



mainroads
WESTERN AUSTRALIA

*We're working for
Western Australia.*

Sustainable Development Goals – Reference Table 2020

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 are a more comprehensive, progressive and innovative agenda that responds to the many challenges the world faces today and the challenges it will face in the future. The new agenda provides a roadmap for global development efforts to 2030 and beyond.

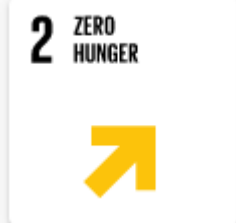
The SDGs provide a framework to assess and benchmark our internal approach and progress for sustainable development as an organisation. [The SDG Index and Dashboard Report 2020](#) provides an update on the progress each country is making in achieving the SDGs. This year's report also outlines the influence COVID-19 has had on this progress. In 2019, Main Roads' Corporate Executive (CE) ranked the various SDGs for importance. CE considered the significance of Main Roads' influence within value chain, direct importance to activities and interest from stakeholders in determining the priority. The results of the ranking session are displayed in the table below.


Sustainable Development Goal		Priority	Sustainable Development Goal		Priority
	No Poverty	High		Reduced Inequalities	High
	Zero Hunger	Moderate		Sustainable Cities and Communities	High
	Good Health and Well-being	Very High		Responsible Consumption and Production	High- Very High
	Quality Education	High		Climate Action	High
	Gender Equality	High		Life Below Water	Low
	Clean Water and Sanitation	Moderate		Life on Land	High
	Affordable and Clean Energy	Moderate		Peace, Justice and Strong Institutions	Moderate
	Decent Work and Economic Growth	Very High		Partnerships for the Goals	High
	Industry, Innovation and Infrastructure	High			


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


Rating		Trend	
●	SDG achieved	↑	On track to achieve goal by 2030
●	Challenges remain	↗	Score moderately increasing, insufficient to attain goal
●	Significant challenges remain	→	Score stagnating or increasing at less than 50% of required rate
●	Major challenges remain	↓	Score decreasing
●	[information unavailable]	-	Trend information unavailable

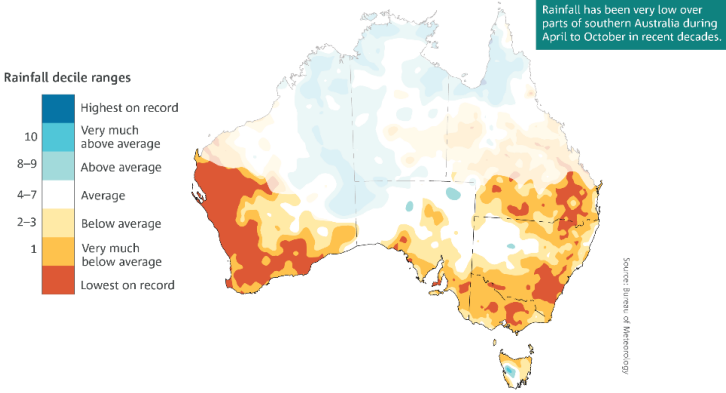

Sustainable Development Goal	Background and context	Australia's progress 2020	Examples of what we do that supports this SDG
<p>1) End Poverty In all its forms everywhere</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>1.5 By 2030, build the resilience of the poor 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</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 as a result of cost, availability of services or poor physical accessibility. As Western Australians are typically car dependant it is also due to difficulties associated with <i>maintaining private transport</i> (e.g., financial stress related to the cost of petrol, car insurance, car purchase, maintenance and repairs). Main Roads is focusing on trying to mitigate the issues groups who have transport disadvantage are facing. These policies are in line with SDG 1 targets 1.4 and 1.5.</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,</p>	<div style="border: 1px solid grey; padding: 10px; text-align: center;">  </div> <p>Challenges remain</p>	<p>Our People</p> <p>Promoting Diversity & Equal Opportunity</p> <p>Equal Employment Opportunity Management Plan 2017-2020</p> <p>Women in Leadership</p> <p>Reconciliation Action Plan & Indigenous Employment</p>


<p>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>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>Community Access</p>
<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,</p>	<p>This SDG is not a goal that Main Roads has the potential to strongly impact. The relationship is 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>

