Carbon Report

September 2025

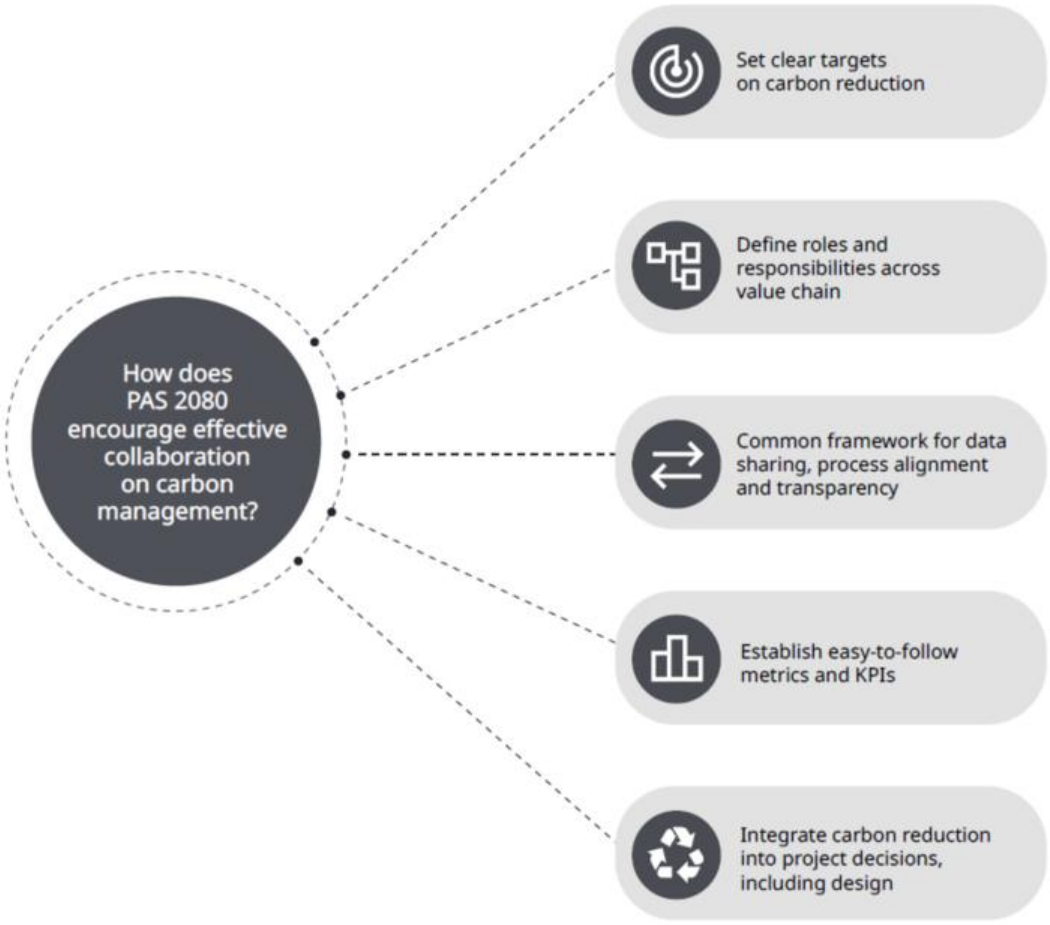
Premier
RoadMarkings Ltd

Index

Introduction

Premier Road Markings recognises its responsibility to reduce carbon emissions across every part of our operations. This strategy sets out our high-level approach to managing and cutting carbon in line with PAS 2080, the recognised standard for carbon management in infrastructure.

This strategy sets out our approach to managing and reducing carbon in line with PAS 2080: Carbon Management in Buildings and Infrastructure, and in alignment with the UK Government's Net Zero by 2050 target and National Highways' net zero commitments. We understand that the construction and maintenance of transport networks have a direct impact on the environment. We aim to ensure that carbon reduction becomes a core part of how we plan, design, procure, deliver, and maintain our services. Furthermore, this report will identify its current objectives, its baseline for a rolling 12-month period, its targets, and the challenges it has faced.



