

1 NO POVERTY



2 ZERO HUNGER



3 GOOD HEALTH AND WELL-BEING



4 QUALITY EDUCATION



5 GENDER EQUALITY



6 CLEAN WATER AND SANITATION



7 AFFORDABLE AND CLEAN ENERGY



8 DECENT WORK AND ECONOMIC GROWTH



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



10 REDUCED INEQUALITIES



11 SUSTAINABLE CITIES AND COMMUNITIES



THE GLOBAL GOALS

For Sustainable Development

12 RESPONSIBLE CONSUMPTION AND PRODUCTION



13 CLIMATE ACTION



14 LIFE BELOW WATER



15 LIFE ON LAND



16 PEACE AND JUSTICE STRONG INSTITUTIONS



17 PARTNERSHIPS FOR THE GOALS



Sustainable Development Goals – Reference Table

In September 2015, the Australian Government became a signatory to the United Nations Sustainable Development Goals (SDGs). These goals build on the Millennium Development Goals but is a more comprehensive, progressive and innovative agenda that responds to the many challenges faced by the world today and into the future. The new agenda provides a roadmap for global development efforts to 2030 and beyond.

The SDGs provide a framework to assess and benchmark our internal approach and progress for sustainable development as an organisation. [The SDG Index and Dashboard Report 2019](#) of the various indicators that underpin the SDGs was released. This report provides an update on progress on achieving the SDGs including by Australia as nation. Some of these indicators have relevance for Main Roads, which are highlighted below together with an indication how Australia is performing against that indicator.

The reference table below is a summary of what we are doing to support achieving the SDGs, including in areas where challenges remain for Australia (key below).

Rating

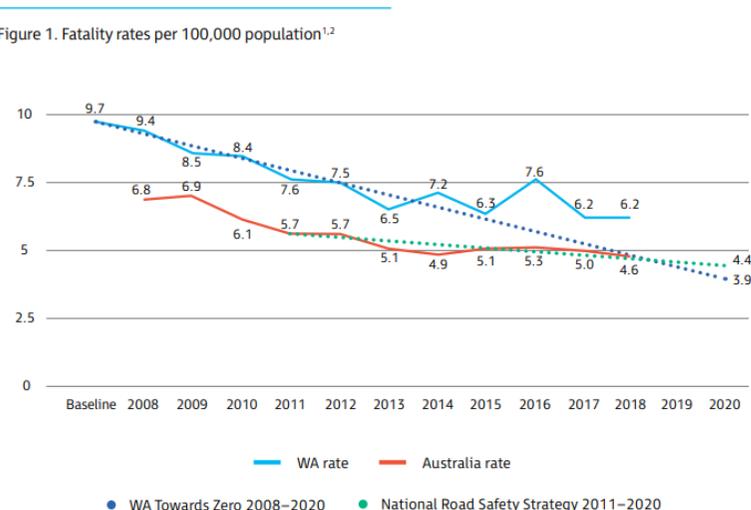
-  SDG achieved
-  Challenges remain
-  Significant challenges remain
-  Major challenges remain
-  [information unavailable]

Trend

-  On track to achieve goal by 2030
-  Score moderately increasing, insufficient to attain goal
-  Score stagnating or increasing at less than 50% of required rate
-  Score decreasing
-  Trend information unavailable

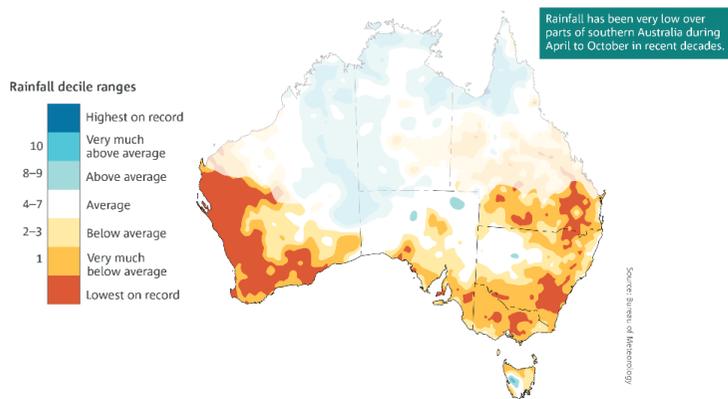
Sustainable Development Goal	Background and context	Australia's progress	Examples of what we do that supports this SDG
<p>1) End Poverty In all its forms everywhere</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>1.5 By 2030, build the resilience of the poor and those in vulnerable situations and reduce their exposure and vulnerability to climate-related extreme events and other economic, social and environmental shocks and disasters</p> <p>By 2030, ensure that all men and women, in particular the poor and the vulnerable, have equal rights to economic resources, as well as access to basic services, ownership and control over land and other forms of property, inheritance, natural resources, appropriate new technology and financial services, including microfinance</p>	<p>In Western Australia, the Indigenous, Women and people with disabilities are at higher risk to experience poverty. We have a number of policies that support the economic wellbeing of these groups.</p> <p>Further, the above-mentioned groups are also likely to experience 'transport disadvantage. Transport disadvantage is where someone has difficulty accessing transport because of cost, availability of services or poor physical accessibility. As Western Australians are typically car dependant it is also due to difficulties associated with maintaining private transport (e.g., financial stress related to the cost of petrol, car insurance, car purchase, maintenance and repairs).</p> <p>The report  'Energy Poverty in Western Australia: A Comparative Assessment of Drivers and Effects' published by Curtin University's Bankwest Curtin Economics centre also show the impacts of energy poverty on low-income households in WA. Low-income households are spending approximately 12 per cent of their income on utility bills and fuel each week, compared with 2.9 per cent for high-income households. WA's average fuel spend is \$63 per week which is higher than all other states, except NT. The report suggests a need for more accessible and affordable transport options.</p> <p>People living in remote communities or locations often have lower levels of transport service (i.e. unsealed roads, no public transport) and can often be vulnerable to climate related events.</p>	  <p>Challenges Remain</p>	<p>Our People</p> <ul style="list-style-type: none"> - Promoting Diversity & Equal Opportunity - Equal Employment Opportunity Management Plan 2017-2020 - Women in Leadership - Reconciliation Action Plan & Indigenous Employment <p>Community Access</p> <p>Built by Locals, for Locals - Bidyadanga</p>

