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MOTOR
VEHICLES
FINANCIAL
RESPONSIBILITY
CORRESPON-
DENCE

MINES BULLETIN

Published to Accelerate the Development of the Mining Industry in Alaska

January 1970
Vol XVIII
No. 1

IN THIS ISSUE:

Stock Sale

New Publications

New Coal Mine Superintendent

Metal Market Prices

Remote Sensing Symposium

STOCK SALE

Alaska Mines and Minerals Inc., of Anchorage, Alaska, filed a registration statement with the SEC on December 8, seeking registration of 3,500,000 common shares of which 1,608,678 will be offered for public sale at \$3 per share and 500,000 to John F. Firestone at \$1 per share.

An additional 1,391,322 of outstanding shares may be offered by the holders thereof. Of the proceeds to the company from its sale of stock, \$1,000,000 will be used to retire debentures, \$600,000 for accumulated interest on debentures retired, and \$500,000 for payment of current and non-current liabilities. The balance will be used for exploration, plant expansion, mine development, and operating reserve.

The company has active claims for mercury and antimony on the Kuskokwim River in the Sleetmute quadrangle and for mercury on Montana Creek in the Iditarod quadrangle.

NEW COAL MINE SUPERINTENDENT

William B. Hall, President of Vitro and Senior Vice President of Earth Resources Company, has announced the appointment of Robert E. Anderson as mine superintendent of Vitro's Cripple Creek coal mine.

Anderson is a graduate of Washington State University and has worked for Phelps Dodge Corporation and the Anaconda Company. He has spent the last two years as a Mining Engineer for the Alaska State Division of Mines and Geology.

Anderson will be replacing C. E. McGuire, who has been mine superintendent since 1965. McGuire will become mine superintendent at the newly discovered Earth Resources Company Cuba, New Mexico copper mine near Albuquerque.

MEMORANDUM
STATE TREASURER'S OFFICE
FINANCIAL RESPONSIBILITY DIVISION

March 24, 1958

FROM: Edgar Wesley

TO: Alaska

This is to all concerned Financial Responsibility personnel in Recirpocal States. Please incorporate Form STFR-3 and its description in the Reciprocity Manual, its purpose is self-explanatory.

CA/et

Remarks on N.Y. System

and Compulsory Financial Responsibility provisions

ALASKA LEGISLATIVE COUNCIL

The problem of insuring innocent victims of automobile accidents against uncompensated death, injury and property damage has plagued society since the invention of the motor car. Today, with about 56 million non-commercial vehicles in the United States, the social problem has reached unbearable proportions.

In Oregon, Gov. Robert D. Holmes, in advocating compulsory automobile liability and property damage insurance along with an assigned risk plan, has pointed up the state's problem with this statement:

"During the short time (since Jan. 14, 1957) that my administration has been in office, we have seen literally thousands of pitiful instances of innocent persons being killed or maimed or their property destroyed by financially irresponsible motorists. This is a terrible social problem in Oregon..."

Gov. Thomas Dewey and later Gov. Averell Harriman of New York also saw the great problem and pressed for compulsory insurance. Although Gov. Dewey's campaign for it was narrowly defeated, the New York Legislature passed a compulsory insurance law under Gov. Harriman in 1956, taking effect in January of 1957.

Under Oregon's financial responsibility law, similar to laws in all of the other states except Massachusetts, New York, North Carolina (all compulsory) and New Jersey (security), liability and property damage insurance or other proof of financial responsibility is not required until after the first uninsured accident. About 10 per cent of Oregon's 59,000 automobile accidents in 1957 involved uninsured vehicles or operators; there were about 5,900 instances, then, in which compensation for the innocent parties was either impossible or extremely difficult to gain, or a reduced settlement had to be accepted.

As Gov. Holmes pointed out: "...Judgments could not be collected, or the victim had to accept a low settlement, because the driver at fault had few or no assets. Many crippled victims were thus prevented from earning their livelihood and got no compensation for it; many families lost their sole source of support when their provider was killed or maimed; some families even had to become public charges because they were destitute, and thousands had to pay bills which they could not afford."

Gov. Holmes added: "Those families were helped none by the fact that under existing law the driver who hit them would lose his driving privileges if he could not show proof of future responsibility."

This is the problem, and as great as it is, it is sure to become greater. The number of uninsured drivers increases every year, along with increases in the number of all drivers. As we all know, inflation is driving costs up so that bills for medical care, court litigation and vehicle repairs will become even more oppressive for the victims of uninsured accidents. Such costs, along with expensive repairs of the new, "one-piece" cars, have driven up insurance rates until we might expect an increased percentage of uninsured drivers and vehicles who feel that they cannot afford insurance.

What are the possible solutions? Attached are sketches of various plans offered, along with a pro and con treatment of compulsory insurance.

It is clear that no plan here can accomplish so well as compulsory insurance the goal of compensating innocent victims of uninsured drivers. Compulsory has served this purpose well in Massachusetts and New York, it will do so in North Carolina, it would do so in Oregon and it would be even more effective if every state in the United States were to adopt it.

FILE COPY

Office Memorandum

TERRITORY OF ALASKA
DEPARTMENT OF TERRITORIAL POLICE

TO: Mr. Henry Camarot, Director
Alaska Legislative Council

DATE October 14, 1958

FROM:
SUBJECT: Review of Alaska Motor Vehicle Laws & Regulations, and comparison with provisions of the Uniform Vehicle Code.

Of the nineteen (19) Chapters of the UNIFORM VEHICLE CODE, major portions of six (6) of these have been adopted in the 1957 Ed. of the ALASKA TRAFFIC REGULATIONS. These regulations were approved by the Board of the Department of Highways and Public Works in July of 1957.

Those which have been adopted in whole, or in part, are as follows:
Words & Phrases Defined (Ch. 1), Operator's Licenses (Ch. 6), Rules of the Road (Ch. 11), Equipment of Vehicles (Ch. 12), Inspection of Vehicles (Ch. 13), and Size, Weight and Load. (Ch. 14)

The following Chapters of the UNIFORM VEHICLE CODE are applicable, with minor alterations, for adoption in Alaska: Certificates of Title and Registration of Vehicles (Ch. 3), Anti-Theft Laws (Ch. 4), Dealers, Wreckers and Rebuilders (Ch. 5), Financial Responsibility (Ch. 7), Civil Liability (Ch. 9), Accidents and Accident Reports (Ch. 10), Respective Powers of State and Local Authorities (Ch. 15), Parties and Procedure Upon Arrest (Ch. 16), Penalties and Disposition of Fines and Forfeitures (Ch. 17), Records and Reports of Conviction (Ch. 18).

UVC Provisions which have been Enacted in ALASKA TRAFFIC REGULATIONS (1957 Ed.)

1. Words & Phrases Defined (Ch. 1)

An essential portion of any Code or Act is a clearly defined set of words and phrases. If at all possible, the same word should be given the same meaning throughout the act or code. In this manner confusion can be avoided and the intended meaning of the statute be given full effect. The present definitions used in the ALASKA TRAFFIC REGULATIONS are not in conflict with any existing Alaska Laws, and have served to implement the mean and applications of the regulations and to correct many serious problems which have occurred through the absence of such definitions. (i. e. "Right-of-way" was not defined in the Alaska Regulations until 1957).

