

RACT ROADMAP - PRIORITIES FOR INFRASTRUCTURE & ROAD SAFETY IN TASMANIA		ANALYSIS OF PARTY RESPONSES AS AT 17 MARCH 2010		
		LABOR	LIBERAL	GREENS
Improve Infrastructure Planning				
1	"Develop and implement a 10+10 year State Infrastructure Plan: a strategic approach to integrated land use, transport and infrastructure planning in Tasmania, and a benchmark against which shorter-term ideas proposed by different political parties could be assessed."	State Infrastructure Plan released. Sections incomplete. See http://www.infrastructure.tas.gov.au	"Will establish an independent body - "Infrastructure Tasmania"- to develop a whole of State infrastructure plan within one year of taking office. See http://tinyurl.com/ydx25ug	Have called for a comprehensive, long-term and strategic plan for the future of freight, passenger and tourism rail operations. Support the development of a 10+10 Year State Infrastructure Plan.
2	"Appoint an additional junior Minister in the Infrastructure portfolio, to assist with the development and implementation of the 10+10 plan, and with responsibility for the strategic project specialists unit."	The Infrastructure Strategy sets out a process for its development and implementation through the establishment of a Tasmanian Infrastructure Advisory Council. The Council will report directly to the Infrastructure Committee of Cabinet.	Accept the proposition but will be making no commitments on administrative arrangements prior to the election.	Agreed in principle, but limited by Parliamentary numbers.
3	"Develop a small team of specialists, perhaps located as a dedicated unit within DIER, an "ideas unit" which could coordinate the development and implementation of the plan, and at the same time respond to opportunities such as the Infrastructure Australia call for projects."	"Will continue to promote a spirit of innovation and ideas throughout government agencies by fostering their capacity and experience, rather than establish elite units."	"Infrastructure Tasmania" will have the ability to set up a number of ancillary units such as proposed. It is imperative Tasmania has a series of 'project-ready' proposals for submission to Infrastructure Australia at all times."	"....committed to an integrated and whole-of-government approach to prioritizing infrastructure maintenance and development... pool ideas and resources from across the spectrum. We would not favour establishing yet another talkfest for its own sake

4	"Ensure the ongoing competitive and efficient operation of rail in Tasmania, keeping an open mind to its ownership structure, and develop a Rail 2020 Plan to enable rail to take a greater proportion of the anticipated increase in freight."	"Tasmanian Railway created in 2009. 8 Jan 2010 Government announced increased rail services from Hobart to Burnie, but suspension of rail services to Bell Bay. See http://tinyurl.com/ycd7n9z The Bartlett Labor Government has instructed Railway Tasmania to produce a comprehensive plan for the future development of an efficient rail freight service in Tasmania. It is expected that this plan will be completed by April 2010. Once this is completed, a major future planning and implementation process will be mapped out."	"Committed to maintaining an efficient and competitive freight rail system in Tasmania and support the call for a 2020 plan, recognising rail is critical to our freight needs now and will become more critical in the years to come."	"Support the introduction of a passenger rail... \$32.5m rail revitalisation package announced, including \$12.5m for new locomotives and capacity; \$10m for container wagons; \$8m to re-furbish existing locomotives; \$2m for rail employee skills development. See http://tinyurl.com/y9o6hdt " The Greens have pledged to invest in constructing a light passenger rail system from Hobart through the Northern suburbs to Granton.
5	"Open discussions immediately with the freight, logistics and forest contractors' sectors on any plans to introduce larger-scale road freight trucks, and ensure that the Tasmanian community is kept aware and is properly consulted."	Currently no plans to introduce larger-scale road freight trucks - however will ensure consultation to address issues of concern.	"Agreed - Strategic investment in rail and ports, ensuring proper coordination in all forms of transport will be a critical task of Infrastructure Tasmania."	"Oppose introduction of larger-scale road freight trucks due to safety concerns and damage to state of roads & bridges.... State rail must be developed to take as much freight as possible."
6	"Immediately commence the Capital City Strategic Plan for Hobart, as required by the Australian Government, and complete it by 2012, to ensure that no potential future funding linked to this requirement is put at risk."	"Labor intends that Tasmania will be a signatory to the COAG agreement for each state to commence the development of a Capital City Strategic Plan. However the requirements for a strategic plan for Hobart are different to other capital cities. Whilst the Hobart plan will reflect these differences, this will not prevent Tasmania from accessing funds linked to this requirement."	Will be treated as an urgent priority.	"This Plan is significant and commit to pursuing it..."
Increase Revenue for Targeted Road Safety and Road Maintenance Investment				