<p>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>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>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 2019, there were 159 fatal crashes on WA roads, which is higher than the national average. This is aligned with target 3.6, and Main Roads is playing an integral role in increasing road safety.</p> <p>Mental and physical well-being of employees is a key focus, with employment conditions promoting healthy living. Key aspects to minimise in all Australian organisations include alcohol and drug abuse, as well as suicide rates. 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>Improving air quality from reducing transport emissions is another part of this goal Main Roads needs to take into consideration. Globally, air pollution contributes to more deaths than road accidents. Target 3.9 is a key indicator for Main Roads, with reducing air contamination through sustainable road construction and operating methods being a key focus of our organisation.</p>	<div data-bbox="1653 531 1888 767" style="border: 1px solid #ccc; padding: 5px; text-align: center;"> <p>3 GOOD HEALTH AND WELL-BEING</p>  </div> <p>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>

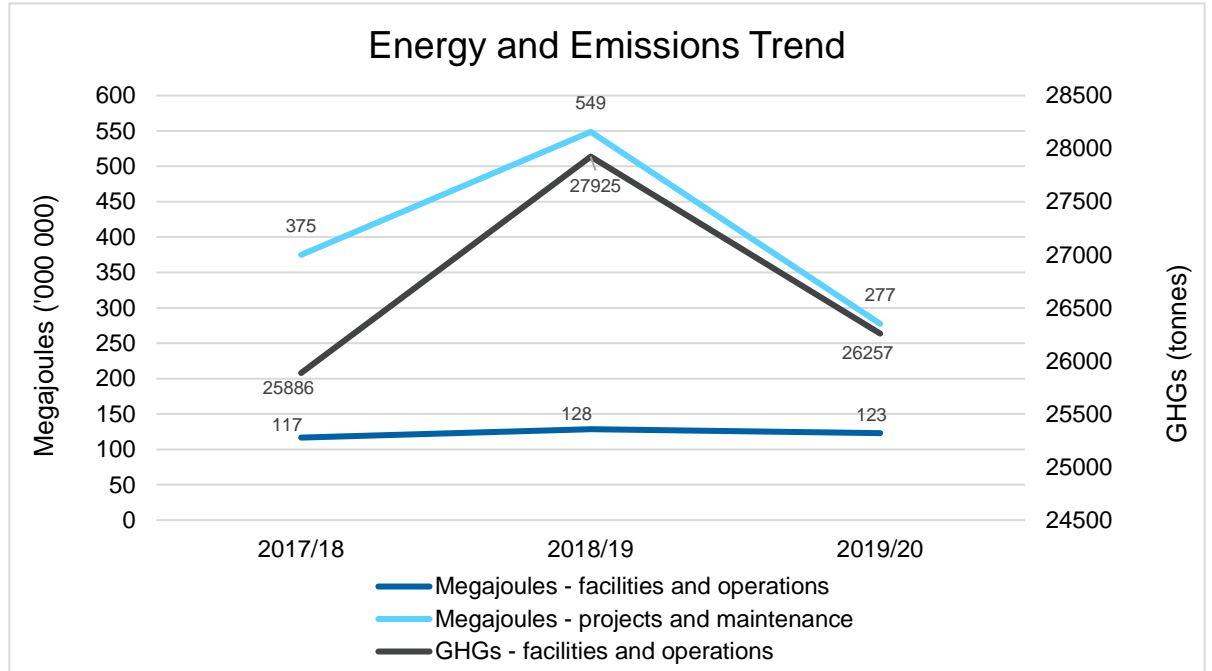
<p>By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination</p>			
<p>4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all</p> <p><i>SDG sub goals or indicators of potential 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</p>	<p>Main Roads strives to create a rich, diverse workforce that is free from harassment and discrimination. Training courses and study to further enhance skills are frequently offered to employees. This falls in line with target 4.4 and 4.5, which highlight the need to employ youth in the workforce and remove any gender inequalities that are still prevalent in many workplaces worldwide.</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>	<div data-bbox="1653 475 1892 715" style="border: 1px solid gray; padding: 5px; text-align: center;"> <p>4 QUALITY EDUCATION</p>  </div> <p>Challenges remain</p>	<p>Promoting Diversity & Equal Opportunity</p> <p>Employment – Learning and Development</p> <p>Development employee programs</p> <p>Women in Leadership</p> <p>State Governments Aboriginal participation policy</p> <p>Aboriginal Employment Initiatives Taskforce</p> <p>Western Australian Industry Participation Strategy</p>