2. Operator's Licenses (Ch. 6)

The present Operator's Licensing Regulations are in major conformity with the UVC with certain exceptions:

to the administering agency.



GEORGE M. BRAGALINI
COMMISSIONER OF TAXATION
AND FINANCE

STATE OF NEW YORK
DEPARTMENT OF TAXATION AND FINANCE
BUREAU OF MOTOR VEHICLES

504 CENTRAL AVENUE
ALBANY 1, N. Y.

JOSEPH P. KELLY
COMMISSIONER
OF MOTOR VEHICLES

ADDRESS YOUR REPLY TO

January 9, 1957

ALASKA LEGISLATIVE COUNCIL

TO: All Supervisors in the Albany and New York
Offices of the Bureau of Motor Vehicles,
and to District Office Supervisors

RECEIVED
FEB 19 1957

ALASKA LEGISLATIVE COUNCIL
JUNEAU, ALASKA

Attached is the latest revised outline of Financial Security operations. This is an overall outline and will serve as the basis for detailed procedures which will follow.

Joseph F. Donnelly
JOSEPH F. DONNELLY
Executive Deputy Commissioner

Enc.

Application Files Section from Audit Unit.

2. Sort to first letter of surname.
3. Code registrations with Insurance Certificates.
4. Numerate and segregate registrations with Insurance Certificates.
5. Compare Insurance Certificate and proof of ownership with registration, for agreement and acceptability.
6. When Insurance Certificates are acceptable:
 - a. Detach Insurance Certificates maintaining sequence of Insurance Certificates and sequence of registrations with attachments, if any.
 - b. Forward Insurance Certificates to the Insurance Certificate Files Unit, Albany Office.
 - c. File applications in the Registration File.

1 For purposes of this portion of the outline, Insurance Certificate means one of the following:

Certificate of Insurance	(Form FS-1)
Certificate of Insurance - Fleet	(Form FS-2)
Bureau Certificate of Insurance	(Form FS-2B)
Certificate of Exemption	(Form FS-5)

FILE COPY



GEORGE M. BRAGALINI
COMMISSIONER OF TAXATION
AND FINANCE

ALASKA LEGISLATIVE COUNCIL
STATE OF NEW YORK
DEPARTMENT OF TAXATION AND FINANCE

BUREAU OF MOTOR VEHICLES

504 CENTRAL AVENUE
ALBANY 1, N. Y.

JOSEPH P. KELLY

COMMISSIONER
OF MOTOR VEHICLES

ADDRESS YOUR REPLY TO

August 16, 1956

TO: All insurance companies authorized to write automobile liability insurance in New York State;
Mutual Insurance Rating Bureau;
National Bureau of Casualty Underwriters; and
National Association of Independent Insurers

Attached is a copy of "Insurance Company Requirements Under the Financial Security Act," as finally approved by the Bureau of Motor Vehicles. These requirements explain the forms to be used by the insurance industry under the new Motor Vehicle Financial Security Act, which takes effect in New York State with 1957 registration of motor vehicles.

Also attached are sample copies of Forms FS-1 and FS-4 which are to be printed by the insurance industry. Please note that samples of all forms to be printed in the FS series must be sent to the Commissioner of Motor Vehicles for approval prior to use by the insurance companies. If the forms are printed centrally, by the National Bureau of Casualty Underwriters, the Mutual Insurance Rating Bureau or the National Association of Independent Insurers, it will not be necessary for each member company using these forms to secure approval. The Bureau or Association which is having the forms printed centrally will obtain blanket approval for those forms.

Any inquiries concerning the preparation or use of these forms, and the procedures to be followed may be directed to the National Bureau of Casualty Underwriters, the Mutual Insurance Rating Bureau, the National Association of Independent Insurers, or to the Commissioner of Motor Vehicles.

Very truly yours,

Walter A. Wichtowski
Walter A. Wichtowski
Deputy Commissioner

encls.

FILE COPY

ALASKA LEGISLATIVE COUNCIL
PIVER PUBLICATIONS

To: Henry C. Mead

Insuranceflash

—Published at least twice a week—

\$15.00 Per Year

3030 Bridgeway

Sausalito, Calif.

EDgewater 2-3444

September 30, 1958 Vol 6 #78

COMMITTEE WILL NOT RECOMMEND COMPULSORY AUTO INS FOR CALIFORNIA!

Will the Calif "Assembly Interim Judiciary Sub-Committee on Traffic Accident Consequences" which has been studying subject of compulsory auto liability ins recommend same to 1959 session of Legislature? That is the million dollar question, and FLASH predicts the answer:

The Committee will NOT recommend a compulsory liability ins law similar to New York's or Massachusetts' but will recommend that steps be taken to tighten present Calif laws relating to financial responsibility, juvenile drivers, plus possibly an unsatisfied judgment law and or USJ fund, like New Jersey's. The committee, FLASH learns, feels that a proposal for an automobile compensation law, which would set up a scale of compensation for auto injuries, thus preventing the rape of ins cos by jumbo jury verdicts, etc., would be too drastic a remedy at this time. Besides, the committee is awaiting promised "suggestions" from Assn of Casualty & Surety Cos and American Mutual Alliance, which Perry Taft and Charles Brown, S F mrgs for the two organizations, respectively, have promised possibly "before the end of 1958". (American Mutual Alliance favored compulsory auto lia ins in N Y -Ed)

FLASH also learns that the committee is not going to look for a cure-all from the East but will seek to solve the dilemma at the Calif level. It is possible that it may recommend a law making the writing of uninsured motorist coverage mandatory with all auto lia and p d policies that meet the state's minimum requirements. This would plug the hole in the ins cos pocketbooks caused by the Calif Assigned Risk Plan which is now costing the cos \$1.50 for every dollar they take in.

"Compulsory auto liability ins creates more problems than it solves", SF ins atty John P. (Packy) McFarland told the committee at its SF public hearing Sept 23. Mass, N J, N Y and Sask. were impatient to find a peace with confusing and self-contradictory results. There should be a device to limit astronomical judgments and jury awards," he added, "and to eliminate the truly and demonstrably dangerous driver from the highways. Unsatisfied judgment funds are worse than compulsory liability ins. At the LA meeting of the Amer Bar Assn it was felt that an uninsured motorist being compensated for an accident he caused by his own negligence is morally suspect and economically unrealistic. Private industry, if allowed to seek a solution on a voluntary basis, will come up with an ingenious solution. Rates for unsatisfied judgment coverage in Calif now range from nothing (as Calif Cas Indem Exch of SF gives it away free), State Farm Mutual Auto charges \$3.20 a year and the Bureau Cos charge from \$3 a yr in San Diego to \$8 a yr in SF," he said. "Unsatisfied judgment coverage should be given more time to prove itself before being put out of biz by a more heroic but possibly worse idea. The Doctrine of Comparative negligence is not justified and its no solution", he said.