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<p>2) End hunger, achieve food security and improved nutrition and promote sustainable agriculture</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Prevalence of adult obesity</p> <p>By 2030, end hunger and ensure access by all people, in particular the poor and people in vulnerable situations, including infants, to safe, nutritious and sufficient food all year round</p> <p>By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets and opportunities for value addition and non-farm employment</p>	<p>This SDG is not a goal that Main Roads has the potential to strongly impact. The relationship to this goal is largely indirect. The following may help our national progress towards this SDG.</p> <p>Improving the efficiency of freight is a key component of our strategic direction. This will ultimately assist in maintaining the viability of the States agricultural areas and overall food security.</p> <p>We proactively manage the environmental impacts from the road network. At times the road network interfaces with agricultural areas, which need to be protected from the risk of disease, invasive weeds, contaminants and pollution.</p> <p>As an organisation, we promote proactive safety, health and wellbeing within our workforce. Main Roads promotes and encourages a safe and healthy lifestyle through various programs, which aim to make our workforce more aware of health issues, which includes obesity, and promote behaviour change.</p>	 <p>Major challenges remain</p>	<p>Enhancing Safety, Health and Wellbeing Road Efficiency State Development</p>

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<p>3) Ensure healthy lives and promote well-being for all at all ages</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Traffic deaths</p> <p>By 2030, reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and well-being</p> <p>Strengthen the prevention and treatment of substance abuse, including narcotic drug abuse and harmful use of alcohol</p> <p>By 2020, halve the number of global deaths and injuries from road traffic accidents</p> <p>By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination</p>	<p>Road safety is a critical area of focus for our organisation. We believe no one should die or be seriously injured on the State's road network, and we will manage the network to minimise the likelihood of road trauma to all road users. In 2018, there were 161 fatalities in reported road crashes in WA. Our rate per population is higher than the national average.</p> <p>Figure 1. Fatality rates per 100,000 population^{1,2}</p>  <table border="1"> <caption>Data for Figure 1: Fatality rates per 100,000 population</caption> <thead> <tr> <th>Year</th> <th>WA rate</th> <th>Australia rate</th> </tr> </thead> <tbody> <tr><td>Baseline</td><td>9.7</td><td>6.8</td></tr> <tr><td>2008</td><td>9.4</td><td>6.9</td></tr> <tr><td>2009</td><td>8.5</td><td>6.1</td></tr> <tr><td>2010</td><td>8.4</td><td>5.7</td></tr> <tr><td>2011</td><td>7.6</td><td>5.7</td></tr> <tr><td>2012</td><td>7.5</td><td>5.1</td></tr> <tr><td>2013</td><td>6.5</td><td>4.9</td></tr> <tr><td>2014</td><td>7.2</td><td>5.1</td></tr> <tr><td>2015</td><td>6.3</td><td>5.3</td></tr> <tr><td>2016</td><td>7.6</td><td>5.0</td></tr> <tr><td>2017</td><td>6.2</td><td>4.6</td></tr> <tr><td>2018</td><td>6.2</td><td>4.4</td></tr> <tr><td>2019</td><td>4.4</td><td>3.9</td></tr> <tr><td>2020</td><td>4.4</td><td>3.9</td></tr> </tbody> </table> <p>Source: 2018 preliminary summary of fatalities on WA roads, Road Safety Commission</p> <p>We support active and healthy lifestyles of all Western Australians through the provision of infrastructures that supports active transport such as Cycling and Pedestrian facilities. Our conditions of employment also promote healthy living.</p> <p>The impact of employees' alcohol and other drug (AOD) consumption on workplace safety and performance is an on-going issue for Australian employees, particularly within the construction industry. Substance abuse and the potential dangers it poses in the workplace are well documented with links to absenteeism, presenteeism, interpersonal problems, job turnover, injuries, disciplinary problems and poor job performance and productivity.