



mainroads
WESTERN AUSTRALIA

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Western Australia.*

Main Roads Western Australia Sustainable Development Goals – Reference Table 2023

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 2023](#) 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 2023	Supporting 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>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.</p> <p>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.</p>	<p>In Western Australia, Aboriginals, 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 of people.</p> <p>These 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.</p> <p>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 also show the impacts of energy poverty on low-income households in WA. The cost of transport in Australia in 2022 was 14.9 percent of the average household income. In Perth, the average cost of transport was 14.6 percent of the household income. The national average for fuel spend in major cities is \$93.61¹, and in regional areas it is slightly higher at \$97.30. The average fuel spend in Perth is slightly lower than the national average, sitting at \$90.46.</p> <p>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 constructed a number of main roads and access roads in the regions.</p>	 <p>Challenges remain, Decreasing</p>	<p>Our People</p> <p>Diversity, Equity and Inclusion</p> <p>Community Access</p> <p>Work180</p>

¹ Figures from <https://data.aaa.asn.au/transport-affordability/>


Sustainable Development Goal	Background and context	Australia's progress 2023	Supporting this SDG
<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>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.</p> <p>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.</p>	<p>SDG2 – Zero Hunger is not a goal that Main Roads has the potential to strongly impact. The relationship to this goal is largely indirect. The below may assist with national progress against this SDG.</p> <p>Construction industry workers have <u>higher rates of overweight/obesity</u> than the national average. 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>Western Australia's agriculture and food sector represents around 10 percent of the State's economy and includes significant volumes of food exports. The sector benefits from access to a safe and efficient road network, both for produce but also for the supply of equipment and other consumables associated with primary production. 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.</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>Major challenges remain, Stagnating</p>	<p><u>Enhancing Safety, Health and Wellbeing</u></p> <p><u>Road Efficiency</u></p> <p><u>State Development</u></p> <p><u>Managing the Environment</u></p>


Sustainable Development Goal	Background and context	Australia's progress 2023	Supporting this SDG
<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>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</p> <p>Target 3.5: Strengthen the prevention and treatment of substance abuse, including narcotic drug abuse and harmful use of alcohol</p> <p>Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents</p> <p>Target 3.9: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.</p>	<p>Road safety is a critical area of focus for our organisation. We believe no one should die or be seriously injured on the State road network, and we constantly manage, upgrade and develop the network to minimise the likelihood of road trauma to all road users. In 2022 there were 175 fatalities on WA roads. We have 6.3 deaths per 100,000 population which is higher than the national average of 4.6. 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 road network.</p> <p>Mental and physical well-being of employees is a key focus, with employment conditions promoting 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. We also support active and healthy lifestyles of all Western Australians through the provision of infrastructure that supports active transport such as Cycling and Pedestrian facilities.</p> <p>Improving air quality from reducing transport emissions is another part of this goal Main Roads takes into consideration. Air pollution contributes to <u>10 times more premature deaths</u> than road accidents. The electrification of transport is significant to combating this phenomenon. Our workforce will also benefit from the electrification of construction vehicles, which may not have the equivalent engine standards as passenger vehicles.</p> <p>Contaminated sites is an environmental risk, and worker safety risk, of our projects. Land within the road reserve, or on land required to be used as a new road reserve, may contain contaminants. Common contaminants of concern include heavy metals, fuels (such as petrol and diesel), oils and greases; solvents, paints and glues, and asbestos.</p>	 <p>Significant challenges remain, moderately improving</p>	<p>Road Safety</p> <p>Community Access</p> <p>Enhancing Safety, Health and Wellbeing</p> <p>Managing the Environment</p> <p>Additional Disclosures</p>


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<p>4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Target 4.3: By 2030, ensure equal access for all women and men to affordable and quality technical, vocational and tertiary education, including university</p> <p>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</p> <p>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</p>	<p>We strive to create a rich, diverse workforce and place a strong emphasis on promoting equality to ensure our workplace is free from harassment, discrimination and that all employees have access to on-going development including study, training, progression and promotion.</p> <p>Government at all levels recognises the role of quality education in underpinning prosperity and economic growth by ensuring equitable access to opportunity and social wellbeing for all individuals regardless of their background. 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.</p> <p>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.</p>	 <p>Challenges remain, Stagnating</p>	<p>Our People</p> <p>Diversity, Equity and Inclusion</p> <p>Work180</p> <p>Additional Disclosures</p> <p>Sustainability Supplement 2023</p>