FILE COPY

November 17, 1958

Mr. I. W. Schlichter, Manager
Retail Credit Company
P.O. Box 1896
Seattle 11, Washington

Re: Alaska -- Financial Responsibility Law

Dear Sir:

Re correspondence of November 14, 1958 relative to the Alaska Legislative Council proposing a Financial Responsibility Law.

Without a doubt some form of a Responsibility Law will be introduced by the Council. I have not seen the bill as yet but have had several discussions with the Director of the Council regarding their plans. I, of course, hope the bill will be along the lines of the laws of the majority of the Responsibility Laws in the states.

As soon as some plan is proposed you will be notified.

Very truly yours,


Ross P. Duncan,
Insurance Commissioner

rpdlb

cc: Mr. Henry Canarot ✓
Director of Legislative Council
Juneau, Alaska

P.S. Bill just came in.
X

ALASKA LEGISLATIVE COUNCIL

MEMORANDUM

In Opposition To

ASSEMBLY INTRO. 2 - THE STEINGUT BILL

By

American Mutual Insurance Alliance

The American Mutual Insurance Alliance wishes to be recorded as opposing the enactment of Assembly Intro. 2, the so-called "Steingut Bill", both as to its form and its substance.

The Alliance is a national organization composed of some 118 mutual fire and casualty insurance companies. A large number of these companies are engaged in the automobile insurance business, including some of the largest underwriters in New York State, and as such these companies would be vitally affected by this proposed legislation.

The bill is put forward as a means of closing the so-called gap that remains unfilled by the Compulsory Automobile Insurance Law which went into effect on February 1, 1957. This "gap", it is submitted, is more mythical than real. The proponents of this legislation have not produced any reliable statistics or supporting information to indicate that the problem of the uncompensated victim of the uninsured automobile accident is of such serious proportions as to require legislative relief. In the art of law-making it is axiomatic that the Legislature should not concern itself with matters that are "de minimis". It is likewise axiomatic that the Legislature should not create a new governmental

FILE COPY

HARVARD STUDENT LEGISLATIVE RESEARCH BUREAU

23 Everett Street
Cambridge 38, Massachusetts



UNiversity 8-7600
Extension 400

November 10, 1958

Mr. Henry J. Camarot
Executive Director
Alaska Legislation Council
Box 2199
Juneau, Alaska

RECEIVED
NOV 1 1958
ALASKA LEGISLATIVE COUNCIL
JUNEAU, ALASKA

Dear Mr. Camarot:

We will have the Motor Vehicle Financial Responsibility Law in your hands Monday or Tuesday, November 17 or 18. A final revision was begun last week and will be completed tomorrow.

Professor Loss told us that he enjoyed your kind hospitality on his recent trip to Alaska.

Sincerely yours,

Calvin D. Trowbridge, Jr.
Calvin D. Trowbridge, Jr.
Vice-president

CDT/sfg

ANALYSIS OF MOTOR VEHICLE FINANCIAL RESPONSIBILITY AND RELATED LAWS

FINANCIAL RESPONSIBILITY LAWS

Liability limits	Compulsory insurance?	Scope			Minimum property damage	Requires security (S), proof (P), driver (D), owner (O)	Regard-less of fault?	Applicable by reciprocity to accidents in other states?	Information required in accident report?	INSURANCE IN EFFECT		OTHER EXEMPTIONS	Unusual provisions	Supplementary laws
		Accidents	Convictions	Judgments						Notice or verification required from insurer? (v) - Only if policy not in effect)	1. Parked car; 2. Car stopped; 3. Certain motor carriers; 4. Certain publicly owned vehicles.			
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O	Yes	Yes	Yes	Verif.	1,3,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4(r) (s)			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O (v)	Yes	Yes	Yes	Verif.*	1,4(r)			
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O	Yes	No	Yes	Verif.*	4		Imp. 1	
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4(p)			
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	No	No	Notice	2,3,4		(ff)	
10/20/5	S		P-3	Sat. & P-3	\$50	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4			
10/20/1	S		P-3	Sat.	\$100	S-D & O	No	Yes	No	Notice	1,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	No	Notice	1,3,4		(gg)	
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O (v)	Yes	Yes	Yes	Verif.*	1,4			
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	2,3,4			
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O	Yes	No	No	Verif.*	3			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	No	Yes	Verif.*	1,4			
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O (h)	Yes	Yes	Yes	Verif.*	1,3,4			
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O (h)	Yes	Yes	Yes	Verif.*	1,4			
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O (h)	Yes	Yes	Yes	Verif.*	1,3,4			
5/10	Yes		P-3	Sat. & P-3	\$75	S-D & O	Yes	Yes	Yes	Verif.*	3,4			
10/20/5	S		P-3	Sat. (P, D.)	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1(r)		U. J. 3	
10/20/2	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	No	Yes	No	1,4(i)		(cc)	
5/10/5	S		P-3	Sat. & P-3	\$100	S-D & O	No	Yes	Yes	Verif.*	2,4(r)		(gg)	
5/10/2	S		P-3	Sat. & P-3	\$50	S-D & O	No	Yes	Yes	Verif.*	1,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	No	No	1,3,4			
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O (y)	Yes	Yes	No	No	1,4			
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O	No	Yes	Yes	Verif.	1,4			
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	4		(hh)	
10/20/5	Yes		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4(s)		(z)	
5/10/5	Yes		P-2	Sat. & P-2	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,4		U. J. 2	
5/10/1	S		P-5	Sat. & P-5	\$100	S-D & O	No	Yes	Yes	Verif.*	3,4		(gg)	
5/10/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4(r)		(jj)	
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	No	No	Notice	2,4		(kk)	
5/10/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,4		(ll)	
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4		(mm)	
5/10/2	S		P-3	Sat. & P-3	\$50	S-D & O (l)	Yes	Yes	Yes	Verif.*	1,4		(nn)	
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4		(oo)	
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,4		(pp)	
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,4		(qq)	
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	2,3,4		(rr)	
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O	Yes	No	Yes	Verif.*	1,4		(ss)	
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4		(tt)	
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4		(uu)	
10/20/2	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4		(vv)	
10/20/1	S		P-3	Sat. & P-3	\$35	S-D & O	No	Yes	No	Verif.*	1,4(r)		(ww)	
5/10/1	S		P-5	Sat. & P-3 (i)	\$50 (f)	S-D	No	No	No	Verif.*	1		(xx)	
5/10/1	S		P-3	Sat. & P-3	\$200	S-D or O	No	No	No	Notice	1,3,4(i)		(yy)	
5/10/1	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1(g)		(zz)	
10/20/5	S		P-3	Sat. & P-3	\$100	S-D & O	Yes	Yes	Yes	Verif.*	1,4		(aaa)	
5/10/1	S		P-3	Sat. & P-3	\$50	S-D & O	Yes	Yes	Yes	Verif.*	1,3,4		(bbb)	

Compu.

