We're working for Western Australia.

Main Roads Sustainable Development Goals Reference Table 2021

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 2021 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
- 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
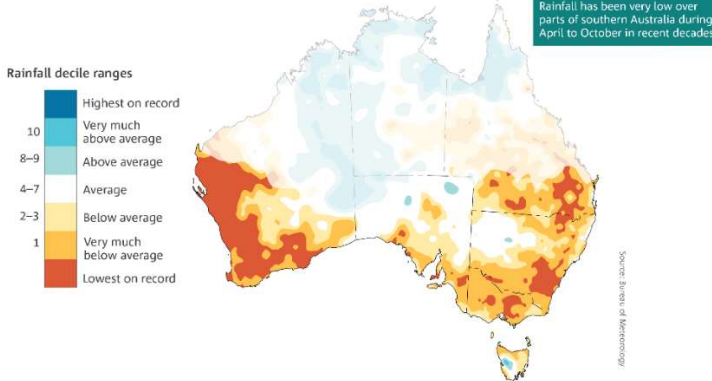- -- Trend information unavailable

Sustainable Development Goal	Background and context	Australia's progress 2020	How we support this SDG
1) End Poverty In all its forms everywhere *SDG sub goals or indicators of potential interest or relevance:* Target 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 Target 1.4: 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	We have a number of policies that support the economic wellbeing of vulnerable groups to poverty, which include Indigenous Australians, people with disabilities and women. These policies are outlined in the 'How we Support this SDG' column. The groups mentioned above are also likely to experience transport disadvantage. Transport disadvantage is the difficulty accessing transport people face due to cost, availability of services or poor physical accessibility. Western Australians are car dependant due to the vast area Perth and the State covers, meaning difficulties associated with maintaining private transport (e.g., financial stress related to the cost of petrol, car insurance, car purchase, maintenance and repairs) also enhances this disadvantage. At Main Roads our focus is on mitigating issues these groups face through our operations. We have a number of policies and plans that are in line with SDG 1 targets 1.4 and 1.5, including our Equal Employment and Opportunity Management Plan, Innovative Reconciliation Action Plan, and our Community Access initiatives. Other research including the report 📄'Energy Poverty in Western Australia: A Comparative Assessment of Drivers and Effects' published by Curtin University's Bankwest Curtin Economics centre show the impacts of energy poverty on low-income households in WA. Low-income households spend approximately 12 per cent of their income on utility bills and fuel each week, compared with 2.9 per cent for high-income households. The report also outlines how WA's average fuel spend is $63 per week which is higher than all other states (bar the NT), suggesting we need better accessible and affordable transport options. It is also important to note that 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. We recognise this disadvantage and have developed a number of approaches to improving the roads that serve these communities while also providing economic opportunity to these people.	 Challenges remain, score improving	Our People Promoting Diversity & Equal Opportunity Equal employment Opportunity and Diversity Management Plan 2021-2024 Women in Leadership Innovative Reconciliation Action Plan Community Access Community Access: Wongutha Way Alliance