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<p>5) Achieve gender equality and empower all women and girls</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Female labour force participation</p> <p>Gender wage gap</p> <p>Target 5.1: End all forms of discrimination against all women and girls everywhere</p> <p>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</p> <p>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</p>	<p>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. However, 49 countries around the world have no law against domestic violence.</p> <p>Gender inequality is a persistent and complex issue in Australia that affects various aspects of women's lives, such as education, health, work and family. According to the Australian Bureau of Statistics, women make up just over half (50.7%) of the Australian population, but they face significant disadvantages in terms of income, superannuation, leadership and safety. Women are over-represented as part-time workers in low-paid and insecure industries and under-represented in leadership roles in the private and public sectors, holding only 17.1% of CEO positions and 30.5% of key management personnel positions.</p> <p>Boosting women's workforce participation in construction could have significant economic benefits. The National Association of Women in Construction has a goal to <u>increase the share of women in industry from 12% to 25% by 2025</u>. A lack of diversity is costing the Australian economy almost \$8 billion annually. A 2018 study commissioned by the Construction Industry Culture Taskforce (CICT) also highlights the potential social and environmental benefits of a more diverse and inclusive workforce, such as improved productivity, innovation, safety and sustainability.</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. According to the Workplace Gender Equality Agency data explorer, in 2023 only 19.6% of employees in the Heavy and Civil Engineering Construction industry nationally employed were female. There is a 19.5% total remuneration gender pay gap for full time employees. In comparison 33% of Main Roads employees are female and in 2013 our gender pay gap was 16.5%.</p>	 <p>Significant challenges remain, Moderately improving</p>	<p>Our People</p> <p>Diversity, Equity and Inclusion</p> <p>Additional Disclosures</p> <p>Sustainability Supplement 2023</p>


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<p>6) Ensure availability and sustainable management of water and sanitation for all</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Freshwater withdrawal</p> <p>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</p> <p>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</p> <p>Target 6.6: By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands, rivers, aquifers and lakes</p>	<p>Water is a precious resource and our State continues to experience the effects of a drying climate. To make sure we do our part in conserving water we encourage practices that reduce our impact on water sources including improving water efficiency and overall water use, utilising recycled water and avoiding the use of potable water.</p> <div data-bbox="869 284 1585 678" data-label="Figure"> </div> <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. We have statutory and corporate environmental responsibilities for the impacts our activities have on water resources and we implement management initiatives to protect them. Activities such as site selection, construction, road, bridge and drainage works, planning or implementation decisions and during their operation or maintenance can all interface and impact water resources both directly or indirectly. 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>	<div data-bbox="1608 252 1899 438" data-label="Image"> </div> <p>Significant challenges remain, Moderately improving</p>	<p><u>Managing the Environment</u></p> <p><u>Sustainability Supplement 2023</u></p>


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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>Target 7.2: By 2030, increase substantially the share of renewable energy in the global energy mix</p> <p>Target 7.3: By 2030, double the global rate of improvement in energy efficiency</p>	<p>The Paris Agreement has called for the world to achieve net zero by 2050 to keep global warming at no more than 1.5°C. Following the release of the Western Australian Climate Policy we have been progressing development of a Net Zero Transition Plan, focused on scope one and two emissions, which will guide actions in support of the state's aspiration to achieve net zero greenhouse emissions by 2050. The plan will support the State governments whole of government target of an 80% reduction by 2030, will focus on our operations and maintenance activities but also provide consideration of infrastructure investments and the use of the road network for mitigation activities. The Net Zero Transition Plan will replace our existing Carbon Reduction Plan and Target.</p> <p>In 2022, transport emissions accounted for 19% of Australia's Greenhouse Gas emissions. 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 encourage and support sustainable transport modes which reduce overall energy consumption. Electric Vehicles, which now make up 6.6% of sales in Western Australia, align with our broad notion of promoting more sustainable travel as they reduce carbon, tail-pipe emissions and reliance on transport fuels, are energy efficient and produce low noise. They will be a significant contributor for decarbonising transport, the road network and the civil construction industry. The State Electric Vehicle Strategy for Western Australia is closely linked to the Western Australian Climate Policy and will help facilitate the electrification of transport in WA.</p> <p>The Western Australian energy mix is made up of 31.5% renewables of which a vast majority of our electricity assets and infrastructure is connected to. The use of small-scale renewable installations is common practice in off grid scenarios and is often utilised to install safety treatments such as remote road lighting.</p>	 <p>Significant challenges remain, Moderately improving</p>	<p>Managing the Environment</p> <p>Sustainability Supplement 2023</p>