</p> <p>Other issues related to this SDG include mental health (within the workforce), air quality (from use of the road network and construction sites) and contaminated sites (worker and community health)</p>	Year	WA rate	Australia rate	Baseline	9.7	6.8	2008	9.4	6.9	2009	8.5	6.1	2010	8.4	5.7	2011	7.6	5.7	2012	7.5	5.1	2013	6.5	4.9	2014	7.2	5.1	2015	6.3	5.3	2016	7.6	5.0	2017	6.2	4.6	2018	6.2	4.4	2019	4.4	3.9	2020	4.4	3.9	<p>3 GOOD HEALTH AND WELL-BEING</p>  <p>SDG Achieved</p>	<p>Our Sustainable Approach and Defining Materiality</p> <p>Road Safety</p> <p>Community Access</p> <p>Enhancing Safety, Health and Wellbeing</p> <p>Road Safety</p> <p>Mental Health Strategy</p> <p>Environmental Management</p>
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<p>4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>By 2030, ensure equal access for all women and men to affordable and quality technical, vocational and tertiary education, including university</p> <p>By 2030, substantially increase the number of youth and adults who have relevant skills, including technical and vocational skills, for employment, decent jobs and entrepreneurship</p> <p>By 2030, eliminate gender disparities in education and ensure equal access to all levels of education and vocational training for the vulnerable, including persons with disabilities, indigenous peoples and children in vulnerable situations</p>	<p>We strive to create a rich, diverse workforce and place a strong emphasis on promoting equality to ensure our workplace is free from harassment, discrimination and that all employees have access to on-going development including study, training, progression and promotion.</p> <p>Government at all levels recognises the role of quality education in underpinning prosperity and economic growth by ensuring equitable access to opportunity and social wellbeing for all individuals regardless of their background.</p> <p>The Western Australian Industry Participation Strategy (WAIPS) has been developed to give effect to the objectives within the Western Australian Jobs Act 2017. The WAIPS applies to all forms of government procurement (goods, services, housing and works) that are above designated values. The WAIPS objectives include promoting increased apprenticeship, training and job opportunities in Western Australia.</p>	 <p>Challenges remain</p>	<p>Developing our People and Know-How</p> <ul style="list-style-type: none"> - Promoting Diversity & Equal Opportunity - Developing our employees <p>Employment – Learning and Development</p> <p>Development employee programs Women in Leadership State Governments Aboriginal participation policy (Making a difference within our industry) Aboriginal Employment Initiatives Taskforce Western Australian Industry Participation Strategy</p>

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<p>5) Achieve gender equality and empower all women and girls</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Female labour force participation</p> <p>Gender wage gap</p> <p>End all forms of discrimination against all women and girls everywhere</p> <p>Recognize and value unpaid care and domestic work through the provision of public services, infrastructure and social protection policies and the promotion of shared responsibility within the household and the family as nationally appropriate</p> <p>Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life</p>	<p>We recognise and value the role of women in the workforce and gender diversity at all levels of the organisation as a business imperative. However, significant challenges are present in attracting and retaining women in the Civil Construction Industry.</p> <p>According to the Workplace Gender Equality Agency data explorer, in 2018 the Heavy and Civil Engineering Construction industry nationally employed over 54,000 people of which only 13.2% were female. There is a 25.1% total remuneration gender pay gap for full time employees.</p> <p>In comparison 31% of Main Roads employees are female.</p>	 <p>Significant challenges remain</p>	<p>Developing our People and Know-How</p> <ul style="list-style-type: none"> - Promoting Diversity & Equal Opportunity - Women in Leadership <p>Also refer to Employment - Diversity</p>

