 (market based)	**52,408.98**

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 FY24, 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 When submitting our SBT target for verification, the base year was set for financial year 2021 (January to December). However given the significant growth of the business and the consolidation of the entities into one Group, it justified a rebaselining of the Group's GHG emissions. It follows that the figures contained in this report constitute the restated base year for financial year 2024 (FY24).
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 FY24 UDP joined Chevron Traffic Management and as part of the integration process, data was collated and included in the overall reanalysis of the Group's base year emissions to ensure all entities were included in the restated base year totals.

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

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.

Upstream leased assets (scope 3)	Spend	Generic
Downstream transportation & distribution (scope 3) Transportation of goods produced by Ramudden Global UK	Spend	Generic
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*

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 as hydrogenated vegetable oil (HVO) are not currently in use across the fleet. This exclusion remains under review and is assessed annually to ensure this remains justified.
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 (tCO2e) - FY24 (Jan – Dec 24)							
	CO2e	CO2	CH4	N2O	HFCs	PFCs	SF6	NF3
Scope 1: Direct GHG Emissions	**17,994.23**	**17,758.68**	**232.68**	**2.87**	**0**	**0**	**0**	**0**
Stationary combustion	**139.09**	**137.93**	**1.11**	**0.04**	**0**	**0**	**0**	**0**
Mobile combustion	**17,855.15**	**17,620.75**	**231.57**	**2.83**	**0**	**0**	**0**	**0**
Scope 2: Indirect GHG emissions from imported energy	**433.56**	**429.13**	**1.88**	**2.55**	**0**	**0**	**0**	**0**
Purchased electricity (location based)	**490.57**	**485.55**	**2.13**	**2.89**	**0**	**0**	**0**	**0**
Purchased electricity (market based)	**433.56**	**429.13**	**1.88**	**2.55**	**0**	**0**	**0**	**0**
Scope 3: Indirect GHG emissions from value chain	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Transportation	**2,485.05**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Upstream transportation & distribution	296.11	-	-	-	-	-	-	-
Business travel	686.26	-	-	-	-	-	-	-
Employee commuting	1,502.68	-	-	-	-	-	-	-
Products purchased	**31,496.14**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Purchased goods and services	24,006.88	-	-	-	-	-	-	-
Capital goods	2,296.24	-	-	-	-	-	-	-
Fuel & energy related activities	4,535.51	-	-	-	-	-	-	-
Waste generated in operations	657.51	-	-	-	-	-	-	-
Total scope 1 & 2 (market based)	**18,427.79**	**18,187.81**	**234.56**	**5.42**				
Total scope 1, 2 & 3 (market based)	**52,408.98**							

Energy

The table opposite details our scope 1 & 2 energy consumption for FY24 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. 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	**70,958.67**	**96.8%**
Oil (vehicle fuel)	70,622.25	96.3%
Natural gas	336.42	0.5%
Consumption of purchased or acquired electricity	**2,366.93**	**3.2%**
Renewable electricity	275.34	0.4%
Non-renewable electricity	2,091.59	2.9%
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	**73,325.6**	**100%**

Normalised data

Tonnes CO2e per normalisation metric	MWh	Scope 1	Scope 2 (MB)	Scope 2 (LB)	Scope 3
Per € million revenue	250.94	61.58	1.48	1.68	116.29
Per employee	37.5	9.2	0.22	0.25	17.38

Appendix C. Conversion factors

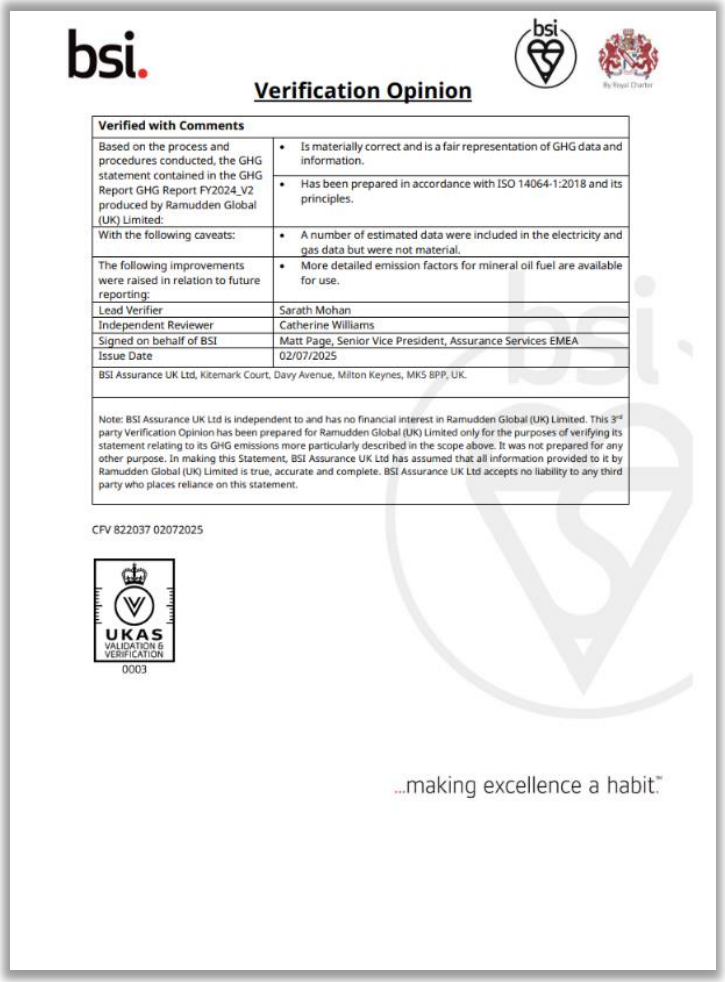
Department for Business, Energy & Industrial Strategy (BEIS), & Department for Environment, Food & Rural Affairs (DEFRA). (2024). *Greenhouse gas reporting: conversion factors 2024* [Dataset]. https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024

