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## POSITION PAPER--HB654

The intent of HB 654 is the creation and operation of a state automobile insurance program in the form of a quasi-public state corporation.

This is an effort to redress the current inequities and lack of surety in the insurance industry. By putting all automobile insurance coverage under the umbrella of the state substantial savings and increased service to drivers could be achieved. No Alaskan driver will be uninsured.

Under this plan insurance would be readily available even in remote areas of the state where private carriers are often reluctant to do business. Security for all motorists would be achieved. Innocent victims of accidents are assured compensation for their losses.

Forms of this legislation are currently in effect in the Canadian provinces of British Columbia, Manitoba, Saskatchewan, and Quebec.

**The  
Manitoba  
Auto Insurance  
Plan**

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1976

# THE MANITOBA AUTOMOBILE INSURANCE PLAN

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## THE MANITOBA AUTOMOBILE INSURANCE PLAN

### PART I: HOW IT OPERATES

The Legislative Assembly of the Province of Manitoba, Canada passed legislation entitled "The Automobile Insurance Act" which was assented to by Her Majesty, Queen Elizabeth on August 17, 1970. This plan provided that all automobile insurance be written by a non-profit public corporation entitled the Manitoba Public Insurance Corporation.

The opposition to the plan was so fierce and vociferous that the government in power was in grave danger of being toppled by a vote of "no confidence". The plan was put into effect on November 1, 1971. Two and one-half years later, the plan is so well accepted, that even the opposition political parties are silent on the issue.

Why? The reason is obvious. The plan worked. It reduced automobile insurance rates drastically for at least 90% of the people. It introduced the no-fault concept to the Province. It provided for better service to the people. In short, the citizens of Manitoba feel they are now getting their money's worth out of their automobile insurance premiums.

How does it work? The Manitoba Public Insurance Corporation is run like any well organized business. The General Manager is the boss. He is responsible only to the Board of Directors. Like any business corporation, the directors are primarily interested in results. They do not

Interfere with the internal management of the corporation, including the hiring of personnel who are not under civil service. Once broad policy decisions are made, the General Manager is responsible for carrying them out. The broad general policy of the board is to provide policyholders with fast, fair and efficient service when they are faced with a loss.

The General Manager has organized the Company into four primary sections; Finance, Underwriting (which includes sales), Claims and Legal. Since claim payments accounted for 83% of the money available to the corporation during its first year of operation, the claims operations will be discussed first.

The claims operation is the key to the public acceptance of the plan. Here's how it works in Winnipeg, a city of 600,000 people. The company has three service centers in the city. The centers are primarily designed to handle collision and property damage claims. Since no-fault property damage is required, all damage to vehicles is inspected and appraised in the centers. If a car is drivable, the owner drives it in. If not, it is towed in at the company's expense. A typical drive-in case is in and out of the center within 30 minutes. Some are in and out in ten minutes. When they leave, they have in their possession an estimate that will be honored by any repair shop in the city. The garage repairs the car and the corporation pays the bill.

Under the plan, the driver who is not at fault pays no deductible. The driver at fault pays both deductibles, in effect. The minimum no-fault property damage coverage offered is \$200 deductible. If both parties are at

fault, each pay \$100. Therefore, the centers also have liability adjusters, in addition to the appraisers in order to determine the degree of fault. Arbitration is available to settle the differences and also appeal to the small claims court at the cost of three dollars.

While the policyholder is waiting for the appraisal to be completed, the liability adjuster is gathering information regarding the facts of the accident, particularly concerning injuries. He answers all of the questions the policyholder may have concerning how to proceed. A typical example is a policyholder whose car has been hit in the rear. The other party may have already had his car towed in and admitted that he was at fault. In this case, the adjuster will mark his file, "deductible waived", and the policyholder's mind is at rest.

Almost all property damage cases are settled to the satisfaction of both parties before the cars are repaired and the bills are presented to the corporation for payment. Additionally, over 70% of the policyholders buy the optional \$50 deductible and there is little to argue about.

Prompt and efficient handling of property damage claims apparently has the effect of reducing the number of bodily injury claims. Manitoba loss statistics are not yet in actuarial form, but Mr. J. O. Dutton, manager of the Manitoba plan is confident that the service center concept has drastically reduced bodily injury loss experience. He feels that prompt handling of the damages to automobiles involved in accidents reduces the tendency of victims of minor or insignificant injuries to press their claims.

Fair, fast and efficient handling of the dollars spent for claims is one key to public acceptance of the plan.