7	<p>"Maintain the Road Safety Levy at its current level as a minimum, and be open to increasing the Levy, as required, to fund further measures under future Tasmanian Road Safety Strategy Action Plans."</p>	<p>Support the maintenance of the current Levy. "Labor is open to discussion on the possibility that the Levy be increased, if required, to support further evidence based road safety measures."</p>	<p>Will maintain Levy.</p>	<p>"Agreed; and have proposed that MAIB's funding allocation into road safety be increased to equivalent to the amount that goes into government's consolidated funds"</p>
8	<p>"Link fine collections with road safety investment: develop a new Local Road Maintenance Fund, based on allocating a percentage of net speed camera fine revenue directly to Councils for on-road maintenance, such as line marking, and hazard reduction projects (in addition to all current expenditure)."</p>	<p>3 September 2009 http://www.media.tas.gov.au/print.php?id=27747 "...all additional revenue raised through these reforms will go back into road safety programs and police enforcement." Labor has recently announced additional funding of \$5 million for pot holes and \$500,000 a year for line-marking.</p>	<p>Traffic fine collections will be hypothecated to the road safety effort.</p>	<p>'Develop an open and transparent mapping system – conveyed publicly via a website – that depicts all current state and council roads, their condition, and their maintenance status this will then correspond with their prioritisation for upgrading etc.We are open to investigating appropriate funding for this initiative, and the Greens do believe that fines should be heavily invested into road safety measures."</p>

Make Drivers Safer				
9	"Make road safety education compulsory for all Grade 10 students in all Tasmanian schools, utilising the currently available Road Risk Reduction curriculum resource as the basis."	3 September 2009 Accrediting the Road Risk Reduction (RRR) in-school program as a TCE course by the end of 2010; Making the RRR course available to every state school for Year 10 students; Making professional learning in RRR available for at least one teacher in every school to teach the course; see http://tinyurl.com/ya88fkl	Will make driver education program compulsory. Considering integrating RYDA as a component.	Have committed to compulsory road safety education in all Tasmanian schools and partial utilisation of RRR.
10	"Ensure that all Tasmanian schools, government and non-government, are able to access the Rotary Youth Driver Awareness (RYDA) program; and subsidise Rotary's activities on a cost-recovery-only basis where necessary to enable state-wide coverage."	"Prior to election campaign, committed \$100,000 annually to extend RYDA to all government schools see http://tinyurl.com/ya88fkl "	"Will provide \$150,000 annually for 4 years to extend RYDA to all eligible students attending either government or non-government schools."	The Greens support this.
11	Work with the AAA and RACT to advocate and promote the keys2drive program to Tasmanians as widely as possible.	Will monitor the pilot programs underway in Tasmania & Victoria and consider.	keys2drive program will be promoted.	Will work to implement this.
12	"Commission a substantial research project through one of the road safety institutes to better understand inattention amongst Tasmanian drivers, under Tasmanian conditions, to examine in detail what is going on inside a vehicle and what actually contributes to having a crash."	Currently being considered for the 2nd Tasmanian Road Safety Action Plan. A report will be provided to the Tasmanian Road Safety Council.	Will consider advice as to whether a research project is justified and whether Tasmanian drivers may have different attitudinal issues than drivers in jurisdictions where these studies have already been done.	"Anticipate the Road Safety Strategy Action Plan being developed will identify the contribution factors... will prioritise developing effective strategies to combat."
13	"Review the means by, and form in which crash data is made public (in comparison to New Zealand for example); make any necessary changes to the collection, analysis, updating and timely publication of the crash data, causes and consequences for the benefit and education of the wider Tasmanian community."	DIER regularly reviews how crash data is collected and published. "RACT...should raise any further suggestions you may have with the agency...or with the Minister responsible for this area."	Timely publication of understandable crash data highlighting causes and consequences needs to be improved to further educate the Tasmanian community.	Data "...must assist in education of the community rather than result in desensitising the community, therefore the presentation needs to be constantly reviewed and improved"