U.S EPA (2024). *Emissions factors for greenhouse gas inventories 2024* [Dataset]. https://www.epa.gov/system/files/documents/2024-02/ghg-emission-factors-hub-2024.pdf

Appendix D. Verification opinion statement

In May 2025 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.



bsi.

Verification Opinion

Verified with Comments	
Based on the process and procedures conducted, the GHG statement contained in the GHG Report GHG Report FY2024_V2 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 ISO 14064-1:2018 and its principles.
With the following caveats:	• A number of estimated data were included in the electricity and gas data but were not material.
The following improvements were raised in relation to future reporting:	• More detailed emission factors for mineral oil fuel are available for use.
Lead Verifier	Sarath Mohan
Independent Reviewer	Catherine Williams
Signed on behalf of BSI	Matt Page, Senior Vice President, Assurance Services EMEA
Issue Date	02/07/2025
BSI Assurance UK Ltd, Kitemark Court, Davy Avenue, Milton Keynes, MK5 8PP, UK.	

Note: BSI Assurance UK Ltd 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 purposes of verifying its statement relating to its GHG emissions more particularly described in the scope above. It was not prepared for any other purpose. In making this Statement, BSI Assurance UK Ltd has assumed that all information provided to it by Ramudden Global (UK) Limited is true, accurate and complete. BSI Assurance UK Ltd accepts no liability to any third party who places reliance on this statement.

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UKAS VALIDATION & VERIFICATION 0003

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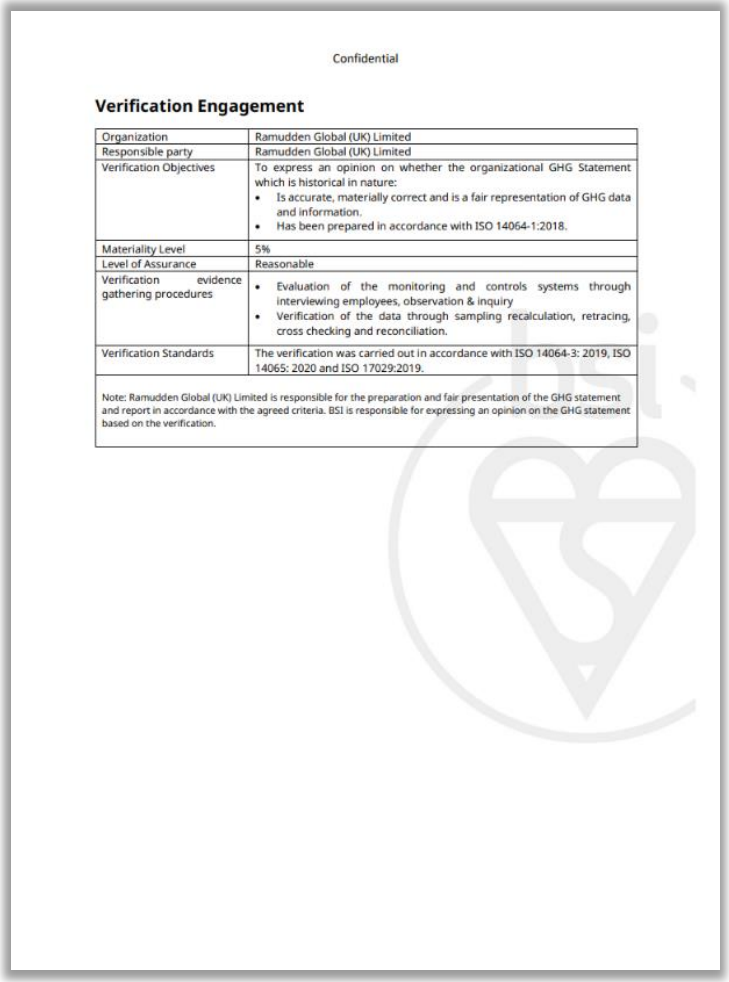

Confidential

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 ISO 14064-1:2018.
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 is responsible for expressing an opinion on the GHG statement based on the verification.

Appendix E. Declaration and sign off

This GHG report has been completed in accordance with ISO14064-1 and PPN 06/21 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

Matt Robinson
Chief Financial Officer

21 July 2025