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<p>6) Ensure availability and sustainable management of water and sanitation for all</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Freshwater withdrawal</p> <p>By 2030, improve water quality by reducing pollution, eliminating dumping and minimizing release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally</p> <p>By 2030, substantially increase water-use efficiency across all sectors and ensure sustainable withdrawals and supply of freshwater to address water scarcity and substantially reduce the number of people suffering from water scarcity</p> <p>By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands, rivers, aquifers and lakes</p>	<p>Water is a precious resource and our State continues to experience the effects of a drying climate. To make sure we do our part in conserving water we encourage practices that reduce our impact on water sources including improving water efficiency and overall water use, utilising recycled water and avoiding the use of potable water.</p>  <p>1999-2018 have produced some of the driest on record for Australia.</p> <p>The construction and operation of the road network potentially affect our water resources in a number of ways. These include temporary water withdrawal and use of ground water or potable water resources during the construction phase and the potential discharge from construction sites or on-going discharge from the road network to water bodies that may impact water quality through pollutants such as hydrocarbon or nutrients. Spills on the road network also represent a risk to our water bodies.</p> <table border="1" data-bbox="470 1181 1075 1492"> <thead> <tr> <th>Type in (kl)</th> <th>2017/18</th> <th>2018/19</th> </tr> </thead> <tbody> <tr> <td>Buildings</td> <td>33,743</td> <td>33,296</td> </tr> <tr> <td>Construction Scheme</td> <td>7,441</td> <td>26,961</td> </tr> <tr> <td>Construction Groundwater</td> <td>1,989,763</td> <td>1,660,729</td> </tr> <tr> <td>Surface water or recycled water</td> <td>81,417</td> <td>298,745</td> </tr> <tr> <td>Recycled or Waste water</td> <td></td> <td>5,168</td> </tr> </tbody> </table>	Type in (kl)	2017/18	2018/19	Buildings	33,743	33,296	Construction Scheme	7,441	26,961	Construction Groundwater	1,989,763	1,660,729	Surface water or recycled water	81,417	298,745	Recycled or Waste water		5,168	 <p>Challenges remain</p>	<p>Managing the Environment</p> <p>Refer to Sustainability – Environmental Footprint</p>
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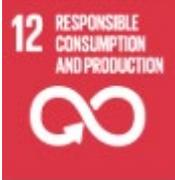
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<p>7) Ensure access to affordable, reliable, sustainable and modern energy for all</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>CO2 from fuels & electricity</p> <p>Renewable energy in final consumption</p> <p>By 2030, increase substantially the share of renewable energy in the global energy mix</p> <p>By 2030, double the global rate of improvement in energy efficiency</p>	<p>Transport emissions account for approximately 19% of all Australia's Greenhouse Gas emissions and are continuing to rise. The civil construction industry is currently coupled to fossil fuel energy with limited penetration of renewable or battery technology within construction equipment and plant.</p> <p>We have implemented a Carbon Reduction Plan and Target committing us to a 5-15% reduction of 2010 levels by 2020. We encourage and support sustainable transport modes which reduce overall energy consumption including supporting the uptake of Electric Vehicles in WA. In 2019, our emission rose to 27,926 tonnes.</p> <p>There is potential to increase the utilisation of renewable energy mix in road infrastructure. Solar energy installations are already utilised in our offices, on remote road lighting, emergency telephones, bus shelters and school-crossing warning signs.</p> <p>Renewable energy makes up 0.06% of total energy consumed across facilities and infrastructure assets.</p> <div data-bbox="472 820 1435 1401" data-label="Figure"> <table border="1"> <caption>Energy Consumption and Emissions Trend</caption> <thead> <tr> <th>Year</th> <th>Megajoules - facilities and operations</th> <th>Megajoules - projects and maintenance</th> <th>GHGs - facilities and operations</th> </tr> </thead> <tbody> <tr> <td>2016/17</td> <td>~1,500,000,000</td> <td>~15,000</td> <td>~25,000</td> </tr> <tr> <td>2017/18</td> <td>~1,600,000,000</td> <td>~18,000</td> <td>~27,000</td> </tr> <tr> <td>2018/19</td> <td>~1,800,000,000</td> <td>~27,926</td> <td>~28,000</td> </tr> </tbody> </table> </div>	Year	Megajoules - facilities and operations	Megajoules - projects and maintenance	GHGs - facilities and operations	2016/17	~1,500,000,000	~15,000	~25,000	2017/18	~1,600,000,000	~18,000	~27,000	2018/19	~1,800,000,000	~27,926	~28,000	<div data-bbox="1464 172 1760 357" data-label="Image"> </div> <p>Major challenges remain</p>	<p>Managing the Environment</p> <p>Refer to Sustainability – Environmental Footprint</p>
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<p>8) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Fatal Accidents at work embodied in imports</p> <p>Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors</p> <p>By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value</p> <p>Take immediate and effective measures to eradicate forced labour, end modern slavery and human trafficking and secure the prohibition and elimination of the worst forms of child labour, including recruitment and use of child soldiers, and by 2025 end child labour in all its forms</p> <p>Protect labour rights and promote safe and secure working environments for all workers, including migrant workers, in particular women migrants, and those in precarious employment</p>	<p>Through the implementation of procurement policies within our infrastructure investments we aim to provide wide spread and shared opportunities for employment or business throughout our supply chain.</p> <p>We are committed to supporting all employees, regardless of age or level of experience. We have significantly increased its representation of youth in the workforce and are considered to be a leader in the public sector in terms of youth employment strategies.</p> <p>While we are unaware of modern slavery within the civil construction industry and our value chain, we seeking to develop an appropriate response and demonstrate leadership to the industry. We are working at State government level and have joined the Infrastructure Sustainability Council of Australia's Modern Slavery Coalition.</p> <p>Keeping WA Moving, our strategic direction, clearly outlines our areas of focus as Customers, Movement, Sustainability and Safety. These areas underpin what we do and help us concentrate on delivering what is important.</p> <p>The transportation of people and goods is one of the most important components of our everyday lives. The arrival of the fourth Industrial Revolution and the rapid development of multiple disruptive and innovative technologies is challenging the status quo.</p> <p>Technologies such as: artificial intelligence, big data and digitization, the Internet of Things, fifth, and even sixth, generation wireless technologies (5G/6G), connected and autonomous vehicle technologies, on-demand ride-sharing services and Mobility as a Service, 3D printing and the sharing economy.</p> <p>These technologies and others are changing not only behaviour but also the expectations of the community. The fusion of these is bringing a technological revolution that will fundamentally alter the way we live, work, and relate to one another and as a road agency we need to be prepared.</p>	<p></p> <p>Significant challenges remain</p>	<p>Sustainable Procurement and Buy Local</p> <p>Developing our People and Know-How</p> <ul style="list-style-type: none"> - Reconciliation Action Plan & Indigenous Employment <p>WA Industry Participation Strategy Industry Participation Plans</p> <p>Employment - Diversity</p> <p>Development Employee Programs</p> <p>Innovation and research program</p> <p>Materials for Road Building</p> <p>Linking Strategy, Futures, Innovation and Research</p> <p>Modern Slavery Coalition</p>