14	"Develop a campaign of roadside signage, in partnership with RACT, together with additional messaging through the registration renewals, to encourage community involvement in the campaign using the slogan Report Dangerous Driving: It's Your Call 131-444."	Currently updating signage to include 131-444. Will consider further signage annually.	"Will assess which 'report a driver' model works best and work with RACT to promote."	"Need to assess similar programs elsewhere to see if effective; should be used in conjunction with other road safety 'tools', as part of an 'integrated campaign'."
15	Maintain support for alcohol interlocks as an option to deal with serious and repeat drink-driving offenders.	"Promised \$430,000 to implement the alcohol interlock system - the offender to pay the cost of the system."	Support the development of alcohol interlock policy as an option to deal with serious repeat drink driving offenders.	Will continue to develop this option as part of creating cultural change in attitude to drink-driving.
16	"Abolish the requirement for Tasmanian older drivers 85+ years old to sit an annual on-road assessment, as it is unfair, creates additional financial hardship and is inefficient in selecting impaired drivers."	"Will 'actively consider' abolishing the requirement for older drivers to sit an annual assessment."	Will abolish 85+ driver assessments. See separate Seniors Policy http://tinyurl.com/yjrk4o	Support abolishment of the requirement for 85+ driver assessment and support subsidised re-testing upon the request of individuals.
17	"Provide a 'road rules refresher' resource for older drivers; perhaps a 'Ten Most Troublesome Road Rules' and utilise licence mailouts to distribute, or through RACT."	"3 September 2009 'The introduction of a targeted road rule public awareness campaign, including safe driving tips' see http://tinyurl.com/ya88fkl "	Agreed	Support this initiative
18	"Produce a fully updated version of the Older Driver's Handbook as soon as possible (including the new national road rules changes), given that the last edition was printed in 2002."	Will consider revising and reprinting.	Agreed	Support this initiative
19	"Investigate the prevalence of interstate and overseas visitors in recent casualty crash statistics, utilising the Tasmanian Visitor Survey data."	"Already reviewed as part of crash analysis. RACT and Govt 'could work together more closely' with stakeholders to increase awareness of rules and road conditions."		Support greater collaboration between government and stakeholders incl RACT, to ensure visitors have appropriate information at all entry points to the State.
20	"Roadworthy vehicle inspections for used cars prior to sale: a system of 'Safety Certificates' (similar to the system in Queensland) should be introduced in Tasmania: namely, every application for transfer of a registered vehicle over five years old must be accompanied by a current 'safety certificate' for that vehicle which certifies roadworthiness."	Currently being considered for the 2nd Tasmanian Road Safety Action Plan.	Will continue to consider all policies which aim at a significant reduction in the number of vehicles on the road with unsafe characteristics.	"Have called for roadworthy certificates to be required for all cars offered for resale." (Tim Morris MP "Taking a Commonsense Approach" brochure)"

Make Tasmanian Vehicles Safer				
21	"Enhance the Tasmanian Road Safety Strategy 2007-2016 by adding an additional focus in a future Action Plan on public awareness and education campaigns about vehicle safety defects, and the importance of maintaining roadworthiness."	Currently being considered for the 2nd Tasmanian Road Safety Action Plan.	"Agreed. "Will add an additional focus to the Road Safety Strategy, focusing on vehicle condition and monitoring defects and maintenance."	Support this initiative
22	At least TWO highly-publicised annual "blitzes" on vehicle condition; and more random on-road vehicle checks.	Currently being considered for the 2nd Tasmanian Road Safety Action Plan.	Agreed. Committed to at least two annual roadworthiness blitzes and more frequent random vehicle checks.	Support this initiative
23	Continue to financially support and publicly advocate the Australasian New Car Assessment Program (ANCAP) and the "stars on cars" safety information; increase the contribution if necessary.	Currently funded under the Tasmanian Road Safety Strategy 2001-2016. Will continue support. "Will consider any request for increased contribution in line with requirements for this program"	Agreed.	Support this initiative and commit to reviews to ensure it is targeted and funded accordingly.
24	"Continue to support and publicise the howsafeisyourcar.com.au campaign, to assist Tasmanian consumers understand more about the value of safety features when making a vehicle purchase – in particular, the importance of electronic stability control (ESC)."	Currently funded under the Tasmanian Road Safety Strategy 2001-2016. Will continue support.	Agreed.	Support this initiative
25	"Purchase the highest possible safety-rated vehicles for the government fleet, with the aim to get as close to a five-star ANCAP-rated Tasmanian Government vehicle fleet as possible; or at the very least, ESC-equivalent-equipped across the fleet."	"In government, "safest vehicle" policy in place - 4 star ANCAP with target for 5 star ANCAP safety ratings. Will commit to continually reviewing minimum safety standards."	Agreed.	"Prepared to investigate along with other key priorities for the government car fleet such as energy/fuel efficiency. These investments can also reduce the costs of these safer and/or more efficient vehicles bringing them within the financial reach of more members of the public."