The underwriting and finance directors have an equally important function. It is their responsibility to hold down expenses so that the 83% of the premium dollar is available to be spent on claims.

The finance and underwriting directors of the plan have done the remarkable job of holding expenses to 17% during the formation of the company by the use of modern methods. They anticipate a 15% expense factor for 1973 and this includes loss adjustment expense. The annual statement for 1972 has not yet been presented to the government but the experience will be available shortly.

How do the people in Manitoba buy their insurance? This phase of the business is handled by the underwriting department because this department initiates the sales procedure. Under the Manitoba plan, the cost of insurance is borne by persons in two different categories. Owners pay for insurance on their cars. Drivers pay a portion based on their driving records.

The computer center of the company has the registration and drivers license records of all Manitobian citizens on instant computer availability, both visual and print-out. The computer bills all owners of motor vehicles for their insurance premiums on the vehicle at least thirty days prior to expiration. The owner then goes to his agent, pays the premium, in whole or in part, and receives a decal that is attached to his license plates as well as a document similar to the Louisiana pink slip. The agent validates the "pink slip" by stamp and signature and the policyholder has his insurance for another year.

On drivers license renewal, the same procedure is followed. All persons holding drivers licenses are billed in the month of their birth. While this discussion is designed to explain the operation of the Manitoba plan, it may be prudent to explain the underwriting of that share of the automobile premium that is charged to the operators of motor vehicles. Male drivers over 24 years of age pay 7 dollars a year and under 25, they pay 22 dollars a year. Female drivers over 24 years of age pay 3 dollars a year - under 25, they pay 7 dollars a year. In addition, penalty points resulting from traffic convictions can cost the bad driver up to \$300 per year. The underwriters computer center has access to traffic convictions and is able to bill the driver correctly when his drivers license is up for renewal. When a driver receives his bill, he goes to his agent and either pays the bill or contests the surcharges with ample safeguards for the policyholder if he protests the surcharge.

This system is almost entirely automated except for the customer's contact with his agent at least twice a year. Other than to transmit the funds to the corporation, the agent has little or no paperwork! The bulk of his automobile business is handled in 30 to 45 days. The commission for the agent is 5%. A member of the Manitoba assembly from the opposition party who is an insurance agent, advised the Louisiana Insurance Commissioner that he is pleased with the system. This member violently opposed the plan when it was under debate in the assembly.

The Director of Finance has the responsibility for the computer systems, operations and accounting. The head of this department must be a computer

systems expert because the success of the plan, from an efficiency standpoint, depends on automation. As the Manitoba plan is set-up, all management has instant access to all data involving drivers licenses, registration plates and traffic records as well as internal operational data. As a matter of fact, a number of "hit and run" cases have been solved by reference to the color of the car, approximate vintage, make and model. The computer will give the police the list of possibles, names and addresses, and they take it from there.

The Director of Finance also has the function of determining, on a day by day basis, what funds are available for investment. These funds are considerable. The actual investment of the funds are made by the government's Ministry of Finance under the Manitoba Investment of idle funds laws. These funds are under a special account and the funds and the earnings from them are credited to the corporation's account. None of the funds of the corporation can be used by the government. Neither is the corporation exempt from regular insurance company tax.

The legal department employs only attorneys who carry out the same functions of attorneys employed by private insurance companies. They do not handle trial defense work except in rare instances. They do supervise claims that are before the courts and handle legal matters directly involving the corporation.

This has been a brief discussion of the operation of the Automobile Insurance Act of the Province of Manitoba, Canada. The plan is based on

the premise that automobile insurance is a service that can no longer be regarded as just another product for sale. Everyone must have it. All drivers and owners of motor vehicles must bear the burden of the economic loss caused by the operation of such vehicles. The private sector of the economy is either unable or unwilling to furnish insurance that meets these requirements at a cost that the public can bear.

The Province of Manitoba now furnishes their people with insurance coverage that provides fast, fair and equitable claims service at the lowest possible price.

## PART II: What It Costs

The cost of automobile insurance under the Manitoba, non-profit, public corporation plan is the most rewarding aspect of the concept. The cost of automobile insurance to 90% of the policyholders is reduced dramatically. The coverage to most policyholders is increased. Some very few policyholders with minimum coverage driving for pleasure only had slight increases but received substantially more coverage.