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<p>9) Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Quality of Infrastructure: telephony, transport and energy</p> <p>Logistics Performance Index: ports, roads, rail and information technology</p> <p>Government R&D Expenditures</p> <p>Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all</p> <p>By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities</p> <p>Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending</p>	<p>As a road infrastructure agency, we aspire to provide world-class outcomes for the customer through a safe, reliable and sustainable road-based transport system. Further, we aim to deliver a road-based transport system that improves community amenity, mobility and travel choice. We measure the performance of our infrastructure investments using a number of mechanisms.</p> <p>Due to the fact that our infrastructure is located over the most geographically spread jurisdictions in the world it creates significant challenges for providing access to resilient and equitable road infrastructure. There are communities in regional and remote locations that are serviced by infrastructure of lower service standards for speed/safety and for weather events.</p> <p>We are aware of the risks that climate change poses for our infrastructure and have introduced climate change risk assessments for projects of a value of greater than \$20m and we are incrementally updating standards for our infrastructure for climate change risks.</p> <p>Through the use of the Infrastructure Sustainability rating tool, we drive the intent to build more resilient infrastructure but also to adopt resource efficient, environmentally sound technologies.</p> <p>We undertake significant activity to develop and enhance our collective knowledge of economic, environmental and social topics. We do this through close collaboration and partnership with industry and research institutions undertaking leading-edge road and transport research. The research is undertaken by organisations such as Austroads, SBEnrc, PETREC and WARRIP.</p>	<p> </p> <p>Significant challenges remain</p>	<p>Improving Customer Experience Managing the Environment – Sustainability Assessment in Projects and Operations Innovation and Research Program Strategic Research</p> <p>Also refer to Sustainability - Behaviour</p> <p>Our performance</p> <p>All programs</p> <ul style="list-style-type: none"> - Community Access - Road Safety - Road Efficiency <p>Linking Strategy, Futures, Innovation and Research</p>

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<p>10) Reduce inequality within and among countries</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Elderly Poverty Rate</p> <p>By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status</p> <p>Adopt policies, especially fiscal, wage and social protection policies, and progressively achieve greater equality</p>	<p>WA is a vast state occupying one third of Australia and covering over 2.5 million square kilometres, home to nearly 2.5 million people. The diversity of the state, its demographics and the distribution of the population over a large geographic expanse creates significant challenges in ensuring equitable service delivery and distribution. The provision of reliable access to remote communities is a significant challenge for our organisation.</p> <p>The Community Access program provides infrastructure including: remote access roads; access for walking and cycling; improved access and mobility for people with a disability; integrated public transport; and improved amenities such as information bays, noise attenuation and landscaping.</p> <p>We recognise that a workforce that is comprised of varied perspectives, viewpoints and backgrounds is integral to our success in providing safe and efficient road access that will enhance community lifestyles and ensure economic prosperity. It is for this reason that we have developed our Reconciliation Action Plan 2017-2019. Through the Aboriginal Employment initiatives taskforce we a driving Aboriginal Employment through our supply chain.</p> <p>We assist to bridge the gap with developing nations through providing in-kind contributions to the World Roads Association through our membership of Austroads. The World Roads Association mission includes 'considering the needs of developing countries and countries in transition'</p> <p>It is law in Australia for employers to contribute to employees superannuation. Within our contract workforce, some of the smaller sub-contractors are sole traders and will be responsible for their own superannuation. We have policies in place to help ensure payment of sub-contractors.</p>	 <p>Significant challenges remain</p>	<p>Innovation and Research Program</p> <p>Financial Statements – Superannuation</p> <p>Also refer to Sustainability - Behaviour, Contracting to Main Roads – Subcontractor payment delay</p> <p>Equal Employment Opportunity Management Plan</p> <p>Disability Access and Inclusion Plan</p> <p>Reconciliation Action Plan</p>