26	"Consider lowering the current regulation allowing a 90 day re-registration period, in keeping with recent moves to shorten time periods for collections of monetary penalties, and/or a mandatory safety inspection as a condition of re-registration after this time period; and/or, enforce a minimum two-year re-registration period (after lapse). "	Will be referred to the Road Safety Council for consideration.	"Will consider shortening the 90-day re-registration grace period, after researching the effect this might have on low income families."	"Legislation to set up an income-based fines regime, rather than just increasing the severity of fines which disproportionately harms pensioners and other people on low incomes, whilst having minimal impact on the wealthy" (Tim Morris MHA Taking a Commonsense Approach brochure)" 'This suggestion will need to be examined closely, and within the context of the impacts it may have on those on a low income"
27	"Increase the monetary penalty for an unregistered vehicle infringement to the equivalent cost of twelve months registration (or higher) for the vehicle, to raise the deterrent level and eliminate any anomalous incentive to leave vehicles unregistered."	Will be referred to the Road Safety Council for consideration.	"Will consider penalties for driving an unregistered vehicle and tightening the plate return requirements."	Support the investigation of mechanisms to reduce the number of unregistered vehicles on the road.
28	Officially review the Parliament of Victoria's Report of the Road Safety Committee's Inquiry into Vehicle Safety (August 2008) and adopt any relevant recommendations.	Will be referred to the Road Safety Council for consideration.	Agreed to review report and look to its recommendations for adoption in Tasmania.	Agree and support Victorian initiatives including: point-to-point speed cameras; changes to the Road Safety Council; roadworthiness certificates for used vehicles.
Make Tasmanian Roads Safer				
29	Conduct the widest-possible iRAP/AusRAP risk assessment study of the Tasmanian State Roads network (as Victoria has done on its State Road network) to help prioritise the 10+10 Infrastructure Plan and to inform any other complementary measures being considered.	Currently being considered for the 2nd Tasmanian Road Safety Action Plan.	"Agreed. "The Federal Infrastructure Audit highlighted the state of our secondary roads as a major impediment to Tasmania's economic growth."	Greens have supported an independent risk assessment of Tasmanian roads using an AusRAP-style methodology in the past.
30	Engage ARRB Group as consultants (or similar professionals) to conduct an independent audit of Tasmania's existing infrastructure from a best practice/Safe Systems perspective.	Currently being considered for the 2nd Tasmanian Road Safety Action Plan.	Will refer this to Infrastructure Tasmania.	Support such an audit being put out to public tender.