When the plan was first installed in Manitoba, the party in opposition to the government made long and loud complaints that many policyholders had actually received an increase in premiums. The Chairman of the Board of Directors, who is also the governments Minister of Municipal Affairs, challenged the opposition and the public to send their complaints of increased premiums to the corporation for examination. The underwriting manager of the corporation received only 75 complaints. Of these 75 complaints, only 3 had a slight increase in premiums.

Before discussing concrete comparisons of premiums, the minimum coverage required under the Manitoba plan should be shown. A single limit coverage of \$50,000 bodily injury and property damage is required as a minimum; \$2,000 medical pay and rehabilitation coverage; \$50 per week total disability income for the duration of the disability; \$500 funeral expenses; death benefits to \$10,000; \$25 partial disability benefits to 104 weeks; up to \$6,000 dis-

memberment and disfigurement benefits; all physical damages perils benefits with the equivalent to a \$100 deductible collision coverage. Except for liability coverage, all of these coverages are no-fault benefits and are compulsory for all owners and operators. The right to sue for general damages is retained but duplicate recovery cannot be made.

What does this impressive package of coverage cost the policyholder today in Winnipeg, Canada. Below is a display of rate comparison of autopac rates, pre-autopac Winnipeg rates and Baton Rouge rates:

Automobile: 1971 Chevrolet Impala  
No Chargeable Accidents. Comparable Coverage

<u>Classification</u>	<u>Autopac 1973</u>	<u>Pre-Autopac 1971</u>	<u>Baton Rouge 1973</u>
Husband and wife-over 25 Pleasure Use Only	\$ 78.00	\$125.00	\$193.00
Husband and wife-over 25 Driving To and From Work	111.00	161.00	217.00
Husband and wife with Underaged Son & Daughter	140.00	375.00	422.00
Single Male - 20 Years Principal Operator	123.00	391.00	494.00

These comparisons are deliberately designed to minimize the rate comparisons between the two systems. Consider the fact that under Autopac one chargeable accident does not increase your rates while the other rates would be increased 40% for one chargeable accident! It is also well to note that the pre-Autopac rates were 1971 rates, the last bureau Winnipeg rates. Since

that time, the general rate levels have increased overall in Canada at the rate of 6% per year.

The premium comparisons with Louisiana premiums can be subject to the charge that this is like comparing apples to oranges. But, is it? The per capita income in Manitoba is about \$3200 compared to about \$3250 in Louisiana. The number of bodily injury and property damage claims per 100 insured cars in 1970 was 10.05 in Louisiana as compared to 10.9 in Manitoba. The trend of loss frequency is declining in Louisiana while it is increasing in Manitoba. The cost per claim in Louisiana was \$495.99 as compared to \$522 in Manitoba in 1970.\* However, the cost per claim is increasing at a faster rate in Louisiana. The accident frequency and severity rate appear to be almost identical in Louisiana and Manitoba. The year 1970 was used because that was the last year figures were available for Manitoba under comparable systems.

The requirement of mandatory no-fault property damage results in an interesting savings. Under the present system all insureds are required to carry property damage liability. Collision is a separate coverage offered on an optional basis. Under the Manitoba plan, these coverages are merged into one coverage with the driver at fault bearing the \$200 deductible. This obviously has favorable effects on the rates, particularly for those persons who carry collision insurance under the present system.

The premiums for automobile insurance in Louisiana should therefore be

\*Source: Insurance Bureau of Canada  
Insurance Services Office

comparable under accepted underwriting and actuarial standards. The examples shown above clearly demonstrate that premiums are not even close to being comparable. The only explanation that can possibly account for this wide disparity in costs to the people is the saving inherent in the Manitoba plan. The plan offers insurance to the vast majority of the policyholders with additional coverages at a lower cost.

### PART III: Social Considerations

Operation of a state automobile insurance plan by a quasi-public state corporation on a monopoly basis is not as revolutionary as the opponents to such plan would lead one to believe. Whenever the public sector is unable or unwilling to furnish a service that has become a public necessity, the federal government, the state or local governing authorities have stepped in to provide the service at a price the public is able to bear.

There can be little doubt that the automobile is no longer a luxury or even a convenience. The automobile is now an absolute necessity. Public transportation has deteriorated to such an extent that it is practically non-existent in Louisiana. Perhaps the eventual solution to the long range problem is a re-vitalization of public transportation but such a solution lies in the future. The outmoded automobile repair system is a problem of the present.

Almost all of the studies of the present automobile repair system demonstrate that a drastic change is needed for two reasons. First, the small part of the insurance dollar paid for losses is not going to the accident victim who needs it most. Secondly, the cost of insurance is becoming prohibitive. In Louisiana, our young drivers are being driven out of the market.