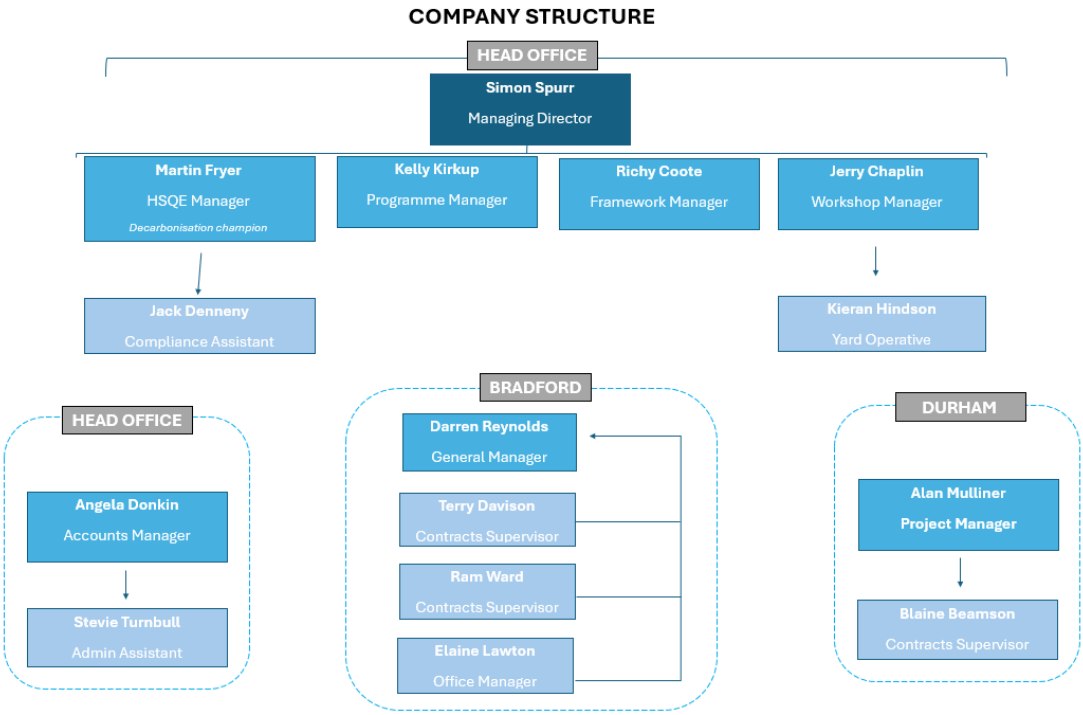
Decarbonisation principles

Our approach to carbon reduction is guided by several core principles that underpin all our decisions and activities. We embrace whole-life thinking, which means we

consider carbon impacts from the initial design stage through to installation, maintenance, and eventual end-of-life. We follow a clear hierarchy of action, prioritising the avoidance of unnecessary materials or processes before implementing reduction measures. Reduction efforts are implemented before considering any carbon offsetting, ensuring that offsets are used only as a last resort. Collaboration with clients, suppliers, and industry partners is essential for achieving meaningful carbon reductions, and we work closely with these stakeholders to identify opportunities for innovation and efficiency. Transparency in our measurement, reporting, and communication ensures that progress is clearly visible both internally and externally. Finally, we are committed to continuous improvement, constantly reviewing our processes and learning from each project to enhance our carbon performance over time. Implementation of PAS 2080 has been a critical step; following the guiding principles will ensure the decarbonisation strategy will continue to evolve.

Leadership and commitment

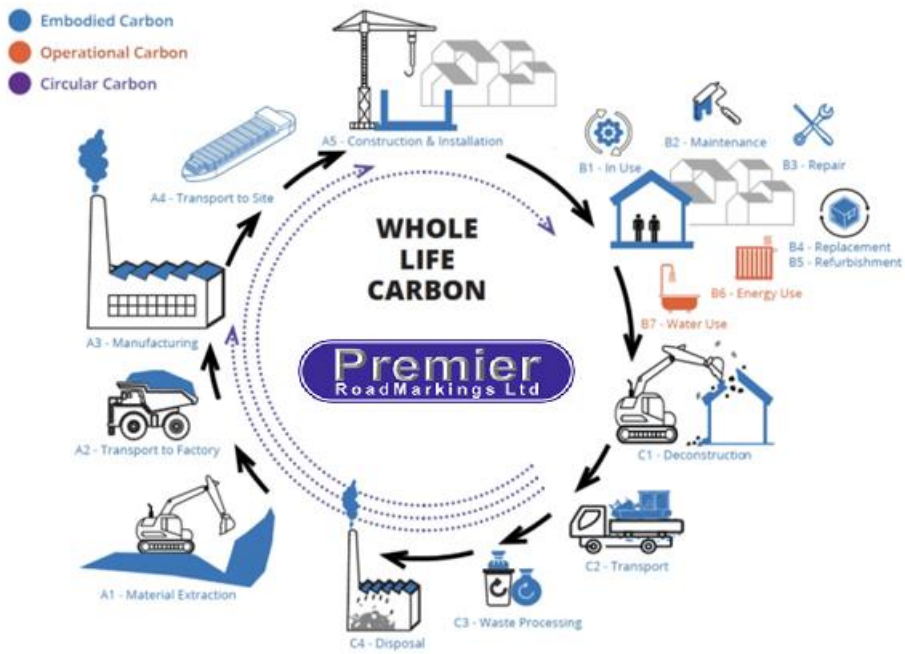
Premier Road Markings' leadership team fully supports this strategy and is committed to providing the resources necessary to achieve its objectives. Carbon reduction is embedded into all aspects of decision-making, fostering innovation, collaboration, and a culture of accountability. By implementing this strategy, Premier Road Markings demonstrates its commitment to sustainable infrastructure and its responsibility to clients, communities, and the environment. Commitment to decarbonisation starts at the top with the managing director, with responsibility flowing downwards through the HSQE department, and outwards to all departments, employees, and processes.