Massachusetts. App motor vehicles regis. owners of motor ve state for more than 3 erage prescribed by ways of Massachusetts; excluded: all policies tration; owner must ance; 20 days' notice reasons, required to trar; notice of inten given by insurer; del callation or refusal Board of Appeal, top proof punishable by imprisonment for on. Insurance Commission

New York. Applies for vehicles registered owners and operators in the state, resident c Prescribed by regul Canada; policy need registration; owner m insurance, but after fir registration, statement is in effect is accepta named insured require failure to renew by in by cancellation or fa shall be filed by ins within 30 days after c penalty provisions rela out proof in effect. vehicles registered in 1 violation results in r available as misdemeanor l and/or imprisonment f by insurers, subject Superintendent.

North Carolina. App motor vehicles regis erage; proof of finan defined in financial re tory; U.S. and Canada certificate of insuranc named insured require failure to renew by ins by cancellation or fa shall be mailed by ins within 15 days after ef motor vehicle registe or permits operation w ibility in effect guilty ishable by fine of \$10 t for 30 days; rates made bureau created by law.

1, 1958. —Person whose proof furnished by employer. —In hardship cases court may modify extent of —Security required only if operator is convicted. —Compliance with security requirements. —Court has discretion to restore license where

April 29, 1957

National Committee on Uniform
Traffic Laws and Ordinances
1604 K Street, N. W.
Washington 6, D. C.

Dear Sirs:

The Alaska Legislative Council, a permanent interim committee of the Alaska Legislature, is undertaking a study of motor vehicle laws in various states.

It is the purpose of the Council to gain a working knowledge of and insight into up-to-date laws and procedures in the states in order, ultimately, that it might recommend changes in the present motor vehicle code to the next session of the Legislature.

At this point in the study we are primarily interested in gathering information and data on the laws and practices in the states.

The Council will deeply appreciate any data that may be available from your office which deals with motor vehicle laws in the various states, including any information relating to state adoption of the Uniform Motor Vehicle Code, the Financial Responsibility Section of the Uniform Code, and any proposed modifications in the Code that may be under consideration.

Thanking you in advance for your assistance.

Very truly yours,

Henry J. Camarot
Executive Director

By:
Lynn Roberts
Research Analyst

LR:ic

April 26, 1957

L. S. Harris
American Association of
Motor Vehicle Administrators
912 Barr Building
Washington 6, D. C.

Dear Mr. Harris:

At its recent session which adjourned March 28th, the Alaska Legislature considered many bills dealing with motor vehicle law, including a safety responsibility law and several changes in and additions to the present code. The safety responsibility bill did not pass. Several legislators both for and against the bill expressed a desire to see a complete revision of existing motor vehicle law, and a safety responsibility law enacted. As an expression of this desire the Territorial House of Representatives directed the Legislative Council by resolution to study the present Alaska motor vehicle law and noted that the present law, in many areas, is not consistent with up-to-date laws and practices in the states.

The Council, pursuant to its directives, is undertaking a complete study of motor vehicle laws and safety responsibility law. Part of the initial study will necessarily involve making a comparison of present Alaska law with the laws of other jurisdictions, and with the Uniform Code. It is my understanding that a "work manual" for comparing the existing law of a given jurisdiction with the Uniform Motor Vehicle Code has been prepared by your organization and might be available upon request. We would certainly appreciate receiving two copies of this manual, if available. Any information that you feel might be helpful to the study will also be appreciated. I have written to the National Committee on Uniform Traffic Laws for copies of the Uniform Code.

Yours very truly,

W. L. Roberts
Research Analyst

WLR:va

Office Memorandum

TO: Mr. Haino Hendrickson, Secretary of Alaska

DATE December 3, 1955

FROM: Superintendent A.P. Brandt

SUBJECT: Accident Statistics Bureau - Territory of Alaska

As per your recent request, please find enclosed memorandum prepared relative to the establishment of an Accident Records and Statistics Bureau for the Territory of Alaska. It was our purpose in preparing this report to set forth the advantages and need for a central accident records bureau which would compile and distribute complete, accurate, information relative to the scope and nature of the traffic accident problem in Alaska.

The total high cost of accidents and the large sums expended for accident prevention work unquestionably warrant a reasonably large investment in collecting accident information and studying it to determine necessary corrective treatment. If this investment is to be justified, the records must serve the three purposes for which they are collected:

- (1) Show what the problem is,
- (2) Indicate possible methods of correction, and
- (3) Prove the effectiveness - or ineffectiveness - of corrective measures.

Accident records should be used for more than mere statistical purposes. They must serve each of the functions of the traffic safety program.

The Accident Record Bureau should operate as a clearing house of information. It should be able to furnish data readily available in the engineering and enforcement phases of the safety program. This information must be adequate, accurate, and in detail commensurate with the safety program.

It is upon these premises that the following material is presented. The foundations are based upon the experience and practices of other states, the practical need for comprehensive data, and the principles of sound statistical procedure.

THE PROBLEM

Thus far in 1955, 22 persons have been killed in automobile accidents in the rural areas of Alaska. Over 700 persons have been injured in such accidents, and the total economic loss resultant from these accidents is estimated to be in excess of \$5,000,000.

This information relates only to those accidents which were reported to and investigated by the Territorial Police. There are many accidents which occur in the Territory which are not reported to the Territorial Police. These accidents include those which occur on private property, those which occur on roads which are not maintained by the Territory, and those which occur on roads which are not patrolled by the Territorial Police. It is estimated that the total number of accidents occurring in the Territory is in excess of 10,000 per year. This information is presented for your information and is not intended to be a complete statistical survey of the traffic accident problem in Alaska.

Office Memorandum

TERRITORY OF ALASKA
DEPARTMENT OF TERRITORIAL POLICE

TO: Lynn Roberts, Legislative Council

FROM: Jerry Williams

SUBJECT: Estimating the Cost of Motor Vehicle Accidents in Alaska

DATE: January 8, 1957

You have hit on rather a thorny problem that has perplexed us considerably. The first thing to consider is that we receive only accident reports submitted for the rural and unincorporated areas. A city the size of Anchorage has as many 'reportable' accidents in one year as the entire rural area of Alaska. The large number of accidents in urban areas is caused by the greater congestion, but there are usually fewer injuries and fatalities.

You might be interested to know that the absence of uniform accident reporting and statistical evaluation is one of the greatest shortcomings in the Territory's Accident Prevention Program. To my knowledge, I don't believe that there is a single municipality that can provide you with the statistics that you are seeking.

1. Alaska has averaged 38.4 traffic fatalities (both urban and rural) for the five year period 1950-1955. These figures are available through the Department of Vital Statistics.

In the rural areas we have had a very significant decline in fatalities. During 1954, 36 persons were killed in the rural area in traffic accidents. In 1955 there were only 24 fatalities, and during 1956, this number was reduced to 20.

2. A reportable accident in Alaska is any accident in which there are personal injuries or damage to one or both vehicles in the amount of \$100.00 or more.

During 1955 there were 1748 'reportable' rural accidents in which 554 persons were injured.

During 1956 there were 2115 'reportable' rural accidents in which 562 persons were injured.

The great increase in the number of reported accidents may be largely superficial. We are receiving accident reports more systematically than has been the case in the past, but in many areas where no Territorial Police Officers are stationed (i.e. Petersburg, Wrangell, Sitka, Kodiak, etc.) we do not receive accident reports.