Most of the no-fault solutions are directed at making a more equitable distribution of the loss dollar. A favorite target in this effort is to attack the present tort law system and eliminate or restrict the traditional right of a citizen to seek redress for wrongs committed against him. The right to seek redress for wrongs is a fundamental civil right that has been one of the cornerstones of our free nation. Must we abandon this fundamental right to save the present automobile reparation system?

The proposal to reimburse victims of accidents for a substantial portion of their economic loss through no-fault is basically sound. However, it is generally conceded that such proposals are not meeting the challenge that automobile insurance be provided at a cost the public can bear. The industry suggests that this objective can be met by restricting the right to sue. The industry carefully avoids the subject of who gets the premium dollar. Studies show that the insurance companies keep over half of the premium dollars in one form or another. This is commonly called the expense factor. Unless this expense factor is substantially reduced, no substantial rate relief can be expected.

The only solution suggested to this date that can offer no-fault coverages, reduce the expense factor and still retain the tort system is a state plan similar to that used in Manitoba, Canada. While this plan may be considered a drastic solution by many, it is not nearly as revolutionary as abandoning the tort system. There is ample precedent for the state government to operate businesses that once were considered the sole domain of private industry.

Transportation systems, power systems, water systems, water districts and the like are now being operated by the public sector here in Louisiana. Attached to this Part is a representative list of Federal, state and local government operations that either replace or compete with private industry. Moving into areas where the private sector has failed to satisfy the needs of the public is nothing new. The question boils down to this: Are the people in Louisiana willing to let nearly half of their automobile premiums go down the drain to save the automobile insurance industry? Is it worth it?

No one would suggest a state plan if the automobile insurance industry would propose a solution that would guarantee a return of 80% of the premium dollar to its customers. The problem is that the industry can't do it. The first years results of the Manitoba plan proves that it can be done through the improved marketing and claim handling procedures inherent in the plan. In Manitoba, there has been no social upheaval resulting from its operation. In fact, Manitobians enthusiastically endorse the plan. It is therefore submitted that a state plan for Louisiana automobile insurance would cause little social upheaval in this state - far less than the abandonment of the fault system of law.

## Representative List Of Government Operated Business

### I. FEDERAL PROGRAMS

1. Federal Flood Insurance
2. Federal Crop Insurance
3. Medicare
4. Medicaid
5. Social Security
6. Federal Deposit Insurance Corporation (FDIC)
7. Federal Savings and Loan Insurance Corporation (FSLIC)
8. Federal National Mortgage Association (FNMA)
9. Federal Land Bank
10. U. S. Government Printing Office
11. Rural Electrification Administration (REA)

### II. FEDERAL/ STATE PROGRAMS

1. Credit Unions
2. Unemployment Insurance
3. Electrical Cooperatives
4. Farm Cooperatives

### III. STATE PROGRAMS

Division of Administration operates its own printing shop.

Highway Department has its own Materials & Testing Section in competition with private enterprise.

Governor Edwards has said Louisiana should build its own natural gas transmission system to take care of Louisiana's needs first.

Maryland Automobile Insurance Fund - State sells insurance directly to risks who are cancelled or have two companies refuse to write their business.

Workman's Compensation Insurance Fund

- a. Ohio operates Fund exclusive of private insurers.
- a. Following states operate funds not exclusive of private insurers.

Pennsylvania, Oklahoma, Oregon, Texas, California, Colorado, Idaho, Maryland, Montana, Nevada, New York, West Virginia, Wyoming.

#### IV. PARISH AND MUNICIPAL PROGRAMS

1. Transportations Systems  
Buses, Public Belt Railroad
2. Utility Systems  
Gas, Water and Electricity
3. New Orleans Dock Board

Note: The United States economy is obviously mixed, not a total free enterprise system.

#### PART IV: Economic Considerations

What effect would the adoption of a state plan have on the economics of Louisiana? The most direct effect of the plan would be to place all automobile insurance policies under the public corporation. This means private companies could write no business in Louisiana; however, Louisiana companies that are writing automobile liability insurance write less than 1/10 of 1% of the business. This business is written by companies that are domiciled primarily in the north and east. In short, Louisiana has no companies domiciled in the state that could furnish compulsory no-fault insurance that would be affected by a state plan.

