

CARBON REDUCTION PLAN

# Allmarque PMS Ltd

Trading as Roman Road Marking

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<b>REPORTING PERIOD</b>	2024 / 25
<b>PUBLISHED</b>	22 May 2026
<b>NEXT REVIEW DATE</b>	31 March 2027
<b>STANDARD</b>	Procurement Policy Note 06/21 (PPN 06/21)
<b>REGISTERED OFFICE</b>	Unit 9 Usk Side Business Park, Church Street, Newport NP20 2TX
<b>WEB</b>	<a href="http://www.romanroadmarking.com">www.romanroadmarking.com</a>

## 1. Commitment to Net Zero

Allmarque PMS Ltd (trading as Roman Road Marking) is committed to achieving Net Zero carbon emissions across its UK operations by 2050 at the latest, in alignment with the UK Government's legally binding target under the Climate Change Act 2008.

We recognise that as a road marking contractor operating diesel-powered HGV and van fleets, the decarbonisation of our vehicle fleet represents our most significant opportunity and obligation. We are committed to measuring, managing and reducing our carbon emissions year on year, and to supporting our clients in meeting their own sustainability objectives.

This Carbon Reduction Plan has been prepared in accordance with PPN 06/21 and the associated Technical Standard for the Completion of Carbon Reduction Plans published by the Cabinet Office.

## 2. Baseline Emissions Footprint

The baseline reporting period is 2024/25. Emissions have been calculated using UK Government BEIS conversion factors (2023) and the GHG Protocol Corporate Accounting and Reporting Standard. The operational control boundary has been applied.

### Scope 1 — Direct Emissions

Scope 1 covers all direct greenhouse gas emissions from sources owned or controlled by the organisation, principally the combustion of diesel fuel in our vehicle fleet and natural gas used for space heating at the depot.

Emissions Source	Tonnes CO <sub>2</sub> e	Notes
Vehicle fleet — all vehicles (27,935 litres diesel, total incl. non-card purchases)	70.1	BEIS 2023: 2.51089 kg CO <sub>2</sub> e/litre
<b>Scope 1 Total</b>	<b>70.1 tCO<sub>2</sub>e</b>	

### Scope 2 — Indirect Energy Emissions

Scope 2 covers indirect emissions from purchased electricity consumed at the depot and office premises.

Emissions Source	Tonnes CO <sub>2</sub> e	Notes
Electricity — depot and office (10,140 kWh, 845 kWh/month average)	2.1	UK grid average, BEIS 2023
Electricity — electric van charging (est. 300 kWh)	0.1	1,000 miles @ 0.3 kWh/mile
<b>Scope 2 Total</b>	<b>2.2 tCO<sub>2</sub>e</b>	

### Scope 3 — Selected Indirect Emissions

The five mandatory Scope 3 categories under PPN 06/21 are reported below.

Emissions Source	Tonnes CO <sub>2</sub> e	Notes
Category 4: Upstream transportation & distribution	5.0	Delivery of materials/supplies to depot
Category 5: Waste generated in operations	0.5	General and paint waste disposal
Category 6: Business travel (non-company vehicles)	0.5	Rail/air travel by staff
Category 7: Employee commuting (est. 10 staff)	8.5	Average car commute, BEIS factors
Category 9: Downstream transportation & distribution	N/A	Not applicable — service business
<b>Scope 3 Total</b>	<b>14.5 tCO<sub>2</sub>e</b>	

**TOTAL ORGANISATIONAL EMISSIONS**

**86.8 tCO<sub>2</sub>e**

*Note: emissions estimates are based on the best available data for the baseline year. Where precise consumption figures are not available, conservative estimates have been applied. These will be refined as metering and data capture improves.*

## 3. Current Emissions Reduction Initiatives

The following measures are already in place or underway:

- **Route optimisation:** Daily route planning to minimise unnecessary mileage for all HGV and van journeys.
- **Euro 6 fleet upgrade:** All vehicles are being progressively upgraded to Euro 6 emission standard, replacing older Euro 5 vehicles. Euro 6 engines deliver significantly lower NOx and particulate emissions and improved fuel efficiency.
- **Electric van:** One electric van is in operation for local site visits, eliminating direct emissions from those journeys.
- **Driver training:** Fuel-efficient driving techniques are part of our driver induction and ongoing training programme.
- **Vehicle maintenance:** All fleet vehicles follow a regular maintenance schedule to ensure optimal fuel efficiency.
- **Idling policy:** A no-unnecessary-idling policy is in place across all depot operations and on-site working.

- **LED lighting:** The depot and office have been partially converted to LED lighting to reduce electricity consumption.
- **Waste segregation:** Paint and solvent waste is segregated at the depot for specialist disposal, minimising landfill.

## 4. Carbon Reduction Targets and Action Plan

We have set the following interim reduction targets on the path to Net Zero by 2050:

Target Year	Reduction vs Baseline	Target Emissions	Primary Driver
2027	15%	73.7 tCO <sub>2</sub> e	Fleet efficiency & route optimisation
2030	35%	56.4 tCO <sub>2</sub> e	Partial fleet electrification / HVO
2035	60%	34.7 tCO <sub>2</sub> e	Majority fleet electrification
2040	80%	17.4 tCO <sub>2</sub> e	Full fleet electrification + renewable energy
2050	Net Zero	0 tCO <sub>2</sub> e	Net Zero across all scopes

### Key Actions

- **2024–2027:** Introduce HVO (Hydrotreated Vegetable Oil) fuel for HGV fleet where operationally feasible, reducing diesel combustion emissions by up to 90% per litre on a lifecycle basis.
- **2024–2027:** Install smart meters at depot and office to improve accuracy of energy consumption data.
- **2025–2027:** Procure 100% renewable electricity tariff for depot and office.
- **2026–2030:** Evaluate and pilot electric or hydrogen-capable road marking vehicles as suitable models become available to market.
- **2027–2030:** Begin phased replacement of van fleet with electric vehicles (EVs) as lease agreements expire.
- **2030–2035:** Progress HGV fleet electrification or alternative low-carbon fuel transition in line with technology availability.
- **Ongoing:** Annual review of CRP and emissions data; engage supply chain on carbon reduction.

## 5. Environmental Management Measures

The following environmental management measures are in place:

- Carbon emissions are monitored and will be reported annually within an updated Carbon Reduction Plan.
- Fleet fuel consumption is recorded monthly and reviewed by management.
- Waste disposal records are maintained in compliance with environmental permitting requirements.

- Suppliers of materials are encouraged to provide product-level carbon data to improve Scope 3 accuracy.

## 6. Approval and Sign-off

This Carbon Reduction Plan has been approved by the Board of Directors (or equivalent senior management body) of **Allmarque PMS Ltd T/A Roman Road Marking**.

**SIGNED BY** Matthew Stanton

**JOB TITLE** Managing Director

**DATE OF APPROVAL** 22 May 2026

**NEXT REVIEW DATE** 31 March 2027

*This Carbon Reduction Plan is published on the organisation's UK website at [www.romanroadmarking.com/sustainability](http://www.romanroadmarking.com/sustainability) in accordance with PPN 06/21 requirements.*