3. You run into a lot of trouble when you begin to compute the cost of accidents in Alaska. For one thing our damage estimate requiring an accident report (i.e. \$100.00 or more) is much higher than the majority of states.

All estimates of total economic losses resulting from traffic accidents are based upon stateside accident costs. Using the standard formulas for estimating loss prepared by the National Safety Council, we have estimated that there is a monetary loss in the amount of \$1,556,350.00 for 1956 in the rural areas alone.

My guess would be that the real figures would be closer to \$2,000,000.00 in

mk
31 states have \$400 or more min. for report under Safety Program - low

December 19, 1956

Mr. L. S. Harris,
American Association of Motor
Vehicle Administrators
912 Bar Building
Washington, D. C.

Dear Mr. Harris:

The information on securing the services of Mr. Neu contained in your letter and telegram of November 21, was presented to the Council at a recent meeting in Fairbanks. Inasmuch as there is no provision in the Legislative Council appropriation for the payment of travel expenses for a technical advisor, the Council took the reluctant position that it could not take advantage of the offer of Mr. Neu's services in January.

However, the Council is very much interested in drafting a suitable safety responsibility law for Alaska and has directed the Council staff to make a short study of laws in the states, and to draft a bill along the general lines of the Model Act of the Association of Casualty and Surety Companies. The members of the Council expressed the opinion that any suggestions, comments, and recommendations from you and Mr. Neu on the proposed draft would be welcome. It will be at least two weeks before a rough draft will be ready, at which time we will transmit a copy for your scrutinization and criticisms.

The Council has directed me to express its deep appreciation for your kind offer of assistance.

Very truly yours,

Henry J. Camarot
Executive Director

By: _____
Lynn Roberts
Research Analyst

LR:ic

11/21

January 15, 1957

Mr. Joseph P. Kelley
Commissioner, Bureau of Motor Vehicles
Department of Taxation and Finance
Albanay, New York

Dear Mr. Kelley:

The Alaska Legislative Council is a permanent interim committee of the Alaska Legislature. Its functions are to review problems in government which arise between Legislative sessions and to prepare a Legislative program for each succeeding session of the Legislature.

In recent months the Council has given considerable attention to proposed plans providing for safety or financial responsibility. Alaska has no responsibility law at the present time. Various laws have been reviewed and, in its study, the Council noted that the state of New York during 1956 adopted a new compulsory type law.

The Council is fully aware that a determination of the relative merits of the compulsory type plan over other type plans would be difficult to make at this early date. However, the Council would appreciate very much having a copy of your new law as well as any organization charts or additional data which might further enable the Council and the Alaska Legislature to give consideration to all the possibilities in this field before it acts.

I might mention that our Legislative session will convene on the 28th of this month for 60 calendar days. Thanking you in advance for any assistance that you might be able to give.

Yours very truly,

Henry J. Camarot
Executive Director

By:
Lynn Roberts
Research Analyst

October 2, 1955 -- Anchorage Meeting

The staff was instructed to begin compiling a draft of a bill on a Financial Responsibility law and a memorandum on the subject of administration of the act.

February 16, 1956 -- Juneau Meeting

Mr. McKay announced two more items of business yet to come before the Council. First, the Financial Responsibility Act. Mr. Kay moved that a bill and memorandum be prepared for the next meeting. Motion passed.

May 24, 1956 -- Ketchikan Meeting

Mr. McKay reported staff progress on other major Council studies, and stated that the following subjects would be reported to the next meeting of the Council: school finances, election laws, report on tax laws and earmarking, analysis of the proposed banking code, regulation of public utility rates, and the proposed financial responsibility act.

ALASKA LEGISLATIVE COUNCIL

REQUEST FOR COUNCIL STUDY

Date Rec. 10/2/55

No. 21

FROM: Council-adopted (See also ltr from Rep Ken Johnson
1/18/56)

REQUEST: Draft of a bill to provide for motor vehicle
responsibility

REFERRED TO COUNCIL 10/2/55

DIRECTION TO STAFF

- | | |
|---------------------------|---|
| 1. Action deferred _____ | 4. Bill <input checked="" type="checkbox"/> _____ |
| 2. Staff Memorandum _____ | 5. Related to _____ |
| 3. Progress Report _____ | 6. Other _____ |

ACTION BY COUNCIL

1. Deferred _____
2. Approval and Adoption
 - a. Council Proposal No. _____
 - b. Progress Report No. _____
 - c. Staff Memorandum _____
 - d. Bill _____
 - e. Other _____

ACTION BY LEGISLATION

January 30, 1956

Hon. Ken C. Johnson
Box 118
Anchorage, Alaska

Dear Ken:

Thank you for forwarding the copy of the Model Motor Vehicle Safety-Responsibility Bill and the uniform Automobile Assigned Risk Plan. I am very glad to have these, and in particular the uniform Assigned Risk Plan because I had not seen this before.

The Council will have this subject on the agenda for its next meeting which will probably be in February, although no firm dates have been set.

Apparently Chris Ehrendreich is moving forward with post audits and seems to have them well in hand.

Cordially,

J. F. McKay
Executive Director

JFM:ic

FILE COPY

December 4, 1954

Hon. Ken C. Johnson
Box 118
Anchorage, Alaska

Dear Mr. Johnson:

I have located an extra copy of the other financial responsibility act (HB 72 by Rutherford) that was introduced in the 21st Session, so I am forwarding you a copy.

This bill does contain, in Sec. 20, an assigned risk plan. I don't know from what state law this act was taken but presume that Mr. Rutherford would know. I note, however, that the assigned risk plan is similar to the assigned risk plan of the State of Georgia (Acts 1951, pp. 565,576) quoted below:

"92A-617. Assigned risk plans; review of decision of Insurance Commissioner. --After consultation with insurance companies authorized to issue automobile liability policies in this State, the Insurance Commissioner shall approve a reasonable plan or plans for the equitable apportionment among such companies of applicants for such policies and for motor vehicle liability policies who are in good faith entitled to but are unable to procure such policies through ordinary methods. When any such plan has been approved, all such insurance companies shall subscribe thereto and participate therein. Any applicant for any such policy, any person insured under such plan, and any insurance company affected, may appeal to the Insurance Commissioner from any ruling or decision of the manager or committee designated to operate such plan. Any person aggrieved hereunder by any order or act of the Insurance Commissioner may, within 10 days after notice thereof, file a petition in the superior court of the county of his residence for a review thereof. The court shall summarily hear the petition and may make any appropriate order or decree."

Of course the language of these assigned risk plans are probably somewhat similar in all financial responsibility acts which contain this type of risk-pooling agreement.

With regard to the other subject, you will hear from me shortly.

True Copy

TERRITORY OF ALASKA

INSURANCE DEPARTMENT

BOX 2420

REPLY TO;

J U N E A U

Room 103 Alaska Office Bldg.

February 7, 1957

Mr. Ross P. Duncan
Insurance Commissioner
Juneau, Alaska

Dear Sir:

I just received a phone call from Mr. John Gaffney of Frank Burns & Company in which he mentioned that the time might come when a Financial Responsibility Law was passed in Alaska, and if so, the need for an Assigned Risk Plan might develop there.