Most of the average employees of the insurance companies in the state would necessarily be hired by the public corporation. All major cities would have regional offices of the public corporation. The key employees of the foreign companies are mostly imports from other states and are moved around the country with great frequency in any event. Then, too, only automobile insurance would be effected. The experience in Manitoba was that the dislocation of insurance company personnel was relatively slight. The general manager reports that about 200 employees were either transferred or released but that autopac had hired far more personnel than were released by the insurance companies. Their plan also provides for a special assistance program for those persons who suffer particular economic hardships. The expense of this program is borne by the public corporation.

The effect on insurance agents would appear to be the most drastic at first glance. The Manitoba plan is serviced by the agency system. The commission paid by the plan was 7% for the first year, 6% for the second year and will be 5% thereafter. Under the agency system, this commission appears to be inadequate. However, the effect on the agents net commission is minimized by the fact that he has no policy to write. All he has to do is collect the premium when his customer brings his billing to him for validation by stamp on the license application prepared by the corporation. On all transactions between policy periods that do not involve a premium commission, the agent receives \$3.00 except for change of address. The forms provided are simple and can be filled out by hand. The agents costs are minimal.

There are no underwriting restrictions under the plan except that the applicant must have a valid drivers license. This is a relief to the agent. When one of his good clients has a bad driving record, the agent does not have to search the entire market to place the business. This puts the small agent on a par with the large agency in writing hard-to-place risks. It also places all agents in the same competitive positions, whether they operate as direct writers, mail order agents or under the American agency system.

The advent of automobile mass marketing is gradually reducing the commissions for automobile insurance to a point where 7% will be competitive, long range commission even if the present system is continued.

Another favorable aspect to the agent is that the customer will come to the agents office at least twice a year - when he buys his license plates and

obtains his drivers license. This assures the agent personal contact with his clients which is helpful in regards to other lines of business. The competition for business under the Manitoba plan is brisk, with service being the only competitive aspect. Privately, the majority of agents in Manitoba are satisfied with the operation of the plan according to the general manager. The agents are still in business.

A most favorable aspect of a state plan is that the investment income available, which is considerable, is invested within the state. No longer are these funds channeled into the great financial centers of the east and north. Funds made available for investment by Louisiana policyholders remain in Louisiana for investment here. These invested funds are bound to generate favorable economic consequences for Louisiana. The long range economic consequences of a state plan for automobile insurance are not a deterrent to the adoption of such a plan for Louisiana.