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<p>8) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Fatal accidents at work embodied in imports</p> <p>Target 8.2: Achieve higher levels of economic productivity through diversification, technological upgrading and innovation</p> <p>Target 8.3 Promote development-oriented policies that support productive activities, decent job creation, entrepreneurship, creativity and innovation</p> <p>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,</p> <p>Target 8.7: Take immediate and effective measures to eradicate forced labour, end modern slavery and human trafficking</p> <p>Target 8.8: Protect labour rights and promote safe and secure working environments</p>	<p>We are one of the most geographically dispersed road agencies in the world, responsible for nearly 19,000 kilometres of road spread over 2.5 million square kilometres. In 2023 we engaged directly with more than 4,900 suppliers and made in the order of \$1.753 billion in payments. Our indirect supply chain is again more extensive with our construction projects engaging with multiple sub-contractors and suppliers. Through the implementation of Government procurement policies within our infrastructure investments we aim to provide wide-spread and shared opportunities for employment or business throughout our supply chain. This includes our approach for Ethical Procurement and Social and Sustainable Procurement. Our range of policies and programs drive safe and sustainable job creation and business enterprise incentives including for Aboriginals, people with disabilities, youth and women.</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'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 \$100million in annual revenue report on modern slavery directly to the Commonwealth as part of their obligations within our contracts.</p> <p>Technology is changing both community behaviour and their expectations of organisations. Global megatrends in technology that represent a significant shift in economic, social and environmental paradigms, are substantially changing how people live. Some of the specific trends and technologies that we expect to substantially impact us include; Intelligent Transport Systems; Cybersecurity; Digitalisation; Artificial Intelligence; Changing customer preferences; Car and ride sharing services; Uptake in micro-mobility devices; Automated vehicles; Connected vehicles; Electric Vertical take-off and landing vehicles; and Working from home/hybrid working arrangements.</p>	 <p>Challenges remain, Moderately improving</p>	<p>Ethical Procurement and Social and Sustainable Procurement</p> <p>How we create value</p> <p>Achieving Government Goals</p> <p>Contracting to Main Roads</p> <p>Working with us</p> <p>Aboriginal Engagement</p> <p>WA Industry Participation Strategy</p> <p>Sustainability</p> <p>Sustainability Supplement 2023</p> <p>Enhancing Safety, Health & Wellbeing</p> <p>Our Community</p>

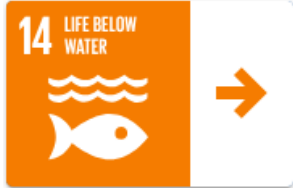
Sustainable Development Goal	Background and context	Australia’s progress 2023	Supporting this SDG
<p>9) Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Quality 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>Target 9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being</p> <p>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 technologies and industrial processes</p> <p>Target 9.5: Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries,</p>	<p>As a road infrastructure agency we aspire to provide world class outcomes for the customer through a safe, reliable and sustainable road-based transport system. Further, we aim to deliver a road-based transport system that improves community amenity, mobility and travel choice. We measure the performance of our infrastructure investments using a number of mechanisms.</p> <p>Our infrastructure is located over a vast geographical area which 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 reliability during weather events.</p> <p>Our infrastructure investments can have a design life of up to 100 years within the time horizon the critical climate change hazards will be experienced, and our infrastructure is directly exposed to the risks of existing climate hazards. We undertake 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. The WA Climate Policy is further obliging us to act for both adapting to and mitigating the risk of climate change.</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 <u>Austrroads</u>, <u>SBEncr</u>, <u>PATREC</u> and <u>WARRIP</u>.</p>	 <p>Challenges remain, Moderately Improving</p>	<p>Achieving Government Goals</p> <p>Managing the Environment</p> <p>Sustainability Assessment in Projects</p> <p>Sustainability Supplement 2023</p>