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<p>11) Make cities and human settlements inclusive, safe, resilient and sustainable</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>PM2.5 in urban areas</p> <p>Satisfaction with Public Transport</p> <p>By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons</p> <p>By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries</p> <p>Strengthen efforts to protect and safeguard the world's cultural and natural heritage</p> <p>By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management</p> <p>By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities</p>	<p>As a road infrastructure agency, we aspire to provide world-class outcomes for the customer through a safe, reliable and sustainable road-based transport system. Further, we aim to deliver a road-based transport system that improves community amenity, mobility and travel choice whilst reducing indirect environmental impacts.</p> <p>The Community Access program provides infrastructure including: remote access roads; access for walking and cycling; improved access and mobility for people with a disability; integrated public transport; and improved amenities such as information bays, noise attenuation and landscaping.</p> <p>We play a critical role in the success of road based public transport. For example, in partnership with PTA, we plan to introduce several new bus lanes on an increasing wider network in the near future. It is anticipated that this will further improve the public transport network and encourage more motorists to make the mode switch from vehicular travel to more sustainable types of transport.</p> <p>Urban air pollution is a known carcinogen and has a range of human impacts. Globally air pollution contributes to more deaths than road accidents. Motor vehicles are a significant contributor to emissions, contributing 14 per cent of PM_{2.5}, and 62 per cent of nitrogen oxides. Diesel vehicles contribute most to air pollution. Electric vehicles will assist in reduced urban air pollution.</p> <p>Both European and Indigenous heritage can be impacted from road infrastructure. We aim to avoid, minimise and reduce impacts to Aboriginal and European heritage sites wherever practicable. All of our activities are screened for potential impacts in compliance with the DPLH Due Diligence Guidelines using our internal Aboriginal Heritage Risk Assessment.</p> <p>The Percent for Art Scheme is a State Government initiative that started in 1989. Public Art and Urban Design is integrated on a number of transport infrastructure projects. This contributes to Western Australia's unique cultural and environmental experience, improve way-finding and enhance the travel experience for all road users. To ensure appropriate urban design is incorporated on our infrastructure we will refer projects to Design WA.</p>	 <p>Challenges remain</p>	<p>Our Performance</p> <ul style="list-style-type: none"> Keeping WA Moving Road Safety Community Access Carbon Reduction Plan <p>Refer to Sustainability – Sustainable Transport</p>

Sustainable Development Goal	Background and context	Australia's progress	Examples of what we do that supports this SDG
<p>12) Ensure sustainable consumption and production patterns</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>E-waste</p> <p>Non recycled municipal solid waste</p> <p>By 2030, achieve the sustainable management and efficient use of natural resources</p> <p>By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse</p> <p>Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle</p> <p>Promote public procurement practices that are sustainable, in accordance with national policies and priorities</p> <p>Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies</p>	<p>We aim to foster a culture of sustainability, and sustainable transport, within our organisation, our industry and our community. We are an advocate of electric vehicles due to their potential to reduce carbon emissions and improve air quality in our urban areas. This notion extends to vehicles used in construction.</p> <p>The State Supply Commission Policy on sustainable procurement requires us to demonstrate that we have considered sustainability in our procurement of goods and services. We have gone beyond the requirements of this policy to reflect this in not only our processes for procuring goods and services but also in procuring works.</p> <p>For our highest value major projects, we have adopted the Infrastructure Sustainability (IS) rating tool, Australia's only comprehensive rating system for evaluating sustainability across design, construction and operation of infrastructure. All infrastructure projects exceeding \$20 million utilise the IS framework as part of project development and evaluation. Stand-alone public sustainability reports are produced for our projects with IS obligations.</p> <p>We aim to reduce our environmental footprint by focusing on emissions, pollution, waste, land use and resources. We aim to use materials that minimise lifecycle impacts including embodied energy and follow the hierarchy of reduce, re-use and recycle. We actively work with industry to utilise WA's significant waste streams one of which is construction and demolition waste.</p> <p>We also seek to incorporate recycled content into the significant materials used for road construction. Recycled content includes crumbed rubber, glass, asphalt and concrete. We have intent to contribute to developing the circular economy in WA. Under the Waste Strategy 2030, we are committed to increasing our use of crushed recycled concrete and crumbed rubber.</p> <p>2018/19 reported materials statistics Waste emissions 19,3127 tonnes Total imported construction materials – 6,765,700 tonnes Total imported recycled construction materials – 276,913 tonnes Total sent for recycling – 330,400 tonnes Total sent to landfill – 84,681 tonnes</p>	 <p>Major challenges remain</p>	<p>Carbon Reduction Plan Materials for Road Building</p> <p>Refer to Sustainability - Behaviour, Sustainability - Environmental Footprint</p> <p>Screening all projects for impacts Sustainability Assessment in projects Sustainable Procurement and Buy Local Downloads Environmental management of Road Projects</p>