I hasten to write and assure you that if there is any information that I could give you that would be of value I would be glad to hear from you as to any specific questions you might have, and I am sure my Governing Committee would be glad to take up any of the questions as to organization, etc., at one of their regular meetings if the time every comes where various things have materialized in your territory.

I might mention in passing, and it was one of the questions asked by Mr. Gaffney, have various states ever combined so that more than one state's Plan was handled out of one office, and the answer is, yes. For instance, New York handles seven states, California handles four, Colorado handles four, and several of the southern states are combined under one managership.

Yours very truly,

WASHINGTON AUTOMOBILE ASSIGNED
RISK PLAN

E. R. Haffner
Manager

ERH:k



OFFICE OF THE COMPTROLLER OF PROVINCIAL REVENUE
PARLIAMENT BUILDINGS
QUEBEC, QUE.

June 11, 1957

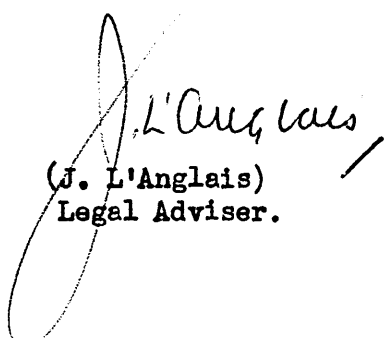
Mr. W. L. Roberts,
Research Analyst,
Alaska Legislative Council,
Box 2199,
Juneau, Alaska.

Dear Mr. Roberts:

I acknowledge receipt of your letter under date of May 3rd, to Mr. Edouard Laurent, Director of the Motor Vehicles Service.

I regret to say that the enclosed questionnaire cannot be completed since, as yet, no special legislation has been adopted on the question of financial responsibility in this province.

Yours truly,


(J. L'Anglais)
Legal Adviser.

RECEIVED
JUN 24 1957

ALASKA LEGISLATIVE COUNCIL
JUNEAU, ALASKA

JL/mm.



THE GOVERNMENT OF THE
PROVINCE OF PRINCE EDWARD ISLAND

MOTOR VEHICLE BRANCH

DEPARTMENT OF PROVINCIAL SECRETARY
CHARLOTTETOWN, P. E. I.

OFFICE OF
REGISTRAR OF MOTOR VEHICLES

MAY 8TH, 1957

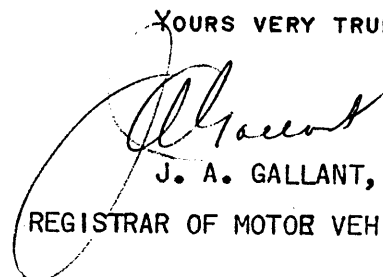
MR. W. L. ROBERTS,
RESEARCH ANALYST,
ALASKA LEGISLATIVE COUNCIL,
P. O. Box 2199,
JUNEAU, ALASKA.

DEAR MR. ROBERTS:

I AM IN RECEIPT OF YOUR LETTER OF THE 3RD, INSTANT.

PLEASE BE ADVISED THAT WE HAVE NO FINANCIAL RESPONSIBILITY OR SAFETY RESPONSIBILITY LAW IN FORCE IN THIS PROVINCE AT THE PRESENT TIME AND I FIND MYSELF UNABLE TO ANSWER THE QUESTIONS IN YOUR QUESTIONNAIRE.

YOURS VERY TRULY,


J. A. GALLANT,
REGISTRAR OF MOTOR VEHICLES

JAG:MJM

National Committee on Uniform Traffic Laws and Ordinances

~~1604 K Street, N.W.~~

WASHINGTON 6, D. C.

NATIONAL COMMITTEE ON UNIFORM
TRAFFIC LAWS AND ORDINANCES

Sheraton Building

711 - 14th Street, N. W.

Washington 5, D. C.

May 7, 1957

TELEPHONE:
REPUBLIC 7-5963

MAITLAND H. BUSTARD
Executive Secretary

CHARLES W. STARK
Consultant

Mr. Lynn Roberts
Research Analyst
Alaska Legislative Council
Box 2199
Juneau, Alaska

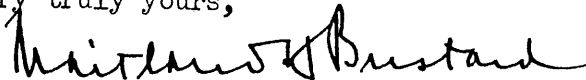
Dear Mr. Roberts:

We have your letter of April 29th and are sending you under separate cover a copy of the Report of the Committee on Laws and Ordinances of the President's Highway Safety Conference.

Your attention is particularly invited to pages 16, 17, 18 and 19. The table shown on page 18 was revised in 1955 when the report was reprinted and we have made further revisions (shown in pencil) since receiving your letter. We regret that we cannot furnish more detailed information.

We are also sending you a copy of the 1956 Code with our compliments.

Very truly yours,



Maitland H. Bustard,
Executive Director

MHB/LBE.

No questionnaire returned.



The Commonwealth of Massachusetts
Department of Banking and Insurance
Division of Insurance
100 Nashua Street, Boston 14

May 9, 1957

W. L. Roberts, Research Analyst
Alaska Legislative Council
Box 2199
Juneau, Alaska

RECEIVED
MAY 20 1957
ALASKA LEGISLATIVE COUNCIL
JUNEAU, ALASKA

Dear Sir:

This is to acknowledge your letter of recent date concerning motor vehicle financial responsibility laws.

This Commonwealth does not have a financial responsibility law. We have a Compulsory Motor Vehicle Liability Insurance Law. I am enclosing, for your information, a pamphlet containing these statutes.

Very truly yours,

A handwritten signature in cursive script, appearing to read "John H. Loudon".

John H. Loudon
Deputy Commissioner

JHL
yd
enc.



State of North Carolina
Department of Motor Vehicles
Registration Division
Raleigh

EDWARD SCHEIDT
COMMISSIONER

JOE W. GARRETT
ASST. COMMISSIONER

MISS FOY INGRAM, DIRECTOR
REGISTRATION DIVISION

MISS LIZZIE LEE
CHIEF TITLE CLERK

May 1, 1957

RECEIVED
MAY 15 1957

Mr. Henry J. Camarot
Executive Director
Alaska Legislative Council
Box 2199
Juneau, Alaska

ALASKA LEGISLATIVE COUNCIL
JUNEAU, ALASKA

Dear Mr. Camarot:

As requested in your letter of April 22nd, I am forwarding you, under separate cover, a copy of the publication, Changes Suggested in the Motor Vehicle Laws of North Carolina, January, 1957.

Very truly yours,

EDWARD SCHEIDT, COMMISSIONER

Foy Ingram
Foy Ingram, Director
Registration Division

/s

TERRITORY OF ALASKA

**MOTOR VEHICLE
ACT**



DEPARTMENT OF TAXATION

Alaska Office Building

Juneau, Alaska

FILE COPY

ALASKA LEGISLATIVE COUNCIL

1 IN THE HOUSE

BY MR. KALAMARIDES

2 HOUSE BILL NO. 99

3 IN THE LEGISLATURE OF THE TERRITORY OF ALASKA

4 TWENTY-SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act requiring operators of motor ve-
7 hicles involved in certain accidents
8 defined herein to respond in damages for
9 injuries caused to persons or property and
10 requiring proof of financial responsibility
11 of such operators under certain circum-
12 stances, and supplementing Title 50, Alaska
13 Compiled Laws Annotated 1949, Vehicles,
14 and Chapters 1, 2, 3, 4 and 5 thereof, and
15 Chapter 124, Session Laws of Alaska 1951,
16 entitled Motor Vehicle Act and providing
17 penalties for violations of sections of
18 this Act and setting an effective date."