31	Ensure that relevant departmental officers such as road network and road safety managers are representing Tasmania on the ARRB Group's National Roundtable and that they are part of any future ARRB national-level discussions around the Safe System principles.	Already in place and will continue.	Will refer this to Infrastructure Tasmania.	Support this initiative
32	"Line marking: An immediate, multi-million dollar "catch-up" investment in the quality and coverage of line markings across Tasmania - the basic unit of road safety in Tasmania – and an ongoing increase in the funding for line marking maintenance. "	"has committed \$500,000 a year additional funding from retained speeding fines revenue and this has been allocated to local government for line marking."	"Will allocate an initial \$500,000 from the Road Safety Levy for local councils to apply for funds for improved line marking."	Agree in principle, will evaluate funding costs and explore options to deliver in a comprehensive and consistent manner.
33	"The philosophy of replacing "like with like" when reinstating line markings must be adhered to, to ensure that road safety quality levels are maintained, not downgraded."	"has undertaken responsibility for all line-marking maintenance to ensure consistency of standards and to maintain quality over time."	Agreed.	Support this initiative
34	The new national standard of yellow reflective "cats-eyes" for centre lines (replacing white) must also be adopted as soon as possible.	DIER is seeking advice on a coordinated approach and will implement any recommendations.	"Agreed in principle. Will assess the cost and priority of this task, but agreed Tasmania should be at national standard asap."	Agree in principle, will evaluate funding costs and explore options to deliver in a comprehensive and consistent manner.
35	"Additionally, an immediate roll-out of audio-tactile profiled (ATP) edge and centre line markings on the Bass Highway where required between Launceston and Latrobe during 2010-11 (project cost estimated \$1.4-\$1.6 million). In addition, ATP markings around the State must be audited, reinstated and added where necessary. "	Will be considered in the lead up to the 2010 State Election. "If adopted, Labor will seek additional funding from the Australian Government to implement any works carried out as the road referred to is part of the National Highway."	"Will allocate \$6m over three years from the Road Safety Levy to extend ATP line marking on roads in the state, including the Bass Highway between Launceston and Devonport and other high volume roads or where particular black spots warrant it."	Agree in principle, will evaluate funding costs and explore options to deliver in a comprehensive and consistent manner.
36	"Officially review the recent Auditor-General's special report on speed cameras - Special Report No. 85: Speed detection devices Tasmanian Audit Office, November 2009, and act on any appropriate recommendations."	Tasmania Police has reviewed the report and is in the process of implementing its recommendations.	Accept all the Auditor-General's recommendations.	Agreed. Accept all the recommendations and do not see any reason to delay acting on the recommendations.

37	"Extend permanent speed cameras across Tasmania, in addition to those currently operating at Longford and on the Tasman Bridge, particularly in 100km/h and 110km/h zones."	Has commenced program to upgrade fixed speed cameras on the Tasman Bridge. Review of Longford camera will be undertaken. Future considerations in respect to extending permanent speed cameras will be informed by DIER.	"Will be considered in the context of road safety policy. "Would install permanent speed cameras should be installed (sic) at black spot sites which have been proven by police statistics to be common sites of crashes."	Support the investment and establishment of 'point to point' speed cameras and will continue to investigate options.
38	"As part of this measure, investigate the feasibility of a new broad-based system of fixed speed cameras involving a large number of security boxes and a smaller number of actual cameras rotating through them; "	Feasibility will be considered within the context of DIER's investigation of point-to-point speed measurement.	"Will consider, subject to no evidence coming forward that 'dummy' cameras don't have the opposite effect and inure drivers to them."	Support in conjunction with above (item 37)... would support a trial as part of that investigation
39	"Provide funding support to help the delivery of a public awareness campaign about roadkill in Tasmania, in partnership with the RACT Roadkill Forum members."	Currently under consideration for the 2nd Tas Road Safety Strategy Action Plan. "Trial of wildlife signs (incorporating flashing lights) on Tasman Peninsula will commence in the second half of 2010."	Will consider this through an enhanced road safety body.	Support this initiative and will consult with stakeholders to determine the necessary support.
40	"An immediate review of the confusing "end 80" style speed limit signage, and the way in which the community is informed about the "default speed limit". "	Committed to raising awareness on default/end speed limits as it is recognised there is some confusion.	Agreed. Will involve RACT in providing advice on appropriate signage priorities.	Support this initiative
41	"Incremental increases to the Tasmania Police high-visibility vehicle fleet to at least 24 by end of 2011-12, and a survey to measure their effectiveness and set a baseline. "	"Currently 10 high visibility cars are in service with a funded commitment to provide 5 more per year for four years from 2010/11. This will result in 25 cars by 2012> This program will be reviewed annually to look at its effectiveness."	"Will increase high visibility patrol car fleet, and in addition, will "look at making all marked police vehicles more visible in the community"."	Agree with incremental increase in high-visibility vehicles.