<p>vocational training for the vulnerable, including persons with disabilities, indigenous peoples and children in vulnerable situations</p>			
<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</p>	<p>Women and girls are still facing violence and continual discrimination globally. Physical and sexual abuse affects one in five women around the world, while 49 countries still have no laws protecting violence against females. A key part of this goal is increasing equality in education, healthcare, and work opportunities.</p> <p>At Main Roads, 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>The G20 have set a target to ‘close the gap’ between men and women in the workforce by 25 percent by 2025. This means decreasing this gap from 12 percent to 9 percent. Australia are currently on progress to achieve this target. Industry Sustainability Plans have been incorporated into major projects to manage impacts and leverage opportunities for sustainability or social responsibility within project supply chains. Sustainability aspects within supply chain include environmental risk, local economies or businesses, workforce development, equal opportunity and Indigenous participation. It is intended that these plans will draw attention to the impact projects can have within their supply chain and build culture within the industry.</p>		<p>Developing our People and Know-How</p> <p>Promoting Diversity & Equal Opportunity</p> <p>Women in Leadership</p> <p>Also refer to Employment - Diversity</p> <p>Australian Government Strategy to Boost Women’s Workforce Participation</p>

<p>equal opportunities for leadership at all levels of decision-making in political, economic and public life</p>			
<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</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 impact 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>		<p>Managing the Environment</p> <p>Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p>

<p>suffering from water scarcity</p> <p>By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands, rivers, aquifers and lakes</p>	<table border="1"> <thead> <tr> <th>Type (kilolitres)</th> <th>2018/19</th> <th>2019/20</th> </tr> </thead> <tbody> <tr> <td>Buildings</td> <td>33,296</td> <td>38,568</td> </tr> <tr> <td>Construction Scheme</td> <td>26,961</td> <td>385,696</td> </tr> <tr> <td>Construction Groundwater</td> <td>1,660.729</td> <td>773,872</td> </tr> <tr> <td>Surface Water</td> <td>298,745</td> <td>85,328</td> </tr> </tbody> </table>	Type (kilolitres)	2018/19	2019/20	Buildings	33,296	38,568	Construction Scheme	26,961	385,696	Construction Groundwater	1,660.729	773,872	Surface Water	298,745	85,328		
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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 which is aided by supporting the uptake of Electric Vehicles in WA and increasing urban infill and high density living. It is important to implement such plans as in 2019, our GHG emissions rose to 27,927 tonnes.</p>	 <p>Major challenges remain</p>	<p>Managing the Environment</p> <p>Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p>															

There is potential to increase the utilisation of renewable energy mix in road infrastructure. Renewable energy is currently used in our offices, signage, bus shelters, and emergency telephones. This has the potential to increase from the 0.06% renewable energy makes up of our total consumption.



8) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

SDG sub goals or indicators of potential interest or relevance:

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.

Coinciding with target 8.5, Main Roads supports each employee, no matter age or experience. We have significantly increased the representation of youth in the workforce and are considered to be a leader in the public sector in terms of youth employment




Significant challenges remain


[Sustainable Procurement and Buy Local](#)

[Reconciliation Action Plan & Indigenous Employment](#)


<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</p>	<p>strategies. Indigenous employment opportunities have also increased through training and development programs for our regional projects.</p> <p>While we are unaware of modern slavery within the civil construction industry and our value chain, we are seeking to develop an appropriate response and demonstrate leadership in the industry. We are working at the State government level, and continue to participate in the Infrastructure Sustainability Council of Australia’s Modern Slavery Coalition together with Vic Roads and a representative from a number of Tier 1 civil contractors.</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’s 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>WA Industry Participation Strategy</p> <p>Employment - Diversity</p> <p>Development Employee Programs</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>particular women migrants, and those in precarious employment</p>			
<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</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 our the performance of our infrastructure investments using a number of mechanisms. Understanding the triple bottom line of sustainability within our infrastructure projects is important in achieving SDG 9 and the targets within this goal including 9.2. 9.4, and 9.5.</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>Due to the impacts of COVID-19, transport infrastructure was allocated more than \$8 billion of funding allocated to transport projects over the next four years. The aim of this was to</p>	<div data-bbox="1646 279 1892 502" style="border: 1px solid black; padding: 5px;"> <p>9 INDUSTRY, INNOVATION AND INFRASTRUCTURE</p>  </div> <p>Significant challenges remain</p>	<p>Improving Customer Experience</p> <p>Managing the Environment</p> <p>Sustainability Assessment in Projects</p> <p>Innovation and Research Program</p> <p>Refer to Sustainability – Behaviour in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p> <p>Our Performance</p> <p>Community Access</p> <p>Road Safety</p> <p>Road Efficiency</p> <p>Linking Strategy, Futures.</p>


