RECORDS OF MEETING

COMMERCIAL AUTOMOBILE COMMITTEE

A meeting of the Commercial Automobile Committee was held at the offices of Commonwealth Automobile Reinsurers, 100 Summer Street, Boston, Massachusetts on

TUESDAY, JANUARY 27, 2004 AT 10:00 A.M.

Members present -

Mr. David J. Lane – Chairman
NetCare Services, Inc.

Mr. Charles I. Boynton, III
Boynton Insurance Agency, Inc.

Mr. Charles A. Branstrom*
OneBeacon Insurance

Mr. Michael A. DeConti
Travelers Property Casualty Corporation

Ms. Sheila M. Doherty
Doherty Insurance Agency, Inc.

Mr. Michael L. Faron
Norfolk & Dedham Group

Ms. Carol A. Grant
Harleysville Worcester Insurance Company

Mr. Allen J. Hope
Liberty Mutual Group

Mr. John V. Kelly
The Commerce Insurance Company

Mr. David J. LeBlanc
The Hanover Insurance Company

Mr. Dennis J. Morris
Arbella Mutual Insurance Company

Mr. Edward N. Patrick, Jr.
Safety Insurance Company

Mr. Mark R. Silva
Benson, Young & Downs Ins. Agency, Inc.

Mr. Barry Tagen
Pilgrim Insurance Company

Substituting for Ms. Annmarie Schuster*

Commonwealth Automobile Reinsurers present -

Mr. Michael J. Trovato
Executive Vice President and Treasurer

Mr. Joseph J. Maher, Jr.
Vice President, General Counsel & Secretary
Commercial Automobile Committee Chairman, Mr. David Lane, called the meeting to order at 10:00 a.m.

CAC 04.01 Records of Previous Meeting

A motion was made by Mr. Michael DeConti and seconded by Mr. Mark Silva to approve the Records of the Commercial Automobile Committee meeting of November 12, 2003.

The motion passed on a unanimous vote.

CAC 03.02 2003 CAR Commercial Rate Filing

Ms. Pamela Wallace reported that negotiations with the State Rating Bureau on the October 1, 2003 CAR Commercial Rate Filing resulted in a stipulated rate change of 7.5% worth $8.1 million. She noted that the filing indication was 13.1% and that the stipulated result is indicative of the continuing
positive business relationship between CAR staff and the State Rating Bureau as respects the commercial rate filing process.

CAC 03.06 Commercial Automobile Subcommittee Report

Mr. David Lane, Chairman of the Commercial Automobile Subcommittee, reviewed the parameters for a Limited Servicing Carrier program as developed by the Commercial Automobile Subcommittee at the December 11, 2003 and January 22, 2004 meetings. Considerable discussion occurred on each aspect of the program, the results of which are summarized below.

I. Program Design

Consensus was reached on the following features of the program design:

- All agencies, voluntary and ERP, will be assigned to a single Limited Servicing Carrier for residual market business except taxi, limousine and car service business.
- Voluntary producers and ERPs will have equal access to the ceded market.
- Limited Servicing Carriers may elect to retain as voluntary, any risk presented to them.
- CAR will develop a process for the initial distribution of agencies, and a procedure for an annual review with periodic adjustments to maintain equity among the Limited Servicing Carriers.

In addition, specific votes were taken on the following parameters within the program design:

A motion was made by Mr. Michael DeConti and seconded by Mr. Barry Tagen to recommend an agency assignment process that results in an equitable distribution based upon agency loss ratio by commercial class with efforts made to minimize market disruption while maintaining an even distribution based upon the number of carriers selected.

The motion passed on a vote of 11 in favor and 2 opposed.

Messrs. John Kelly and Dennis Morris requested that the records reflect their opposition to the motion.

Those opposed to the recommendation cited the potential market disruption caused by the large amount of ceded premium that will be reassigned and expressed further concerns that should any of the top 5 carriers not elect to participate in the Program even more business would need to be moved. Those in favor of the recommendation acknowledged the movement of premium, but felt an equitable, balanced distribution, and the ensuing level playing field between ERP’s and voluntary agents outweighed these concerns.
A motion was made by Mr. Michael DeConti and seconded by Ms. Sheila Doherty to recommend specific actions to encourage depopulation.