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<p>10) Reduce inequality within and among countries</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Elderly poverty rate</p> <p>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</p> <p>Target 10.4: Adopt policies, especially fiscal, wage and social protection policies, and progressively achieve greater equality</p>	<p>WA is a vast state occupying one third of Australia and covering over 2.5 million square kilometres, home to 2.69 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 and is recognised by Infrastructure Australia. 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, the rate of fatal and serious injury road crashes (from run-off-road and head-on crashes) in regional Western Australia is five times higher than the same type of crash in the metropolitan area.</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 assist to bridge the gap with developing nations through providing in-kind contributions to the World Roads Association through our membership of Austroads. The World Roads Association mission includes 'considering the needs of developing countries and countries in transition'.</p> <p>It is law in Australia for employers to contribute to employees superannuation. Within our contract workforce some of the smaller sub-contractors are sole traders and will be responsible for their own superannuation. We have policies in place to help ensure payment of sub-contractors.</p>	 <p>Significant challenges remain, Decreasing</p>	<p>Community Access</p> <p>State Development</p> <p>Contracting to Main Roads</p> <p>World Roads Association</p> <p>Financial Statements</p> <p>Our Community</p>


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<p>11) Make cities and human settlements inclusive, safe, resilient and sustainable</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>PM2.5 in urban areas</p> <p>Satisfaction with public transport</p> <p>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</p> <p>Target 11.3: By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management</p> <p>Target 11.4: Strengthen efforts to protect and safeguard the world’s cultural and natural heritage</p> <p>Target 11.5: 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>Target 11.6: By 2030, provide universal access to safe, inclusive and accessible, green and public spaces</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>Urban air pollution is a known carcinogen and has a range of human impacts. Globally air pollution contributes to more deaths than road accidents. Motor vehicles are a significant contributor to emissions, contributing 14 per cent of PM_{2.5}, and 62 per cent of nitrogen oxides. Diesel vehicles contribute most to air pollution. Electric vehicles will assist in reduced urban air pollution.</p> <p>Both European and Indigenous heritage can be impacted from road infrastructure. We aim to avoid, minimise and reduce impacts to Aboriginal and European heritage sites wherever practicable. All of our activities are screened for potential impacts in compliance with the DPLH Due Diligence Guidelines using our internal Aboriginal Heritage Risk Assessment.</p> <p>The Percent for Art Scheme is a State Government initiative that started in 1989. Public Art and Urban Design is integrated on a number of transport infrastructure projects. This contributes to Western Australia’s unique cultural and environmental experience, improve way-finding and enhance the travel experience for all road users. To ensure appropriate urban design is incorporated on our infrastructure we will refer projects to Design WA.</p>	 <p>Challenges remain, Moderately improving</p>	<p>Road Safety</p> <p>Community Access</p> <p>Sustainability Supplement 2023</p> <p>Managing the Environment</p> <p>Community, Art & Environment</p> <p>Our Community</p>


Sustainable Development Goal	Background and context	Australia’s progress 2023	Supporting this SDG
<p>12) Ensure sustainable consumption and production patterns</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>E-waste</p> <p>Non recycled municipal solid waste</p> <p>Target 12.2: By 2030, achieve the sustainable management and efficient use of natural resources</p> <p>Target 12.5: By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse</p> <p>Target 12.6: Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into reporting</p> <p>Target 12.7: Promote public procurement practices that are sustainable</p> <p>Target 12.c: Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions,</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 adopt circular economy principals in our infrastructure projects. We seek to incorporate recycled content into the significant materials used for road construction. Recycled content includes crumbed rubber, glass, asphalt, crushed concrete and plastic. 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, moderately improving</p>	<p>Materials for Road Building</p> <p>Sustainability Supplement 2023</p> <p>Managing the Environment</p> <p>Additional Disclosures – additional environmental and sustainability disclosures</p> <p>Sustainability</p> <p>Environmental management of Road Projects</p> <p>Ethical Procurement and Social and Sustainable Procurement</p> <p>Project Sustainability Reports</p>