MALE DRIVER UNDER 25 yrs. old

1 CHARGEABLE ACCIDENT

BI 10/20

PD 10

MED. PAY 1

U.M. 10/20

Coll - \$100.00

COMP - ACV

\$902.00

ISO ZONE 1

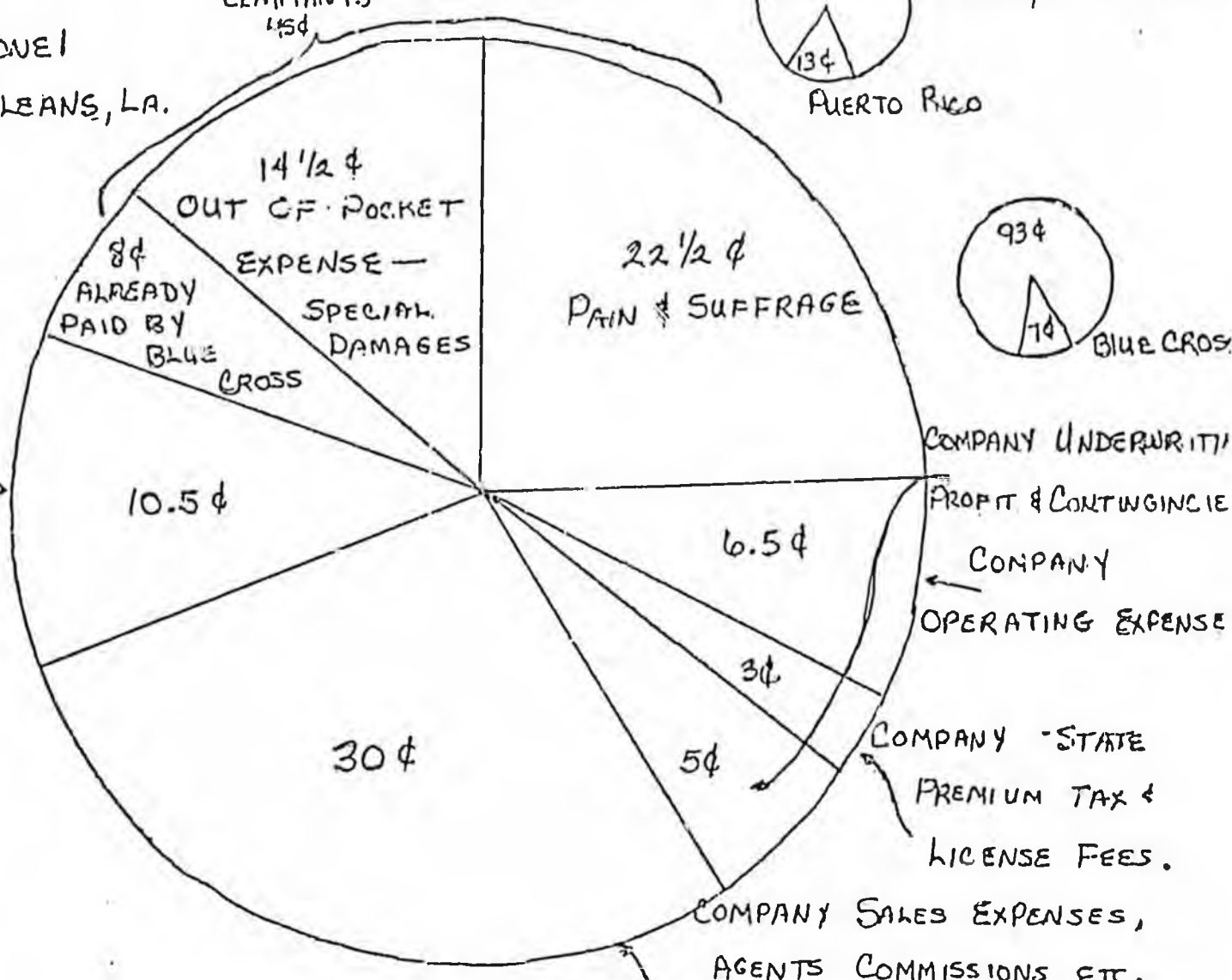
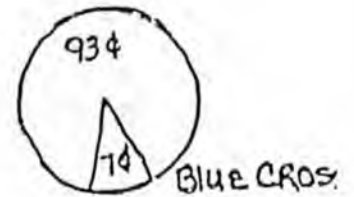
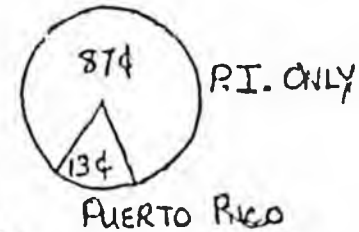
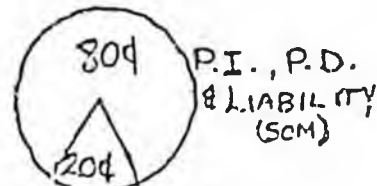
NEW ORLEANS, LA.

40% .5:1

22% 10:1

13% 5:1

25% N



(100)

DOT STUDY 1970.

500 threshold	78.9 %
1000 "	89.1 %
1500 "	93.1 %
2500 "	96.3 %
5000 "	98.5 %
10,000 "	99.6 %
25,000 "	99.9 %

source: testimony of H. S. Hearsberg before U.S. Senate Commerce Committee

# LOUISIANA AUTO UNDERWRITING RESULTS 1971

ALL  
LINES

PREMIUM WRITTEN	PREMIUM EARNED	LOSSES	EXPENSES	LOSSES & EXPENSES
\$228,061,242	\$221,709,320	\$107,713,345	\$109,127,901	\$216,834,246

## COMPARISON OF STATE PLAN

(21)  
ALL  
LINES

PREMIUM WRITTEN	PREMIUM EARNED	LOSSES	20% EXPENSES	LOSSES & EXPENSES
\$228,061,242	—	\$107,713,345	\$45,612,248	\$153,325,693

DIFFERENCE  
STATE VS. COMPANIES

}	\$228,061,242
}	153,325,693
}	\$74,735,549

COMPANY PREMIUM TAKEN IN LA.  
STATE-RUN PLAN - LOSSES & EXPENSES  
SAVINGS TO LOUISIANA POLICYHOLDERS  
UNDER STATE PLAN

OF: \$107,713,345

18,901,859 ← 45.4% BODILY INJURY

58,811,486 ← 54.6% PROPERTY DAMAGE & COLLISION

SOURCE - Annual Reports to Commission

PER CAPITA INCOME 1971

LOUISIANA = \$3250.00

MANITOBA = \$3200.00

FREQUENCY & SEVERITY BI & PD  
LOUISIANA vs. MANITOBA

(1/2)