<p>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>support the COVID-19 economic recovery, and led to Main Roads fast-tracking the tendering process for 11 major road projects in both regional and metropolitan areas in WA. Projects included the Bunbury Outer Ring Road, Mitchell Freeway Extension and Fremantle Traffic Bridge.</p>		<p>Innovation and Research</p>
<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,</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. Target 10.2 and 10.4 focus on the need to achieve equality and protect it, in all aspects of life including infrastructure provision. For example, rural towns potentially receive less public transport facilities and less upkeep of their road networks due the legacy of distance and other priorities from a State perspective. Providing access to extremely remote communities is also a complex issue faced.</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;</p>	<div data-bbox="1653 954 1888 1185" data-label="Image"> </div> <p>Significant challenges remain</p>	<p>Innovation and Research Program: Upgrade and Sealing of Broome Cape Leveque Road</p> <p>Financial Statements</p> <p>Contracting to Main Roads – Subcontractor payment delay</p>

<p>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>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. 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>Equal Employment Opportunity Management Plan</p> <p>Disability Access and Inclusion Plan Reconciliation Action Plan</p>
<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,</p>	<p>SDG 11 deals with the challenge of the expanding global city, where the safety and sustainability of these places is decreasing due to factors including population growth and urban sprawl. 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</p>	 <p>Challenges remain</p>	<p>Our Performance</p> <p>Keeping WA Moving</p> <p>Road Safety</p> <p>Community Access</p> <p>Carbon Reduction Plan (in Supplement Information)</p> <p>Refer to Sustainability – Sustainable Transport in the</p>

<p>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</p>	<p>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>GRI Context Index and Supplementary Information document from the 2020 Annual Report</p>
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<p>persons and persons with disabilities</p>			
<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</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 all of our projects valued over \$100 million 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>Major challenges remain</p>	<p>Carbon Reduction Plan (in Supplement Information)</p> <p>Materials for Road Building</p> <p>Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p> <p>Sustainability Assessment in projects</p> <p>Sustainable Procurement and Buy Local</p> <p>Environmental management of Road Projects</p>

<p>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>2019/20 Reported Materials Statistics</p> <p>Waste emissions 6,739 tonnes</p> <p>Total imported construction materials – 9,067,900 tonnes</p> <p>Total imported recycled construction materials – 159,900 tonnes</p> <p>Total sent for recycling – 151,410 tonnes</p> <p>Total sent to landfill – 111,400 tonnes</p>		
<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>Main Roads continue to develop a response to climate change and adapt our business to mitigate environmental impacts. This includes monitoring air pollution from construction, and run-off into bodies of water, which can harm ecosystems. Targets 13.1, 13.2, and 13.3 provide context on how we are trying to help reduce our organisations impact on climate change, with internal operating policies shaping the way Main Roads is run in terms of minimising adverse environmental impacts. To ensure action we have a Carbon Reduction Plan and Target, we are 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="1653 691 1888 922" style="border: 1px solid #ccc; padding: 10px; text-align: center;"> <p>13 CLIMATE ACTION</p>  </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>Refer to the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p> <p>Sustainability – Climate Change KAMP</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>Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p>
<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. Reducing run-off, nutrient pollution, waste, and pollution into any body of water is a focus at our organisation. The aim of this is to minimise marine ecosystem degradation, and to try to maintain healthy oceans and water bodies. Our influence on this will help to achieve targets 14.1 and 14.2, which focus on protecting marine resources.</p>	 <p>Significant challenges remain</p>	<p>Managing the Environment</p> <p>Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p> <p>Environment and Heritage</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

SDG sub goals or indicators of potential interest or relevance:

Freshwater sites, mean protected area

Red List Index of species survival

Annual Change in Forest Area

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

Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect

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.

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.

Number of Threatened Species with Habitats Located in the Main Roads Road Reserve			
IUCN classification	Flora	Fauna	Total
Critically Endangered	32	5	37
Endangered	26	20	46
Vulnerable	26	19	45
Near Threatened	590	35	625
Total	674	79	753

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.

The ongoing management of water quality during operation is influenced by the design of drainage systems, and potentially the management of spill incidents.



Significant challenges remain

[Managing the Environment](#)

Refer to Sustainability – Environmental Footprint in the [GRI Context Index and Supplementary Information](#) document from the 2020 Annual Report

<p>and prevent the extinction of threatened species</p>			
<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</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>	<div data-bbox="1653 272 1890 507" data-label="Image"> </div> <p>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, Land Acquisition</p> <p>Refer to Sustainability – Governance in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p> <p>Financial and other disclosures</p>

<p>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>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>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>	<div data-bbox="1653 497 1886 730" data-label="Image"> </div> <p>Significant challenges remain</p>	<p>Performance and Financials</p> <p>Refer to Sustainability – Funding and Financing in the GRI Context Index and Supplementary Information document from the 2020 Annual Report</p> <p>Sustainability – Behaviour KAMP</p>

Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships			
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