19 BE IT ENACTED BY THE LEGISLATURE OF THE TERRITORY OF ALASKA:

20 Purpose of Act: It is the intent of this Act to recognize
21 the existing rights of all to operate motor vehicles on the public
22 streets and highways of this ^{State} ~~Territory~~ when such rights are used
23 with due consideration for others; to promote safety, and provide
24 financial security by such operators whose responsibility it is
25 to recompense others for injury to person or property caused by
26 the operation of a motor vehicle, ^{Therefore,} ~~so~~ it is required herein that
27
28 respond for such damages and show proof of financial ability to

ANALYSIS OF SECURITY-TYPE MOTOR VEHICLE SAFETY RESPONSIBILITY LAWS

STATE	Requires: security (S); proof (P)	From driver (D); owner (O) of car involved	Regard- less of fault?	Minimum property damage	LICENSES AFFECTED					INSURANCE IN EFFECT					OTHER EXEMPTIONS		TERMINATION REQUIREMENTS		Of
					Driver's license		All registrations		Applicable by reciprocity to accidents in other states?	Liability limits affording exemption	Informa- tion required in accident report?	Notice or verification required from insurer? (* - Only if policy not in effect)	Unadmitted insurer acceptable for out-of-state car? (* - Must authorize service of process)	I. Parked car; 2. Car stopped, standing or parked; 3. Certain motor carriers; 4. Certain publicly owned vehicles.		Security	Exem- tion from (E); release or present (R); lapse (L); or one year without suit (U)		
					Of driver	Of owner who was not the driver	Of driver who was not the owner	Of owner						From security	From Proof				
Alabama	S only	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.	Yes*	1,3,4	Not req.	E, R, L	No		
Alaska	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	2,3,4(s) (r)	Not req.	E, R, L	No		
Arizona	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.	Yes*	1,3,4	Not req.	E, R, L	No		
Arkansas	S only (v)	D (-)	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,4(r)	Not req.	E, R, L (v)	No		
California	S only	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	4	Not req.	E, R, L	No		
Colorado	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	20/20/1	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Connecticut	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	10/20/5	Yes	Verif.*	Yes*	2,3,4	Not req.	E, R, L	No		
Delaware	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	10/20/5	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
D.C.	S & P	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.	Yes*	1,4	Not req.	E, R, L	No		
Florida	S only	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Georgia	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Idaho	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L	No		
Illinois	S only (v)	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L (v)	No		
Indiana	S & P (a)	D & O (x)	Yes	\$50	Yes	Yes (x)	Yes (x)	No	No	5/10/1	No	Verif.*	No prov.	2,3,4	Not req.	E, R, L	No		
Iowa	S only	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	3	3 (a)	E, R, L	No		
Kansas	S & P (a)	D & O (x)	Yes	\$50	Yes	Yes (x)	Yes (x)	No	No	5/10/1	Yes	Verif.*	Yes*	2,3,4	Not req.	E, R, L	No		
Kentucky	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L	No		
Louisiana	S only	D & O (m)	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Maine	S & P	D & O	No	\$100	Yes	No	No	No	No	10/20/5	Yes	Verif.*	No	3,4	Not req.	E, R, L	No		
Maryland	S & P	D & O	Yes	\$75	Yes	No	No	No	Yes	10/20/5	Yes	Verif.*	Yes*	1(r)	1 (r)	E, R, L	No		
Massachusetts	S & P (d)	D & O	Yes	\$100	Yes	Yes	Yes	No	Yes	10/20/5	Yes	Verif.*	Yes*	1,4	1,4	R, L	3 yr.		
Michigan	S only	D & O	No	\$100	Yes	Yes	Yes	No	Yes	10/20/2	Yes	Verif.*	Yes*	2,4(r)	Not req.	E, R, L	No		
Minnesota	S only	D & O	No	\$50	Yes	No	No	No	Yes	5/10/5	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L	No		
Mississippi	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/2	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Missouri	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Montana	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L (u)	No		
Nebraska	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.	Yes*	1,4	Not req.	E, R, L	No		
Nevada	S & P	D & O	No	\$50	Yes	Yes	Yes	No	Yes	10/20/5	Yes	Verif.*	Yes*	4	4	E, R, L	7 yr.		
New Hampshire	S only	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,3,4(s)	Not req.	E, R, L	No		
New Jersey	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L	No		
New Mexico	S & P	D & O	Yes	\$50	Yes	No	No	No	Yes	10/20/5	Yes	Verif.*	Yes*	3,4(g)	3,4	E, R, L	(b)		
New York	S & P	D & O	No (b)	\$100	Yes	Yes	Yes	No	Yes	5/10/5	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
North Carolina	S only	D & O	Yes	\$100	Yes	Yes	Yes	No	No	5/10/1	No	Notice	Yes*	2,4	Not req.	E, R, L	No		
North Dakota	S only	D & O	Yes	\$100	Yes	Yes	Yes	No	No	5/10/5	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L	No		
Ohio	S only (t)	D & O	Yes	\$100 (h)	Yes	No	No	No	No	5/10/1	Yes	Verif.*	Yes*	1,3,4	Not req. (t)	E, R, L	No		
Oklahoma	S & P	D & O (bb)	Yes	\$100	Yes	Yes (hh)	Yes (bb)	Yes (hh)	Yes	5/10/2	Yes	Verif.*	Yes*	1,4(r) (bb)	1,4	E, R, L	5 yr.		
Oregon	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.	Yes*	1,4	Not req.	E, R, L	No		
Pennsylvania	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.	Yes*	1,4	Not req.	E, R, L	No		
Rhode Island	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	2,3,4	Not req.	E, R, L	No		
South Carolina	S only	D & O	Yes	\$50	Yes	No	No	No	No	5/10/1	Yes	Verif.	Yes*	1,3,4	Not req.	E, R, L	No		
South Dakota	S only	D & O	Yes	\$50	Yes	No	No	No	Yes	5/10/1	Yes	Verif.	Yes*	1,3,4	Not req.	E, R, L	No		
Tennessee	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/5	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Texas	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	5/10/1	Yes	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Utah	S & P (i)	D (-)	No (i)	\$35	Yes	No	No	Yes	Yes	10/20/2	No	Verif.*	Yes*	1	1	E, R, L	3 yr.		
Vermont	S only	D	No	\$50 (c)	Yes	No	No	No	No	10/20/1	No	Verif.*	Yes*	1,3,4(g)	Not req.	E, R, L (i)	No		
Virginia	S only (p)	D or O	Yes	\$200	Yes	Yes	Yes	No	No	5/10/1	Yes	Verif.*	Yes*	1(g)	Not req.	E, R, L	No		
West Virginia	S only	D & O	Yes	\$100	Yes	No	No	No	No	5/10/1	Yes	Verif.*	Yes*	1,4	Not req.	E, R, L	No		
Wisconsin	S only	D & O	Yes	\$100	Yes	No	No	No	Yes	10/20/5	No	Verif.*	Yes*	1,3,4	Not req.	E, R, L	No		
Wyoming	S only	D & O	Yes	\$50	Yes	Yes	Yes	Yes	No	5/10/1	No	Verif.	Yes*	1,4	Not req.	E, R, L	No		

* - Non-owner subject to requirements may vary. (b) - Accident covered by the Commercial Auto policy. (c) - Where property damaged by less than 5000.