Sustainable Development Goal	Background and context	Australia's progress 2023	Supporting this SDG
<p>13) Take urgent action to combat climate change and its impacts</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>CO2 Emissions from Energy</p> <p>Imported CO2 Emissions, tech adjusted</p> <p>Climate Change Vulnerability</p> <p>Target 13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries</p> <p>Target 13.2: Integrate climate change measures into national policies, strategies and planning</p> <p>Target 13.3: Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning</p>	<p>Following the release of the Western Australian Climate Policy we are developing a Net Zero Transition Plan which will guide actions in support of the state's aspiration to achieve net zero greenhouse emissions by 2050. The plan will focus on our operations and infrastructure investments and consider impacts from the use of the road network. This new plan will replace our existing Carbon Reduction Plan and Target and prepare us for imminent introduction of climate legislation which will establish the State's long-term target of net zero emission by 2050 and provide statutory requirements to set interim emission reduction targets.</p> <p>The road network is exposed and potentially vulnerable to natural hazards and impacts of climate change. Our infrastructure investments can have a design life of up to 100 years within the time horizon the critical climate change hazards will be experienced, and our infrastructure is directly exposed to the risks of existing climate hazards. We undertake 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. The WA Climate Policy is further obliging us to act for both adapting to and mitigating the risk of climate change.</p> <p>Climate Change is recognised as a key Sustainability issue through our sustainability policy and its associated Key Aspect Management Plan.</p>	 <p>Major challenges remain, Stagnating</p>	<p>Managing the Environment</p> <p>Major Roads at Risk to Climate Change</p> <p>Climate Change Risk Assessment Guideline</p> <p>Sustainability Supplement 2023</p> <p>Climate Change</p>

Sustainable Development Goal	Background and context	Australia's progress 2023	Supporting this SDG
<p>14) Conserve and sustainably use the oceans, seas and marine resources for sustainable development</p> <p>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</p> <p>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</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. 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 our infrastructure projects.</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, Stagnating</p>	<p>Managing the Environment</p> <p>Sustainability Supplement 2023</p> <p>Environment</p>