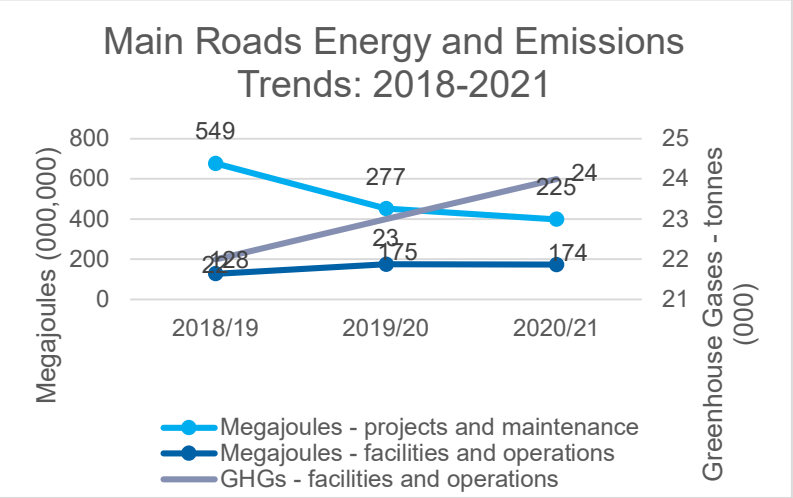| Sustainable Development Goal	Background and context	Australia's progress 2020	How we support this SDG
2) End hunger, achieve food security and improved nutrition and promote sustainable agriculture *SDG sub goals or indicators of potential interest or relevance:* **Prevalence of adult obesity** Target 2.1: 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. Target 2.3: 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	Main Roads' relationship to this goal is largely indirect, and our activities that may impact this SDG are expected to also contribute to the national progress in achieving this. Improving the efficiency of freight is a key component of our strategic direction. This will ultimately assist in maintaining the viability of the State's agricultural areas and overall food security. A number of our projects are being developed to enhance the efficiency of key freight routes in Perth including Tonkin Highway and Great Eastern Highway. 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. Safety, health and well-being are promoted within our organisation and we aim to prioritise the need for access to consistent safe and nutritious food for our employees, and as best we can through a safe and efficient road network for the community.	2 ZERO HUNGER Major challenges remain, score stagnating	Enhancing Safety, Health and Wellbeing Road Efficiency State Development

Sustainable Development Goal	Background and context	Australia's progress 2020	How we support this SDG
3) Ensure healthy lives and promote well-being for at all ages *SDG sub goals or indicators of potential interest or relevance:* **Traffic deaths** Target 3.4: By 2030, reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and well-being Target 3.5: Strengthen the prevention and treatment of substance abuse, including narcotic drug abuse and harmful use of alcohol Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents Target 3.9: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination	Road safety is a main focus area for our organisation. We believe no one should die or be seriously injured on the State road network, and we constantly manage, upgrade and develop the network to minimise the likelihood of road trauma to all road users. In 2020 there were 155 fatalities on WA roads, which is higher than the national average. Our initiatives to increase road safety aligns with SDG 3 target 3.6, as we play a key role in increasing road safety. Safety is a key focus of both our major projects and maintenance works across the state, as safety is a key reason we upgrade the existing network. 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. 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. 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.	 Achieved, maintaining achievement	Our Sustainable Approach and Defining Materiality Road Safety Community Access Enhancing Safety, Health and Wellbeing Road Safety Mental Health Strategy Environmental Management

Sustainable Development Goal	Background and context	Australia's progress 2020	How we support this SDG
4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all *SDG sub goals or indicators of potential interest or relevance:* Target 4.3: By 2030, ensure equal access for all women and men to affordable and quality technical, vocational and tertiary education, including university Target 4.4: 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 Target 4.5: 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	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. 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. Through our organisation we have Graduate Engineer, Cadetship, and Engineering Associate programs that allow for students from TAFE or University to undertake a rotational role learning about different areas of our organisation. Each program is run every year and provides a platform for young professionals to commence their career with us. The Western Australian Industry Participation Strategy (WAIPS) has been developed to support the objectives outlined in 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.	4 QUALITY EDUCATION Challenges remain, score improving	Promoting Diversity & Equal Opportunity Employment – Learning and Development Development employee programs Women in Leadership State Governments Aboriginal participation policy Aboriginal Employment Initiatives Taskforce Western Australian Industry Participation Strategy