ALASKA LEGISLATIVE COUNCIL

ANSWERS TO THREE QUESTIONS ABOUT COMPULSORY AUTOMOBILE INSURANCE LAWS

December 31, 1957

1. What effect, if any, have compulsory insurance laws had on insurance rates?

Comment:

Absent a method of separating the influences stemming out of a compulsory insurance law from other influences affecting insurance rates (such as general inflation, broadening bases of liability, etc.) the effect of such laws on rates cannot be precisely measured. However, the facts that are available point firmly to the conclusion that compulsory insurance laws do increase rates to a level substantially above what they otherwise would be in a given state.

Enclosed is a chart (Item 1) comparing Boston rates with those in 8 other large cities in states which do not have compulsory insurance laws. You will note that the Boston Class 1 rate is far above the range of rates for any of these cities.

FILE COPY

1 IN THE HOUSE

BY MESSRS. ZIEGLER, GREUEL,
BUCKALEW AND MCNABB

2 HOUSE BILL NO. 109

3 IN THE LEGISLATURE OF THE TERRITORY OF ALASKA

4 TWENTY-THIRD SESSION

5 A BILL

6 For an Act entitled: "An Act requiring operators of motor ve-
7 hicles involved in certain accidents de-
8 fined herein to respond in damages for
9 injuries caused to persons or property and
10 requiring proof of financial responsibility
11 of such operators under certain circum-
12 stances, and supplementing Title 50, as
13 amended, ACLA 1949, Vehicles, and Chapters
14 1, 2, 3, 4 and 5 thereof, and Chapter 124,
15 SLA 1951, as amended, and providing
16 penalties for violations of sections of
17 this Act and setting an effective date."

18 BE IT ENACTED BY THE LEGISLATURE OF THE TERRITORY OF ALASKA;

BY MESSRS. K. JOHNSON
AND ZIEGLER

1 IN THE HOUSE

2 HOUSE RESOLUTION NO. 6

3 IN THE LEGISLATURE OF THE TERRITORY OF ALASKA

4 TWENTY-THIRD SESSION

5 BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE TERRITORY
6 OF ALASKA:

7 WHEREAS, the number of persons operating motor vehicles on
8 Alaska roads and highways, including nonresidents as well as
9 residents, is steadily increasing, and because of the greater use
10 of said highways, vehicle accident frequency is steadily mounting
11 in recent years; and

12 WHEREAS, the present Alaska motor vehicle law, in many areas,
13 is not consistent with up-to-date laws and practices in the
14 states, and said laws do not provide protection to persons suf-
15 fering damages from personal injury or property damage in motor
16 vehicle accidents caused by uninsured or financially irresponsible
17 motorists; and

18 WHEREAS, the scope of law involved is of such magnitude as
19 to require a considerable study and review of the present practices
20 and possible alternatives;

21 NOW THEREFORE, BE IT RESOLVED by the House of Representatives
22 of the Territory of Alaska, in Twenty-third Session assembled, that
23 the Alaska Legislative Council is directed to make a thorough
24 study of the motor vehicle laws, and especially of the methods
25 of establishing and administering an adequate and feasible finan-
26 cial responsibility law and to report thereon to the
27 twenty-fourth Legislature.

28

IN THE HOUSE

BY MESSERS GREUEL AND
RILEY BY REQUEST

HOUSE BILL NO.

IN THE LEGISLATURE OF THE TERRITORY OF ALASKA

TWENTY-THIRD SESSION

A BILL

For an Act entitled: "An Act to eliminate the reckless and irresponsible driver from the highways; to provide for the giving of security and proof of financial responsibility by owners and operators of motor vehicles; supplementing Title 50, ACLA, 1949, Chapters 1, 3 and 5 thereof as amended, and Ch. 124, SLA 1951, as amended."

BE IT ENACTED BY THE LEGISLATURE OF THE TERRITORY OF ALASKA:

ARTICLE I

WORDS AND PHRASES DEFINED

Section 1. SHORT TITLE. This Act shall be known and may be cited as the "Alaska Motor Vehicle Safety-Responsibility Law."

Sec. 2. DEFINITIONS. The following words and phrases, when used in this Act, shall, for the purposes of this Act, have the meanings respectively ascribed to them in this Section, except in those instances where the context clearly indicates a different meaning:

(1) "Commissioner;" -- The Tax Commissioner for the Territory of Alaska.

(2) "Judgment;" -- Any final judgment rendered by a court of competent jurisdiction of any territory or state of the United States, upon a cause of action arising out of the ownership or use of any motor vehicle, for damages, including damages for care and loss of services, because of bodily injury to or death of any person, or for damages because of injury to or destruction of property, including the loss of use thereof.

MINES BULLETIN

Published to Accelerate the Development of the Mining Industry in Alaska

January 1970
Vol XVIII
No. 1

IN THIS ISSUE:

Stock Sale	New Publications
New Coal Mine Superintendent	Metal Market Prices
Remote Sensing Symposium	

STOCK SALE

Alaska Mines and Minerals Inc., of Anchorage, Alaska, filed a registration statement with the SEC on December 8, seeking registration of 3,500,000 common shares of which 1,603,673 will be offered for public sale at \$3 per share and 500,000 to John F. Firestone at \$1 per share.

An additional 1,391,322 of outstanding shares may be offered by the holders thereof. Of the proceeds to the company from its sale of stock, \$1,000,000 will be used to retire debentures, \$600,000 for accumulated interest on debentures retired, and \$500,000 for payment of current and non-current liabilities. The balance will be used for exploration, plant expansion, mine development, and operating reserve.

The company has active claims for mercury and antimony on the Kuskokwim River in the Sleetmute quadrangle and for mercury on Montana Creek in the Iditarod quadrangle.

NEW COAL MINE SUPERINTENDENT

William B. Hall, President of Vitro and Senior Vice President of Earth Resources Company, has announced the appointment of Robert E. Anderson as mine superintendent of Vitro's Cripple Creek coal mine.

Anderson is a graduate of Washington State University and has worked for Phelps Dodge Corporation and the Anaconda Company. He has spent the last two years as a Mining Engineer for the Alaska State Division of Mines and Geology.

Anderson will be replacing C. E. McGuire, who has been mine superintendent since 1965. McGuire will become mine superintendent at the newly discovered Earth Resources Company Cuba, New Mexico copper mine near Albuquerque.