These actions are:

- To continue the notification to the policyholder advising the availability of voluntary market coverage options and rates
- The development of a loss ratio profile by major commercial class for distribution to companies and producers
- The development of a loss ratio profile by producer within Servicing Carrier on ceded business for distribution to companies
- Using CAR as a central depository, development of a listing of those classes that companies may be willing to write voluntarily for distribution to companies and producers
- Unless legally prohibited, a listing of ceded risks with loss ratio profile to be distributed to companies and producers

The motion passed on a vote of 10 in favor and 3 opposed.

Those opposed to this recommendation suggested that stronger measures are necessary to prevent an increase in the cession rate. Additionally, Mr. Mark Silva expressed strong opposition to the distribution of loss ratio profile by specific ceded risk. Those in favor stated that market forces would encourage voluntary agent appointments and mitigate against excessive cessions.

II. Participation Formula

Consensus was reached on the following features concerning the participation formula:

- Ceded business written through a Limited Servicing Carrier will be treated as a “free” cede and excluded from the formula.
- Voluntary retained premiums regardless of the source will be included in the formula.
- Excluded classes are no longer necessary.

In addition, a specific vote was taken concerning the Participation Formula:

A motion was made by Mr. Michael DeConti and seconded by Ms. Sheila Doherty to recommend that participation be based upon a voluntary retained market share formula.

The motion passed on a vote of 9 in favor and 4 opposed.
Those opposed to the recommendation were concerned on the lack of barriers to preclude market disruption caused by companies exiting the market. Those in favor, suggested that an open, competitive market, with no artificial barriers will encourage carriers to stay, and for new carriers to enter the marketplace.

III. Limited Servicing Carrier Selection Process

Consensus was reached on the following features of the selection process.

- Limited Servicing Carriers will be selected through an RFP process using the Taxi Program RFP specifications as a model. The expense allowance and length of appointment will be determined during this process.

- A minimum of 5 Limited Servicing Carriers will be selected and a final number determined after review of the RFPs.

In addition, a specific vote was taken concerning the selection process:

A motion was made by Mr. Michael DeConti and seconded by Mr. Michael Faron to recommend that within the RFP specifications preference be given to those companies with a Massachusetts commercial voluntary market presence. However, a voluntary market presence would not be required prior to the bid.

The motion passed on a vote of 10 in favor and 3 opposed.

Those opposed to this recommendation felt a Massachusetts presence to be critical to the process, while those in favor stated that the bid process should be open to all companies regardless of whether the company currently writes Massachusetts commercial business, and cited possible expense savings as justification for consideration of a non-Massachusetts writing company.

IV. Coverage

Extensive discussion occurred on the liability coverage to be available through the Limited Servicing Carrier program as the Commercial Automobile Subcommittee had recommended a reduction in limits to $500/$500/$250 or a CSL of $500,000.

A motion was made by Ms. Sheila Doherty and seconded by Mr. Michael DeConti to recommend that the current cedable limits of $1mil/$1mil/$500, or a CSL of $1mil be maintained with the reduction of limits delayed for 24 months after the effective date of the program in order to evaluate the experience over the $500,000 limit and to allow excess markets to emerge.

The motion passed on a vote of 9 in favor and 4 opposed.

Those in favor of the recommendation supported a sunset provision in order to allow sufficient time to analyze the higher limit experience and to allow excess markets to emerge. Those opposed felt a reduction in coverage would lead to depopulation as risks sought higher limits in the voluntary or excess market.
As part of the discussion, Mr. John Kelly, in opposition to the proposed program, suggested that alternative methods of responding to the agents concerns on residual market access be addressed.

A motion was made by Ms. Sheila Doherty, seconded by Mr. Michael DeConti and unanimously voted upon by the Committee to allow Mr. Kelly to present the attached document containing modifications to existing CAR Rules or procedures that may reduce voluntary agent pressure.  (Docket #CAC03.06, Exhibit #15)

Concluding the Committee’s discussion, a motion was made by Mr. DeConti and seconded by Ms. Sheila Doherty to recommend for Governing Committee consideration, the establishment of the Limited Servicing Carrier program based the parameters discussed above.

The motion passed on a vote of 10 in favor and 4 opposed.

Messrs. Charles Boynton, Charles Branstrom, John Kelly, and Dennis Morris requested that the records reflect their opposition to the motion.