Sustainable Development Goal	Background and context	Australia's progress	Examples of what we do that supports this SDG																
<p>13) Take urgent action to combat climate change and its impacts</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>CO2 Emissions from Energy</p> <p>Imported CO2 Emissions, tech adjusted</p> <p>Climate Change Vulnerability</p> <p>Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries</p> <p>Integrate climate change measures into national policies, strategies and planning</p> <p>Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning</p>	<p>We are developing an appropriate response and adapting our business to the impacts of our changing climate. To ensure action we have a Carbon Reduction Plan and Target, focused on Scope One and Two emissions and have had a Climate Change Adaptation Plan since 2011.</p> <p>We are aware of the risks that climate change poses for our infrastructure and have introduced climate change risk assessments for projects of a value of greater than \$20m and we are incrementally updating standards for our infrastructure for climate change risks.</p> <p>Climate Change is recognised as a key Sustainability issues through the sustainability policy and its associated Key Aspect Management Plan.</p> <div data-bbox="472 638 1433 1220" data-label="Figure"> <p>Energy Consumption and Emissions Trend</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Megajoules - facilities and operations</th> <th>Megajoules - projects and maintenance</th> <th>GHGs - facilities and operations</th> </tr> </thead> <tbody> <tr> <td>2016/17</td> <td>~15,000,000,000</td> <td>~28,000,000,000</td> <td>~22,000</td> </tr> <tr> <td>2017/18</td> <td>~16,000,000,000</td> <td>~35,000,000,000</td> <td>~24,000</td> </tr> <tr> <td>2018/19</td> <td>~17,000,000,000</td> <td>~55,000,000,000</td> <td>~26,000</td> </tr> </tbody> </table> </div>	Year	Megajoules - facilities and operations	Megajoules - projects and maintenance	GHGs - facilities and operations	2016/17	~15,000,000,000	~28,000,000,000	~22,000	2017/18	~16,000,000,000	~35,000,000,000	~24,000	2018/19	~17,000,000,000	~55,000,000,000	~26,000	<div data-bbox="1462 172 1758 359" data-label="Image"> </div> <p>Major challenges remain</p>	<p>Managing the Environment</p> <p>Major Roads at Risk to Climate Change</p> <p>Climate Change Risk Assessment Guideline</p> <p>Carbon Reduction Plan</p> <p>Climate Change Adaptation Plan</p> <p>Sustainability – Climate Change KAMP</p> <p>Sustainability – Environmental Footprint KAMP</p>
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<p>14) Conserve and sustainably use the oceans, seas and marine resources for sustainable development</p> <p>By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution</p> <p>By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans</p>	<p>We aim to reduce our impact on the natural environment by focusing on emissions, pollution, waste, land use and resources. This includes managing run-off into our oceans and water bodies.</p> <p>Environmental Legislation drives the approach to environmental management that protects our marine resources. Our construction projects manage water discharge and run-off including the use of surface and ground water management plans.</p> <p>The ongoing management of water quality during operation is influenced by the design of drainage systems, and potentially the management of spill incidents. Water sensitive urban design for infrastructure has been adopted by projects such as Northlink, which have been recognised for its outstanding approach to sustainability.</p> <p>The acidification of oceans is influenced by carbon emissions as the ocean acts as a carbon sink and is absorbing the higher levels of GHGs in the atmosphere.</p>	 <p>Significant challenges remain</p>	<p>Managing the Environment</p> <p>Surface and Ground Water Management Plans</p> <p>Refer to Sustainability – Environmental Footprint, Environment and Heritage</p>