Sustainable Development Goal	Background and context	Australia's progress 2020	How we support this SDG
5) Achieve gender equality and empower all women and girls *SDG sub goals or indicators of potential interest or relevance:* **Female labour force participation** **Gender wage gap** Target 5.1: End all forms of discrimination against all women and girls everywhere Target 5.4: 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 Target 5.5: Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life	Women and girls face violence and continual discrimination globally. Physical and sexual abuse affects one in five women around the world. A key part of this goal is increasing equality in education, healthcare, and work opportunities, and 173 countries currently either have laws against violence for women, or support services for survivors of domestic violence. 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. According to the Workplace Gender Equality Agency data explorer, in 2020 only 12% of employees in the Heavy and Civil Engineering Construction industry nationally employed were female. In this, there is a 25.1% total remuneration gender pay gap for full time employees. In comparison, 31% of Main Roads employees in 2021 are female. This figure has remained the same over the past three years and is consistently reported in our Annual Report. 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% to 9%. Industry Sustainability Plans have been incorporated into major projects to manage impacts and leverage opportunities for sustainability or social responsibility within project supply chains. At Main Roads we implement targets for different sustainability aspects including environmental risk, local economies or businesses, workforce development, equal opportunity and Indigenous participation on our projects in the sustainability management plan. Each project develops a sustainability management plan and gender equality goals to have an equal number of men and women represented in the project team. 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.		Developing our People and Know-How Promoting Diversity & Equal Opportunity Women in Leadership Employment - Diversity Australian Government Strategy to Boost Women's Workforce Participation

Sustainable Development Goal	Background and context	Australia's progress 2020	How we support this SDG
6) Ensure availability and sustainable management of water and sanitation for all *SDG sub goals or indicators of potential interest or relevance:* **Freshwater withdrawal** Target 6.3: 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 Target 6.4: 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 Target 6.6: By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands	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. 1999-2018 have produced some of the driest on record for Australia. 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. An opportunities assessment that looks into the sustainable use of different water sources is undertaken on each of our major projects. This is aligned with the requirements identified by the Infrastructure Sustainability Council of Australia (ISCA) in their sustainable water use and water sourcing credits which our projects align with.		 Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report

Type (kilolitres)	2018/19	2019/20	2020/21
Buildings	33,296	38,568	38,434
Construction Scheme	26,961	385,696	66,699
Construction Groundwater	1,660.729	773,872	504,646
Surface Water	298,745	85,328	68,519

Sustainable Development Goal	Background and context	Australia's progress 2020	How we support this SDG
7) Ensure access to affordable, reliable, sustainable and modern energy for all *SDG sub goals or indicators of potential interest or relevance:* **CO2 from fuels & electricity** **Renewable energy in final consumption** Target 7.2:By 2030, increase substantially the share of renewable energy in the global energy mix Target 7.3: By 2030, double the global rate of improvement in energy efficiency	In 2020/2021, transport emissions accounted for 17.5% of Australia's Greenhouse Gas emissions, which was a drop from 19% in the previous year. The civil construction industry is currently coupled to fossil fuel energy with limited penetration of renewable or battery technology within construction equipment and plant. We have implemented a Carbon Reduction Plan, and in 2020 achieved our target of reducing our carbon emissions by 5-15% by 2020 based on 2010 levels. We have set a new target which will be outlined in our Net Zero Transition Plan, which is under development and will address how we will change our business activities to work towards the state target of net zero emissions by 2050. This Transition Plan will outline an approach to reducing carbon emissions with Main Roads activities, and actions proposed by asset owners on how to progress the next steps in our Carbon Reduction Plan. The Transition Plan will also provide guidance for our Development and Delivery projects on achieving the three Energy and Carbon ISCA credits. 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 2021, we recorded our GHG emissions at 29,154 tonnes . 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 0.08% renewable energy makes up of our total consumption.	**7 AFFORDABLE AND CLEAN ENERGY** Major challenges remain, score improving	Managing the Environment Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report

Sustainable Development Goal	Background and context		Australia's progress 2020	How we support this SDG
	Main Roads Energy and Emissions Trends: 2018-2021 549 277 — 24 — 225 23 — 175 — 174 128 Megajoules (000,000) / Greenhouse Gases - tonnes (000) 2018/19 2019/20 2020/21 — Megajoules - projects and maintenance — Megajoules - facilities and operations — GHGs - facilities and operations			