Management of whole life carbon

Whole-life carbon assessments are conducted on key projects, to quantify and compare the impacts of different materials and methods. These assessments provide evidence to support informed decisions, ensuring that reductions are based on data rather than assumptions. The methodology follows PAS 2080 principles and recognised standards, allowing us to benchmark performance and track improvements over time including delivering projects to National Highways and other major infrastructure clients. Assessments also help identify future opportunities for innovation, further supporting our commitment to

Circular whole life carbon in road markings



Training

Building capability across the business is essential to achieving meaningful carbon reductions. All employees receive targeted training to understand carbon impacts and how their work contributes to reduction efforts. Teams share lessons learned and replicate successful approaches across projects, ensuring consistent application of best practices. We also collaborate with clients and suppliers to exchange knowledge and innovations, fostering a culture of continuous improvement and collective responsibility for reducing carbon emissions across the value chain.

Sharing of good practice

Premier Road Markings recognises that achieving meaningful carbon reduction is not something we can do alone. Collaboration across the business, with clients, suppliers, and industry partners, is essential to maximise impact and drive innovation. We

actively engage with project teams early in the design and planning stages to identify opportunities for reducing carbon emissions and to ensure that low-carbon methods are embedded into decision-making.

Sharing best practices is central to this approach and helps us achieve our ISO 44001 accreditation. Lessons learned from successful projects are captured, documented, and disseminated across teams to ensure that effective strategies are consistently applied. This includes both operational methods, such as more efficient installation techniques, and strategic approaches, such as material selection and logistics optimisation.

Externally, we collaborate with clients and suppliers to exchange knowledge, highlight innovations, and collectively tackle challenges in reducing whole-life carbon. By fostering a culture of openness and continuous learning, Premier Road Markings ensures that insights and successful solutions are widely shared, benefiting not only individual projects but the broader infrastructure sector.

Challenges

We recognise that achieving carbon reduction presents both challenges and opportunities. Accessing reliable carbon data from suppliers can be limited, and low-carbon materials or technologies may have higher upfront costs. Balancing safety, durability, and carbon reduction requirements can also present trade-offs. However, these challenges provide opportunities to innovate, improve efficiency, and establish Premier Road Markings as a leader in sustainable road marking. Sharing lessons learned and successful solutions further extends the benefits of these innovations across projects and partners.

Early engagement and integrating into decision-making

Carbon reduction is most effective when considered early in the project lifecycle. We engage with clients, designers, and suppliers at the earliest stages to identify opportunities for reducing carbon from material selection to logistics and installation. Carbon considerations are fully integrated into all key decisions alongside safety, cost, and quality. By sharing successful strategies and approaches from previous projects, we help teams and partners implement proven low-carbon methods early in the design and procurement process.

Targets and aligning with National Highways

After establishing our baseline, we will set ambitious targets aligned with National Highways' net zero objectives. These include achieving zero carbon construction and maintenance emissions by 2040, reducing embedded carbon in construction materials by 50% by 2030, and transitioning our fleet to zero-emission vehicles by 2035. Internal milestones mirror these national objectives, providing clear steps for the business. Sharing progress and best practices with clients and partners ensures alignment and encourages wider adoption of successful low-carbon strategies.

Procurement

Procurement is a key lever for reducing carbon across operations. Suppliers are required to provide carbon data through our PQQ process, and preference is given to those demonstrating verified reduction initiatives. This is particularly relevant for suppliers of raw material that may have a high whole life carbon model. Carbon performance is incorporated into tender evaluation and contract awards. Collaboration with suppliers ensures that low-carbon materials, efficient logistics, and innovative construction methods are consistently adopted. By documenting and sharing successful approaches, we extend the benefits of good practice throughout the supply chain.

