



# Progress on Sustainable Roads Forum - SuRF

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**Cape Town**

# Current status

- Presently treading water - awaiting finalisation of the Roads Policy
- Comments of public participation process currently being collated by DoT before being presented to NEDLAC and going to Parliament for debate.
- SANRAL-ER are using aspects of the tool on their N3 projects in KZN
- Presentations on the tool have also been made to NR and WR of SANRAL and KZN DoT



# Extracts from Draft Roads Policy

## ► Policy Statement 15

**“All Road Authorities will develop a ‘green’ road network, which conforms to the principles of sustainability.”**



# Clauses from Policy Statement 15

“a) The DoT commits to developing a comprehensive set of minimum ‘green road norms and standards’, which are defined as planning, design, construction and maintenance best-practices, intended to develop road infrastructure that is more sustainable than current industry standards. Best practices in sustainability will include environmental, social and economic considerations, as described in detail in the ‘Approach to Sustainability in Roads.’”



# Clauses from Policy Statement 15

**“b) These norms and standards are used to define the parameters of a green road rating tool for new and rehabilitated roads. Benchmarks, which clearly define the incremental improvements in sustainability of road infrastructure as well as guide project teams (e.g. owners, designers and builders) in the process of implementation and aligned reporting must be developed. These benchmarks must be developed so that both high volume and low volume roads can be evaluated in terms of sustainable best practices.”**



# Clauses from Policy Statement 15

**“c) The DoT will prescribe the conditions for which a self-assessment or an independent external certification is to be undertaken. When undertaken, the level of sustainability will be reported per identified road, based on the clearly defined benchmarks.”**



# Clauses from Policy Statement 15

**“d) All Road Authorities will be responsible for implementing new and rehabilitated roads that meet the minimum prescribed norms and standards and, as part of overall roads management processes, existing roads are prioritised and upgraded to meet minimum green road norms and standards.”**



# Proposed Way Forward for SuRF

- ▶ Engage and formalize partnership/relationship with the DoT once Roads Policy is Gazetted, to help with the development of norms and standards and the alignment of the tool
- ▶ Firm up the SuRF mandate through engagement with the Roads Industry
- ▶ Find a permanent home for SuRF – Currently under SARF
- ▶ Strengthen the socio economic leg of the tool to align with our country's transformation objectives
- ▶ Give more focus to the economic leg of sustainability i.e. the well-being of our industry
- ▶ Take cognizance of future mobility disruptors such as electric and autonomous vehicles – align with the MCA







Sustainable Roads Forum