Mr. Francis Mancini, representing MAIA, thanked the Commercial Automobile Committee and Subcommittee members for working on the development of this proposed program.  He noted that although he does not agree with all of the parameters, he does support this motion.

Modification to Rule 6C of CAR’s Rules of Operation clarifies that Premises and Operations coverage is cedable on a garage policy for dealer classifications only.

Updates to the Manual of Administrative Procedures Chapter III, Premium modify the edition numbers for the Garage Declarations form and endorsement Registration Plates Not Issued for a Specific Auto, and adds as cedable the endorsement Physical Damage-Autos Held for Sale by Non-Dealers.

Modification to Rule 122 of the Commercial Automobile Manual adds dealer plates issued to service operations with an incidental exposure for autos held for sale.

The adoption of a standard Notice to Policyholder form to be used by all Servicing Carriers to advise service operations of the garage policy changes.

It was the consensus of the Committee to vote on the adoption of each of these modifications individually as well as the use of a standard Notice to Policyholder form by all Servicing Carriers for garage policies effective July 1, 2004 and subsequent.
CAC

03.09 Massachusetts Garage Policy (continued)

A motion was made by Mr. Michael Faron and seconded by Mr. Michael DeConti to recommend for Governing Committee approval, the adoption of the modification to Rule 6C of CAR’s Rules of Operation for ceded garage policies effective July 1, 2004 and subsequent.

The motion passed on a unanimous vote.

A motion was made by Mr. Michael DeConti and seconded by Ms. Sheila Doherty to recommend for Governing Committee approval, the adoption of the updates to CAR’s Manual of Administrative Procedures Chapter III, Premium for ceded garage policies effective July 1, 2004 and subsequent.

The motion passed on a unanimous vote.

A motion was made by Mr. Michael DeConti and seconded by Ms. Sheila Doherty to recommend for Governing Committee approval, the adoption of the modification to Rule 122 of CAR’s Commercial Automobile Manual for ceded garage policies effective July 1, 2004 and subsequent.

The motion passed on a unanimous vote.

A motion was made by Mr. Michael DeConti and seconded by Ms. Sheila Doherty to recommend for Governing Committee approval, the adoption of a standard Notice to Policyholder to be used by all Servicing Carriers to advise service operations of the garage policy changes for ceded garage policies effective July 1, 2004 and subsequent.

The motion passed on a unanimous vote.

CAC

04.02 2004 CAR Commercial Rate Filing

The Committee agreed to consider convening in Executive Session in order to discuss litigation strategies related to the key issues anticipated for the 2004 CAR Commercial Rate Filing.

Executive Session

A motion was made by Mr. John Kelly and seconded by Mr. Dennis Morris to proceed into Executive Session in order to discuss legal strategies pertaining to the 2004 CAR Commercial Rate Filing. Chairman Lane stated that a roll call vote was necessary.

On a roll call vote, the following members unanimously voted to convene into Executive Session.

Mr. Charles I. Boynton, III  Ms. Sheila M. Doherty
Mr. Charles A. Branstrom  Mr. John V. Kelly
Mr. Michael A. DeConti  Mr. David J. Lane
Ms. Sheila M. Doherty  Mr. David J. LeBlanc
Mr. Charles A. Branstrom  Mr. David J. LeBlanc
Mr. Michael A. DeConti  Mr. Dennis J. Morris
Executive Session (continued)

Mr. Michael L. Faron  Mr. Edward N. Patrick, Jr.
Ms. Carol A. Grant  Mr. Mark R. Silva
Mr. Allen J. Hope  Mr. Barry Tagen

Immediately following Executive Session, a motion was made by Mr. Edward Patrick and seconded by Mr. Michael DeConti to reconvene into Open Session.

The motion passed on a unanimous vote.

A motion was made by Mr. John Kelly and seconded by Mr. Edward Patrick to recommend for Governing Committee approval, the adoption of the attached 2004 CAR Commercial Rate Filing Schedule. (Docket #CAC04.02 Exhibit #1)

The motion passed on a unanimous vote.

There being no further business to come before the Commercial Automobile Committee, a motion was made by Mr. Mark Silva and seconded by Ms. Sheila Doherty to adjourn the meeting.

The motion passed on a unanimous vote.

The meeting adjourned at 12:50 p.m.