Reviewing internal processes

Performance is monitored using a set of clear metrics, including total tonnes of CO_2, output from our four main areas, diesel and petrol burnt, raw material, and our administrative operations. Progress is reviewed quarterly, and insights from successful initiatives are shared across teams and projects. Annual reviews of the strategy ensure it remains current, effective, and informed by lessons learned. Sharing best practices internally and externally allows us to replicate successful approaches, driving continuous improvement across the business and with our partners. Our carbon information, including the contents of this report, will be published publicly via our website.

Established the carbon baseline

Premier Road Markings has successfully established its carbon baseline for a rolling 12-month period, in accordance with PAS 2080. This achievement marks a significant step in the company's sustainability journey, providing a clear understanding of the emissions associated with its operations and supply chain. With this foundation in place, Premier Road Markings is now well-positioned to actively monitor, control, and reduce its carbon output through targeted efficiency measures, which include the four main output streams, vehicles / fuel, ancillary items / fuel, raw material and our administrative functions. This proactive approach reflects the company's commitment to continuous improvement and to supporting a lower-carbon future across the highways and infrastructure sectors.

Carbon data Premier Road markings – Sep 24 – Sep 25

APPLICATION		Environment	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Total T
		Company revenue														
The **DIESEL** burnt by our vehicles. The **UNLEADED** used in our ancillary generators and hybrid company cars	Fuel consumption C02	**Fuel**														
		Diesel (litres)	34232	28346	29604	23956	33124	35218	38959	37904	38204	40254	40272	34666	42069	**456808**
	Diesel - 2.68 kg of C02 of litre burned	**Unleaded (litres)**	1605	1394	1456	1178	1620	1509	1692	1466	1475	1558	1489	1378	1469	**19289**
	Petrol - 2.31 kg of C02 of litre burned	**C02 Diesel Kgs**	91742	75967	79339	64202	88772	94384	104410	101583	102387	107881	107929	92905	112745	**1224245**
		C02 Unleaded Kgs	3708	3220	3363	2721	3742	3486	3909	3386	3407	3599	3440	3183	3393.39	**44558**
The **ENERGY** produced from our administrative activities	Energy consumption C02	**Energy**														
		KW/H	2942.7	3527.8	4951.2	5228.2	5355	8210.9	6397	3645	2887.3	2598.9	2312.8	2146.1	2222.3	**50202.9**
	Total KW/h x 0.281	**C02 Output Kgs**	827	991	1391	1469	1505	2307	1798	1024	811	730	650	603	624	**14731**
	*UK recognised carbon factor	**Raw material**														
The **CARBON** associated with the raw material we use, using and emissions factor of 4.77	Raw material consumption C02	**Tonnes**	102	171	181	79	150	186	211	136	145	130	181	169	185	**2026**
		C02 Output Kgs	48654	81567	86337	37683	71550	88722	100647	64872	69165	62010	86337	80613	88245	**966402**
	Total tonnage x 4.77	**Total baseline Kgs**	**147046.01**	**164282.22**	**173990.28**	**109834.46**	**165569**	**188899**	**210763**	**170865**	**175770**	**174220**	**198355**	**177304**	**205008**	**2285407.93**
	*UK recognised carbon factor	**As a % of revenue**	17.933%	18.863%	21.194%	22.875%	19.038%	16.508%	12.632%	19.247%	17.861%	19.843%	18.853%	17.504%	19.354%	18.593%

Stage 1 - Current annual 5% reduction

	Frcast Revenue	Forecast 5%	Tn removed
2024 - 2025	£12,550,842	18.59	-
2025 - 2026	£12,676,350	17.66	117763kg
2026 - 2027	£12,866,495	16.78	113225kg
2027 - 2028	£13,123,825	15.94	110240kg
2029 - 2030	£13,517,540	15.14	108140kg
			449368kg

Stage 2 - Progressive annual 5% (+1% increase) reduction

	Frcast Revenue	5% (+1%)	Tn removed
2024 - 2025	£12,550,842	18.59	-
2025 - 2026	£12,676,350	17.47	141975kg
2026 - 2027	£12,866,495	16.25	156971kg
2027 - 2028	£13,123,825	14.95	170609kg
2029 - 2030	£13,517,540	13.60	188786kg
			658341kg

Baseline Carbon Sep 24 - Sep 25 in Kg

2,249,936.51

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