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:* **Fatal accidents at work embodied in imports** Target 8.2: Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors Target 8.5: 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 Target 8.7: 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	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 strategies. Indigenous employment opportunities have also increased through training and development programs for our regional projects. 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. Our head contractors that have over $100 million in annual revenue report on modern slavery directly to the Commonwealth as part of their obligations within our contracts. 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. 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. 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.	**8 DECENT WORK AND ECONOMIC GROWTH** Challenges remain, score improving	Sustainable Procurement and Buy Local Reconciliation Action Plan & Indigenous Employment WA Industry Participation Strategy Employment - Diversity Development Employee Programs Materials for Road Building Linking Strategy, Futures, Innovation and Research Modern Slavery Coalition

soldiers, and by 2025 end child labour in all its forms Target 8.8: 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	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.		

9) Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation *SDG sub goals or indicators of potential interest or relevance:* **Quality of Infrastructure: telephony, transport and energy** **Logistics Performance Index: ports, roads, rail and information technology** **Government R&D Expenditures** Target 9.1: 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 Target 9.4: By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound	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. 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. 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. 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. 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. 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 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	![SDG 9 Industry, Innovation and Infrastructure icon] Challenges remain, score improving	Improving Customer Experience Managing the Environment Sustainability Assessment in Projects Innovation and Research Program Refer to Sustainability – Behaviour in the GRI Context Index and Supplementary Information document from the 2020 Annual Report Our Performance Community Access Road Safety Road Efficiency Linking Strategy, Futures, Innovation and Research

technologies and industrial processes, with all countries taking action in accordance with their respective capabilities Target 9.5: 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	metropolitan areas in WA. Projects included the Bunbury Outer Ring Road, Mitchell Freeway Extension and Fremantle Traffic Bridge.		

10) Reduce inequality within and among countries	WA is a vast state occupying one third of Australia and covering over 2.5 million square kilometres, home to 2.6 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. 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. 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. We have developed our new Innovative Reconciliation Action Plan (RAP) for 2021-2023. This plan provides a framework for our organisation to address the five reconciliation dimensions: Race Relations, Unity, Equality and Equity, Institutional Integrity, and Historical Acceptance. 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'. 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.	 Significant challenges remain, score decreasing	Innovation and Research Program Financial Statements Contracting to Main Roads – Subcontractor payment delay Equal Employment Opportunity Management Plan Disability Access and Inclusion Plan Reconciliation Action Plan Community Access

SDG sub goals or indicators of potential interest or relevance:

Elderly poverty rate

Target 10.2: 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

Target 10.4: Adopt policies, especially fiscal, wage and social protection policies, and progressively achieve greater equality

11) Make cities and human settlements inclusive, safe, resilient and sustainable *SDG sub goals or indicators of potential interest or relevance:* **PM2.5 in urban areas** **Satisfaction with public transport** Target 11.2: 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 Target 11.3: By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries Target 11.4: Strengthen efforts to protect and	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. The Community Access program provides infrastructure which assist to make our cities more inclusive, safe, resilient and sustainable 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. 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. 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. 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. The Percent for Art Scheme is a State Government initiative that started in 1989.	11 SUSTAINABLE CITIES AND COMMUNITIES Challenges remain, score improving	Our Performance Keeping WA Moving Road Safety Community Access Carbon Reduction Plan (in Supplement Information) Refer to Sustainability – Sustainable Transport in the GRI Context Index and Supplementary Information document from the 2020 Annual Report

safeguard the world's cultural and natural heritage Target 11.6: 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 Target 11.7: 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	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.		

| **12) Ensure sustainable consumption and production patterns**

SDG sub goals or indicators of potential interest or relevance:

E-waste

Non recycled municipal solid waste

Target 12.2: By 2030, achieve the sustainable management and efficient use of natural resources

Target 12.5: By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse

Target 12.6: Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle

Target 12.7: Promote public procurement practices that are sustainable, in accordance with national policies and priorities | 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.

