

EMMISSIONS AND AIR QUALITY POLICY

This policy has been developed to meet Tomato Plant Ltd obligations and to be socially responsible in all aspects of the business, this to protect air quality by reducing the environmental impact in our operations in relation to engine idling by our employees in company vehicles. This in turn will greatly improve the fuel efficiency of our operations, reduce fuel costs and ensure we avoid the increasing fines and penalties associated with engine idling.

Background

Air pollution such as diesel particulates, Carbon Monoxide, particularly ground-level NO_x, is an immediate and ongoing concern in the UK. The documented impacts on health, economic growth, and quality of life are of great concern. Vehicle exhaust emissions from idling vehicles contributes significantly to air pollution.

We will try to mitigate our impact on climate change through careful selection of energy efficient plant and vehicles, driver training, operational measures and monitoring of fuel usage.

John Bye is named as the company Fuel and Emissions Champion.

Statement of Policy

It is the policy of The Tomato Plant Ltd that driver of any vehicle belonging to the business, employees, customers turn the engine off when a vehicle is stationary for more than 30 seconds, except when in traffic.

Rule 123 of The Highway Code:

- You **MUST NOT** leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road. Generally, if the vehicle is stationary and is likely to remain so for more than a couple of minutes, you should apply the parking brake and switch off the engine to reduce emissions and noise pollution. However, it is permissible to leave the engine running if the vehicle is stationary in traffic or for diagnosing faults.

Law CUR Regs 98 & 107

- It is also the policy of the company to seek alternatives to regular polluting fuels, such as HVO fuel, and the possibility to add electric or hybrid vehicles.
- Engine-idling is minimised to reduce fuel waste and unnecessary emissions

Exemptions

The policy of turning the engine off when stopped does not apply for the periods during which idling is necessary under the following circumstances:

1. To provide for the safety of vehicle occupants, such as extreme cold conditions (e.g. to run the air heaters).
2. When a driver is conducting a daily driver walkaround check of a vehicle which requires the engine to be idling to check for excessive smoke, to build up air pressure and to check for air/liquid leaks and dash faults.
3. To use lifting/auxiliary equipment powered by the engine for the loading and unloading of products or goods.
4. When stopped in traffic.
5. When unforeseen traffic, safety, or emergency situations arise.

Except for exemption 4, if in the above exemption cases equipment can be run from the battery alone i.e. tail lifts, drivers must refrain from idling unless there is a significant concern of draining the battery.

I confirm that I have provided training and support to the above-mentioned employee to ensure that engine idling is always kept to an absolute minimum and that all reported defects/symptoms of defects that prevent adherence to this policy will be rectified in accordance with the company's defect reporting procedures.

All fuel spillages are minimised and managed.

This policy is made available to all the company employees, the policy will be review annually, subject to changes to company procedure and legislation.

As Managing Director of Tomato Plant Limited, I sign below to endorse and approve this policy:

A handwritten signature in black ink, appearing to be "CF", written in a cursive style.

**Chris Ford,
Managing Director, 8th January 2026**