42	"A target of three ANPR cameras per Police Command District by 2011-12 (total of twelve), and increased ANPR operations to address the unregistered and unlicensed epidemic."	When in government, committed to 4 additional ANPR cameras by the end of 2010-11 financial year see http://tinyurl.com/ya88fkl "An ANPR camera will be operational in each police district this year, supported by 100 mobile data units in cars across the four Districts"	Agree with this target and will move to meet as soon as possible.	Will prioritise a review of the ANPR cameras to assess the optimum number.
43	Use the results of the iRap/AusRAP risk assessment to devise a program of rural road widening and shoulder-sealing.	"Support the concept of AusRAP and will work with RACT to integrate its use in identifying areas of the road network that are of concern. Labor's preference is to allocate available road funding to improve locations where serious or fatal road crashes have occurred."	"Agree risk assessment study is necessary to help prioritise long-term infrastructure priorities, and rural road widening and shoulder sealing."	"Work for the implementation of road safety upgrades around Tasmania, especially along the Midland and Murchison Highways" (Tim Morris MHA Taking a Commonsense Approach brochure) "The Greens agree that the risk assessment needs to be assessed and used to inform priorities for upgrading roads for road safety purposes."
44	"A timely completion of the Electronic School Signs project, and an accelerated rollout of the new low-emission, power-saving traffic signals across Tasmania."	Government project timetable completion July 2011: see the latest Tasmanian Road Safety Council Progress Report page 6 http://tinyurl.com/yjxtu9r	"Support the installation of vehicle activated signs for all school crossings funded from the Road Safety Levy." "	Support this initiative
45	A much greater focus on the use of "on-road" technology such as high-visibility LED warning message signs and vehicle-activated intersection technology solutions.	"Fully support and will look to implement such technology over time."	"Support the investigation of vehicle activated signs for black spot areas to remind drivers to slow down. "Where appropriate, we would extend this to pedestrian crossings."	Support this initiative and support this is as an operating principle.

46	Maintaining the commitment to a trial of point-to-point speed enforcement in Tasmania and the adoption of this technology if it is cost-benefit feasible.	September 2009: "An immediate investigation of the technology and locations for implementing point-to-point average speed enforcement on Tasmanian highways, using the latest technology" see http://www.media.tas.gov.au/print.php?id=27747 "Labor is fully committed to the introduction of point-to-point speed cameras."	"Committed to a trial of point-to-point speed enforcement in Tasmania, and subject to an assessment of its cost benefit, to adopting this technology in the State."	Support this initiative
47	"Assuming a previously-completed infrastructure audit – consideration of a suite of much-needed commuter, freight and tourist road upgrades, such as the key link roads between the Bass Highway and Bell Bay port; the freight roads in the North-East; and Illawarra Road."	Announced a \$90m Regional Roads Package "Tasmania's regional communities are a vital part of Tasmania's way of life and keeping those communities connected, adds to the vibrancy of life outside our cities" see http://tinyurl.com/yanzplh Is working with the Federal Government on future funding arrangements under the Nation Building Program. "Labor has identified infrastructure upgrades required on the aforementioned roads."	Announced several region-specific road upgrade promises..."We commit to ensuring that the \$42.5 million in road funding for North-East freight roads that was announced three years ago is expedited and spent on priority projects such as the Bridport Main Road as a matter of urgency" see http://tinyurl.com/y9yyfqu	Support an audit being conducted and expect that audit to assess and recommend on freight capacity as well as other transport options including passenger rail.
Additional Measures to Improve Road Safety				
48	"Maintain and extend funding and resources for the Community Road Safety Partnership (CRSP) program into the future, to ensure that the approach is being used in all local government areas in the State."	Current Government program. Has committed funds from retained speed fine revenue to ensure the continuation of the program.	"Is supportive of the CRSP program... and would encourage any non-participating councils to adopt this approach."	Support this initiative

49	"Devote the additional resources to the Tasmanian Parliament for a cross-party Standing Committee on Road Safety, similar to the Victorian Parliament."	Labor believes that the Tasmanian Road Safety Council is a more efficient and effective model and fully supports the Tasmanian Road Safety Council in its role of providing policy & legislative advice to Government.	"Would ask Parliament to establish a Joint Standing Committee on Road Safety, similar to the Standing Committee that exists in Victoria."	"Upgrading the Road Safety Council into a Joint House (All Party) Committee with mandatory whole-of-government reporting requirements and public input." (Tim Morris MHA "Taking a Commonsense Approach" brochure)"
50	Provide a policy environment that enables and incentivises an urban transportation modal shift to electrification of the motor vehicle fleet in the future.	Will monitor national and international developments in this area and look to new ideas that can improve our roads & road safety in Tasmania	"Will be forward looking, with an eye to emerging technologies in urban transportation that will require significant policy shifts."	Support this initiative