	FREQUENCY LOUISIANA	100 CARS MANITOBA	SEVERITY LOUISIANA	AVERAGE ONE CAR MANITOBA	PAY OUT	COST 100 CARS MANITOBA
1966	12.06	8.7	\$491.00	# N/A	—	—
1967	10.55	8.5	456.00	497.00	—	—
1968	10.38	9.2	470.00	522.00	—	—
1969	10.31	9.7	475.00	533.00	# 4752.00	# 5170.00
1970	10.05	10.9	496.00	532.00	4995.00	5799.00
1971	9.36	plan put. in effect	547.00	N/A	—	

Source { 1972 Insurance Bureau of Canada  
1972 Insurance Service Office

# LOUISIANA AUTO RATES ISO

B.I. = 10/20

COMP = ACV

P.D. = 10

Coll = \$100.00

Med. Pay. 2

U.M.

	ZONE 1	2	3	4	5	6	7
	N.O.	B. R.	SHRPT	MONROE	LAKE C.	LAFAY	ALEX
1972 FORD GALAXIE - DRIVEN TO AND FROM WORK 3-10 miles one way. No under age driver. Code (811210)	279 1.15 370 155	227 301	207 275	202 267	237 315	268 356	233 309
SAME FORD - 17 Y.O. MALE - No student discount, car used 3-10 mi. Parents, principal drivers. Code (852210)	637 2,70 729 3.15	515 590	469 557	456 521	540 618	611 699	530 605
SAME FORD - 17 Y.O. MALE IS PRINCIPAL DRIVER SAME Use Code (872210)	811 3.45 902 3.85	655 729	596 664	579 644	686 764	775 863	672 748
SAME FORD - 34 Y.O. uses in his business as Salesman Code (811810)	349 1.45 440 1.85	283 357	258 326	251 316	296 374	333 421	290 366
SAME FORD - 22 Y.O. uses in his business as Salesman, he is single Code (882210)	592 250 683 2.90	471 552	436 503	424 489	502 579	567 655	491 568
SAME FORD - No underage driver, used principally on the FARM Code (81910)	209 .85 302 1.25	171 245	157 225	152 219	179 256	200 289	175 252
SAME FORD - 19 Y.O. OCCASIONAL DRIVER FARM FAMILY Code (82310)	361 1.50 452 1.80	293 366	267 334	260 325	307 384	346 434	300 377
SAME FORD - 19 Y.O. single female, TO & FROM School. Good driver discount Code (828510)	313 1.30 406 1.70	255 329	233 300	266 292	267 345	301 390	261 339
SAME FORD - 19 Y.O. single male, TO & FROM school. Good driver discount. Code (878510)	544 230 637 2.70	441 515	402 469	390 456	462 540	522 611	452 530
SAME FORD - OVER 65 man & wife Pleasure use Code (802110)	232 .95 326 1.35	190 264	174 241	168 235	199 277	223 312	195 271

source: Insurance Service Office Rates 1972

# MANITOBA RATING PROCEDURE

DEMERIT POINTS (ADD TO DRIVER'S CERTIFICATE)

NO CHARGE FOR FIRST 5 POINTS

- 6 — \$50
- 7 — 60
- 8 — 70
- 9 — 80
- 10 — 100
- 11 — 120
- 12 — 140
- 13 — 160
- 14 — 180
- 15 — 200
- 16 — 220
- 17 — 240
- 18 — 260
- 19 — 280
- 20 & OVER — \$300

DRIVER'S LICENSE

BASIC DRIVER'S CERTIFICATE

16 - 24	X	\$ 22.00	\$ 7.00
25 & older		\$ 7.00	\$ 3.00

MALE

FEMALE

RATE GROUP	YEAR 1	YEAR 2	YEAR 3
0 5 YR. OLD USED CAR	\$165.00	\$ 35.00	\$149.00
1 68-71	78.00	47.00	71.00
2 69-72	80.00	50.00	77.00
3 70-72	83.00	53.00	82.00
4 72 Chevelle	91.00	60.00	92.00
5 72 Galaxie 500	97.00	65.00	102.00
6 72 LTD or Caprice	104.00	70.00	112.00
7	113.00	77.00	129.00
8 69-72 Cadillac	122.00	85.00	142.00