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.

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.

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.

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.

Imported and Recycled Materials Statistics |

Major challenges remain | Carbon Reduction Plan (in Supplement Information)

Materials for Road Building

Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report

Sustainability Assessment in projects

Sustainable Procurement and Buy Local

Environmental management of Road Projects |

Imported and Recycled Materials Statistics

	2018/19	2019/20	2020/21
Waste emissions	19,317t CO_2	6,739t CO_2	16,788t CO_2

Target 12.c: 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	Total imported construction materials	6,761,000t	9,067,900t	2,067,192t		
	Total imported recycled construction materials	275,000t	159,900t	426,000t		
	Total sent for recycling	326,000t	151,410t	556,000t		
	Total sent to landfill	85,300t	111,400t	46,500t		

13) Take urgent action to combat climate change and its impacts *SDG sub goals or indicators of potential interest or relevance:* **CO2 Emissions from Energy** **Imported CO2 Emissions, tech adjusted** **Climate Change Vulnerability** Target 13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries Target 13.2: Integrate climate change measures into national policies, strategies and planning Target 13.3: Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning	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. 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. Climate Change is recognised as a key Sustainability issues through the sustainability policy and its associated Key Aspect Management Plan.	 Major challenges remain, score stagnating	Managing the Environment Major Roads at Risk to Climate Change Climate Change Risk Assessment Guideline Refer to the GRI Context Index and Supplementary Information document from the 2020 Annual Report Sustainability – Climate Change KAMP Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report

14) Conserve and sustainably use the oceans, seas and marine resources for sustainable development Target 14.1: By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution Target 14.2: 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	We aim to reduce our impact on the natural environment by focusing on emissions, pollution, waste, land use and resources. This includes planning for and managing the run-off into our oceans and water bodies. 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. 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. 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.	**14 LIFE BELOW WATER** Significant challenges remain, score stagnating	Managing the Environment Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report Environment and Heritage

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** Target 15.2: 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 Target 15.5: 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	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.	15 LIFE ON LAND Major challenges remain, score decreasing	Managing the Environment Refer to Sustainability – Environmental Footprint in the GRI Context Index and Supplementary Information document from the 2020 Annual Report

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.

| 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

SDG sub goals or indicators of potential interest or relevance:

- **Feel safe walking at night**
- **Government efficiency**
- **Property rights**
- **Corruption Perception Index**

Target 16.5: Substantially reduce corruption and bribery in all their forms

Target 16.6: Develop effective, accountable and transparent institutions at all levels

Target 16.7: Ensure responsive, inclusive, participatory and representative decision-making at all levels

Target 16.10: Ensure public access to information and protect fundamental freedoms, in accordance with national legislation and international agreements | 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.

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 beaching codes of conduct i.e. accepting gifts.

The *Freedom of Information Act 1992* 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.

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 has significant community and social impacts which needs to be managed. |

Challenges remain, score improving | Engaging with our stakeholders

Additional Governance Disclosures: Freedom of Information, Integrity Framework, Corruption Prevention, Conduct and Ethics

Our Commitments to You, Land Acquisition

Refer to Sustainability – Governance in the GRI Context Index and Supplementary Information document from the 2020 Annual Report

Additional Disclosures |

17) Strengthen the means of implementation and revitalize the global partnership for sustainable development *SDG sub goals or indicators of potential interest or relevance:* - **Official development assistance** - **Financial Secrecy Score** Target 17.16: 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 Target 17.17: Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships	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. 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 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. We have many industry partners across many levels of industry both large and small. We spend in excess of $2.8b through our direct supply chain of 6,100 organisations. We have can have up to 346 contracts, with an overall value of $9b, live at any one time. 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.	**17 PARTNERSHIPS FOR THE GOALS** Significant challenges remain, score improving	Additional Disclosures Refer to Sustainability – Funding and Financing in the GRI Context Index and Supplementary Information document from the 2020 Annual Report Sustainability – Behaviour KAMP