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<p>15) Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Freshwater sites, mean protected area</p> <p>Red List Index of species survival</p> <p>Annual Change in Forest Area</p> <p>By 2020, promote the implementation of sustainable management of all types of forests, halt deforestation, restore degraded forests and substantially increase afforestation and reforestation globally</p> <p>Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species</p>	<p>We are committed to responsible environmental stewardship. We ensure our workforce is informed and committed, guided by policies and systems. We recognise what we do has potential to impact on Western Australia's unique environment. However, permanent land use change from green fields to brownfields is inevitable for road infrastructure.</p> <p>As managers of the State Road Network, we acknowledge that Western Australia's environment is significant from a global perspective and taking into account the conservation values in our road reserve. This is demonstrated, as the table below shows, by the significant number of threatened flora and fauna species located or having habitats in our road reserves. We have a responsibility to protect the unique flora and fauna that may be affected by our operations and ensure we minimise our environmental impacts. The tables use IUCN (International Union for the Conservation of Nature) Red List categories.</p> <table border="1" data-bbox="472 710 1431 1007"> <thead> <tr> <th colspan="4">Number of Threatened Species with Habitats Located in the Main Roads Road Reserve</th> </tr> <tr> <th>IUCN classification</th> <th>Flora</th> <th>Fauna</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Critically Endangered</td> <td>31</td> <td>2</td> <td>33</td> </tr> <tr> <td>Endangered</td> <td>26</td> <td>15</td> <td>41</td> </tr> <tr> <td>Vulnerable</td> <td>26</td> <td>24</td> <td>50</td> </tr> <tr> <td>Near Threatened</td> <td>572</td> <td>32</td> <td>604</td> </tr> <tr> <td>Total</td> <td>655</td> <td>73</td> <td>728</td> </tr> </tbody> </table> <p>Our road network transects: sensitive and protected environmental areas such as Ramsar wetlands, wetlands of international importance; threatened ecological communities; environmentally sensitive areas; conservation areas; Bush Forever sites; and habitat for threatened fauna such as Baudin's Black Cockatoo, Carnaby's Black Cockatoo, Forest Red-Tailed Black Cockatoo, Northern Quoll, Greater Bilby and Western Ring-Tailed Possum. To view maps of these environmentally sensitive and protected areas in relation to our roads please refer to our website.</p> <p>The ongoing management of water quality during operation is influenced by the design of drainage systems, and potentially the management of spill incidents.</p>	Number of Threatened Species with Habitats Located in the Main Roads Road Reserve				IUCN classification	Flora	Fauna	Total	Critically Endangered	31	2	33	Endangered	26	15	41	Vulnerable	26	24	50	Near Threatened	572	32	604	Total	655	73	728	 <p>Significant challenges remain</p>	<p>Managing the Environment</p> <p>Refer to Our Environment, Sustainability – Environmental Footprint</p>
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<p>16) Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Feel safe walking at night</p> <p>Government efficiency</p> <p>Property rights</p> <p>Corruption Perception Index</p> <p>Substantially reduce corruption and bribery in all their forms</p> <p>Develop effective, accountable and transparent institutions at all levels</p> <p>Ensure responsive, inclusive, participatory and representative decision-making at all levels</p> <p>Ensure public access to information and protect fundamental freedoms, in accordance with national legislation and international agreements</p>	<p>Sustainable development strongly depends on peace, justice and strong institutions. To ensure that our operations are open, accountable, fair and flexible, we collaborate with a wide range of customers and stakeholders who provide essential input to operational aspects of our business and the delivery of our infrastructure projects. Community and stakeholder engagement is adopted across our business and our projects.</p> <p>Public officers play a highly valuable and responsible role in the operation of Government, the delivery of key services and management of Western Australia and its diverse communities. We are responsible for public monies and officers may occupy positions of significant influence or significant decision-making power. The types of corruption that may be of risk include using position for benefit/detriment, corrupt conduct, unlawful use of computer or breaching codes of conduct i.e. accepting gifts.</p> <p>The <i>Freedom of Information Act 1992</i> gives the public a general right to apply for access to documents held by government agencies. An information statement has been produced in accordance with the requirements of the Freedom of Information (FOI) Act and is available on our website. This statement provides a guide on how to apply for access to documents, as well as information about documents that may be available outside of the FOI process.</p> <p>As part of the State's infrastructure, we sometimes need land to improve existing roads or to provide new transport. Land is acquired by negotiation or formal taking action under the powers contained in the Land Administration Act 1997. Land required is previously identified within the Metropolitan Region Scheme or a Planning Control Area. The process of acquiring land can have significant community and social impacts, which needs to be managed.</p>	 <p>Significant challenges remain</p>	<p>Engaging with our stakeholders</p> <p>Additional Governance Disclosures: Freedom of Information, Integrity Framework, Corruption Prevention, Conduct and Ethics</p> <p>Also refer to Our Commitments to You, Sustainability – Sustainable Transport, Land Acquisition</p> <p>Governance & Risk Managing our Information Assets Financial and Other disclosures</p>

Sustainable Development Goal	Background and context	Australia's progress	Examples of what we do that supports this SDG
<p>17) Strengthen the means of implementation and revitalize the global partnership for sustainable development</p> <p><i>SDG sub goals or indicators of potential interest or relevance</i></p> <p>Official development assistance</p> <p>Financial Secrecy Score</p> <p>Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the sustainable development goals in all countries</p> <p>Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships</p>	<p>Main Roads is currently developing a Funding Policy that outlines the intent, principles, and responsibilities for the expansion of funding for Main Roads' activities through the identification, evaluation and implementation of alternative revenue, funding and financing opportunities.</p> <p>Main Roads Sustainability policy key aspect of behaviour has the objective to Develop a culture of sustainability within our organisation, our industry and our community</p> <p>This recognises while it is important that we develop as an organisation that embraces sustainability, many of the sustainability challenges that we face or has influence over lie outside of our direct control. Therefore, it is important that our customers and industry are engaged and leveraged to develop initiatives that lead to overall benefits for sustainability.</p> <p>We have many industry partners across many levels of industry both large and small. We spend in excess of \$2b through our direct supply chain of 4,500 organisations. The influence of this group of companies, stakeholders and industry bodies for sustainable construction and beyond is greater than our self. Our industry partners make many commercial decisions to meet our requirements but which are outside of our direct control. Thus it continues to be of importance to work through our supply chain with meaningful dialogue with the purpose to create alignment with our respective goals for sustainability</p>	 <p>Major challenges remain</p>	<p>Performance and Financials</p> <p>Also refer to Sustainability – Funding and Financing KAMP</p> <p>Sustainability – Behaviour KAMP</p>