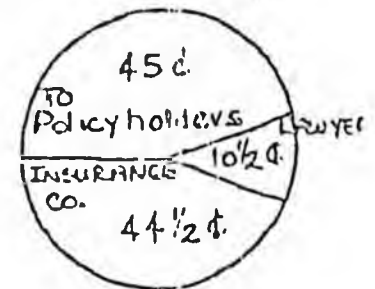
COVERAGES:

- I NO-FAULT PI
- II NO-FAULT PD
- III LIABILITY - \$50,000

INCREASE	\$100.00	\$ 3.00	\$ 3.00	\$ 3.00
LIABILITY,	200.00	6.00	4.00	5.00
TO	300.00	8.00	5.00	7.00

MALE DRIVER UNDER  
AGE 24, 1 CHARGEABLE  
ACCIDENT (NO CONSUMER  
CERTIFICATE 22.00  
72 CADILLAC 142.00  
1 CHARGEABLE  
ACCIDENT 0.00  
\$164.00

PRESENT SYSTEM:



source: Rules and Regulations, Manitoba Auto. Ins. Plan 1973

The National Conference on Alternative State and Local Public Policies was founded in Madison, Wisconsin, June, 1975. It is a major meeting place and forum for elected and appointed officials, community organizations, political activists and technically trained experts interested in alternative politics and programs at the state and local level. Discussions and workshops within the National Conference include questions of political strategy. However, concentration is on the specific nuts and bolts of programmatic alternatives. Subjects considered include land use, tax reform, consumer protection, agricultural policy, minority employment, public power, community and state-owned enterprises, control of natural resources, women's issues, public employees, and many others.

The National Conference has its headquarters in Washington, D.C., at the Institute for Policy Studies. Besides holding regional and topical conferences, and an annual national conference in June, the national office maintains a Clearing House of Alternative Legislation. The National Conference publishes a quarterly news letter, an Alternative Legislation Series, and a Public Policy Pamphlet Series. A Public Policy Reader is prepared for the annual national conference and is also available from the national office. Finally, the national office coordinates a series of task forces composed of local officials, planners and informed citizens who are drafting model legislation.

The National Conference was organized to be of service to state and local public officials, as well as others who are interested in alternative programs. Your communications can be of great help in furthering the work and extending the influence of the Conference. Please send information, new names, and suggestions to:

Barbara Bick, National Coordinator  
Conference on Alternative State and Local Public Policies  
1901 Q Street, N.W., Washington, D.C. 20009

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1 IN THE HOUSE

BY KOPONEN

2 HOUSE CONCURRENT RESOLUTION NO. 30

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to a study of single-pool auto-  
6 mobile insurance.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 WHEREAS there is widespread dissatisfaction being expressed throughout  
9 the state concerning the traditional multi-pooled automobile insurance  
10 plans; and

11 WHEREAS the cost of insurance in the state is becoming prohibitive  
12 with less than half the insurance dollar paid for losses going to the  
13 accident victim; and

14 WHEREAS a significant number of Alaskan drivers do not have automobile  
15 insurance; and

16 WHEREAS with inadequate public transportation the private automobile  
17 is a necessity in many parts of the state; and

18 WHEREAS the single pool concept is utilized by some states for  
19 workers' compensation insurance and by the Canadian provinces for automo-  
20 bile insurance; and

21 WHEREAS single-pool insurance would provide more security when all  
22 motorists are assured of compensation for their losses; and

23 WHEREAS administrative and premium costs of a single insurance pool  
24 are usually significantly lower than for competing multi-pools; and

25 WHEREAS single-pool insurance funds would more likely be invested  
26 within the state; and

27 WHEREAS there has not been a thorough study made in Alaska of the  
28 advantages and disadvantages of the single versus multi-pool insurance  
29 concept;

1 BE IT RESOLVED by the Alaska State Legislature that the Legislative  
2 Council is directed to conduct an interim study of the various single-pool  
3 insurance plans that have been proposed and enacted in the various states  
4 and Canadian provinces; and be it

5 FURTHER RESOLVED that the Legislative Council make its report to the  
6 Second Session of the Thirteenth Legislature, together with its recommenda-  
7 tions for adoption or rejection of single-pool automobile insurance for  
8 Alaska administered by either the public or the private sector, and includ-  
9 ing recommended draft legislation for the legislature's consideration if a  
10 change from the present law is considered desirable.  
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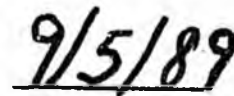


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