Sustainable Development Goal	Background and context	Australia's progress 2023	Supporting this SDG																												
<p>15) Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Freshwater sites, mean protected area</p> <p>Red List Index of species survival</p> <p>Annual Change in Forest Area</p> <p>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</p> <p>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</p>	<p>We are committed to responsible environmental stewardship. We ensure our workforce is informed and committed, guided by policies and systems. We recognise what we do has potential to impact on Western Australia's unique environment. However permanent land use change from green fields to brownfields is inevitable for road infrastructure.</p> <p>As managers of the State Road Network we acknowledge that Western Australia's environment is significant from a global perspective and taking into account the conservation values in our road reserve. This is demonstrated, as the table below shows, by the significant number of threatened flora and fauna species located or having habitats in our road reserves. We have a responsibility to protect the unique flora and fauna that may be affected by our operations and ensure we minimise our environmental impacts. The tables use IUCN (International Union for the Conservation of Nature) Red List categories.</p> <table border="1" data-bbox="421 799 1547 1054"> <thead> <tr> <th colspan="4">Number of Threatened Species with Habitats Located in the Main Roads Road Reserve</th> </tr> <tr> <th>IUCN classification</th> <th>Flora</th> <th>Fauna</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Critically Endangered</td> <td>32</td> <td>5</td> <td>37</td> </tr> <tr> <td>Endangered</td> <td>29</td> <td>20</td> <td>49</td> </tr> <tr> <td>Vulnerable</td> <td>26</td> <td>22</td> <td>48</td> </tr> <tr> <td>Near Threatened</td> <td>225</td> <td>38</td> <td>263</td> </tr> <tr> <td>Total</td> <td>312</td> <td>85</td> <td>397</td> </tr> </tbody> </table> <p>Our road network transects sensitive and protected environmental areas such as Ramsar wetlands, wetlands of international importance; threatened ecological communities; environmentally sensitive areas; conservation areas; Bush Forever sites; and habitat for threatened fauna such as Baudin's Black Cockatoo, Carnaby's Black Cockatoo, Forest Red-Tailed Black Cockatoo, Northern Quoll, Greater Bilby and Western Ring-Tailed Possum. To view maps of these environmentally sensitive and protected areas in relation to our roads please refer to our website.</p>	Number of Threatened Species with Habitats Located in the Main Roads Road Reserve				IUCN classification	Flora	Fauna	Total	Critically Endangered	32	5	37	Endangered	29	20	49	Vulnerable	26	22	48	Near Threatened	225	38	263	Total	312	85	397	 <p>Significant challenges remain, Decreasing</p>	<p>Managing the Environment</p> <p>Sustainability Supplement 2023</p> <p>Environment</p>
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<p>16) Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Feel safe walking at night</p> <p>Government efficiency</p> <p>Property rights</p> <p>Corruption Perception Index</p> <p>Target 16.5: Substantially reduce corruption and bribery in all their forms</p> <p>Target 16.6: Develop effective, accountable and transparent institutions at all levels</p> <p>Target 16.7: Ensure responsive, inclusive, participatory and representative decision-making at all levels</p> <p>Target 16.10: Ensure public access to information and protect fundamental freedoms, in accordance with national legislation and international agreements</p>	<p>Sustainable development strongly depends on peace, justice and strong institutions. To ensure that our operations are open, accountable, fair and flexible, we collaborate with a wide range of customers and stakeholders who provide essential input to operational aspects of our business and the delivery of our infrastructure projects. Community and stakeholder engagement is adopted across our business and within our infrastructure projects.</p> <p>Public officers play a highly valuable and responsible role in the operation of Government, the delivery of key services and management of Western Australia and its diverse communities. We are responsible for public monies and officers may occupy positions of significant influence or significant decision-making power. The types of corruption that may be of risk include using position for benefit/detriment, corrupt conduct, unlawful use of computer or breaching codes of conduct i.e. accepting gifts.</p> <p>The <i>Freedom of Information Act 1992</i> gives the public a general right to apply for access to documents held by government agencies. An information statement has been produced in accordance with the requirements of the Freedom of Information (FOI) Act and is available on our website. This statement provides a guide on how to apply for access to documents, as well as information about documents that may be available outside of the FOI process.</p> <p>As part of the State’s infrastructure we sometimes need land to improve existing roads or to provide new transport. Land is acquired by negotiation or formal taking action under the powers contained in the Land Administration Act 1997. Land required is previously identified within the Metropolitan Region Scheme or a Planning Control Area. The process of acquiring land can have significant community and social impacts which needs to be managed.</p>	 <p>Challenges remain, Stagnating</p>	<p>Improving Customer Experience</p> <p>Risk and Integrity Management</p> <p>Our Community</p> <p>Land Acquisition</p> <p>Sustainability Supplement 2023</p> <p>Additional Disclosures – Stakeholder Inclusiveness & Additional Governance Disclosures</p>

Sustainable Development Goal	Background and context	Australia’s progress 2023	Supporting this SDG
<p>17) Strengthen the means of implementation and revitalize the global partnership for sustainable development</p> <p><i>SDG sub goals or indicators of potential interest or relevance:</i></p> <p>Official development assistance</p> <p>Financial Secrecy Score</p> <p>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</p> <p>Target 17.17: Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships</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’. 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 \$1.7b through our direct supply chain of 4,900 organisations. The influence of this group of companies, stakeholders and industry bodies for sustainable construction and beyond is greater than our self. Our industry partners make many commercial decisions to meet our requirements but which are outside of our direct control. Thus it continues to be of importance to work through our supply chain with meaningful dialogue with the purpose to create alignment with our respective goals for sustainability.</p>	 <p>Major challenges remain, Moderately Improving</p>	<p>Our Finances</p> <p>Sustainability Supplement 2023</p> <p>Sustainability</p>