CHERYL KOPAS
Underwriting Services Supervisor

Attachments

Boston, Massachusetts
March 5, 2004

Note: These Records have not been approved. They will be considered for approval at the next Commercial Automobile Committee meeting.
CAR Commercial Auto Subcommittee's Discussion of the Limited Servicing Carrier Concept

The Subcommittee is developing the framework of a limited servicing carrier program for the commercial automobile market. If the subcommittee determines that the implementation of such a program should not be pursued, the following modifications to existing CAR Rules and/or procedures would reduce the pressure voluntary agents are experiencing today when they attempt to submit a new business application with an excluded classification.

The proposed modifications include:

1. Excluded Classification Timeframe
   Require that once a classification is determined to be excluded, its excluded status can not be removed without:
   ➢ A five year notice to all servicing carriers, and
   ➢ Formal approval by the CAR Governing Committee.

By implementing a longer time period for a classification to be excluded, servicing carriers would be more willing to accept an application with an excluded classification. In MAIA's recent voluntary agent survey, it was noted that carriers were unwilling to accept a new business application with an excluded classification because there was no guarantee that the classification would remain excluded in the future. Expanding the timeframe of excluded classifications would reduce the uncertainty of whether a classification would continue to be excluded in the future. Obviously, the number of years of notice could be increased to provide even more stability.

2. Develop a new Excluded Classification for Experienced Rated Policies
   The current classifications that are excluded from CAR's Utilization formula are generally accepted as the classifications that voluntary agents have difficulty placing with their carriers. In addition to these risks, voluntary agents have commented that other classifications that are perceived to be "good" quality have individual risks that are difficult to place with their carriers. To increase the likelihood of carriers accepting these risks, a new excluded classification would be developed. The new classification would be risks that are not currently excluded, but have an experience rating factor of greater than some
specified level (for example above 105 for both liability and physical damage). The CAR Commercial Automobile Committee would develop the specific criteria for the new excluded classification to ensure that the appropriate risks are being excluded.

3. **Develop Special Program for Long Haul Truckers and Public Vehicles**

Long Haul Trucker and Public Vehicle classifications have unique underwriting and claim handling requirements. The residual market would benefit by these risks being serviced by a selected number of servicing carriers, similar to CAR's Taxi Program. Loss control programs could be implemented to reduce losses, and potentially make the risks more attractive to be written voluntarily. Consolidating risks to a few carriers would also improve the classing of the vehicles, and ensure the residual market is receiving the appropriate premium. The CAR Commercial Automobile Committee should investigate the development of a specialty program for these classifications.
TO:       Members of the Commercial Automobile Committee
FROM:    Pamela Wallace
DATE:    January 27, 2004
RE:       Agenda Item CAC 03.09 – Massachusetts Garage Policy

Attached please find the following information for the Committee’s review:

- Modification to Rule 6 of the Rules of Operation clarifying that Premises and Operations coverage is cedable on a garage policy for dealer classifications only.

- Updates to the Manual of Administrative Procedures Chapter III premium to those endorsement forms impacted by the garage policy change.

- Copies of the AIB’s advisory Notice to Policyholders, and CAR’s draft Notice to Policyholder on the garage policy changes.

- Modification to Rule 122 of the Commercial Automobile Manual that includes dealer plates issued to service operations with an incidental exposure for autos held for sale.
B. For All Other Motor Vehicles except those expressly provided for hereinafter:

1. All coverages eligible to be written for private passenger vehicles as defined in Section (A) above, subject to the limits specified therein, except that for the following coverages, risks eligible under this subsection shall be subject to the following limits:

   a. Bodily Injury Liability: Total policy limits of $1,000,000 each person, $1,000,000 each accident;

   b. Property Damage Liability: Total policy limits of $500,000 each accident; or

   c. Combined Single Limit for Bodily Injury and Property Damage Liability: $1,000,000 each accident;

2. Coverages requested by the applicant which are required by any financial responsibility law or State or Federal regulation as defined in Rule 2 - Eligible Risk.

C. Garage Insurance

1. All coverages eligible to be written for private passenger motor vehicles as defined in Section (B, 1) above; provided, however, that no garage policy may be ceded without the pollution exclusion endorsement MC2516 attached to the policy;

2. All coverages required by any financial responsibility law or State or Federal regulation as defined in Rule 2 - Eligible Risk;

3. For garage dealer classifications written on a garage policy form, Operation Hazard Coverage and Premises Coverage both as defined within the Garage Liability Policy as filed and approved pursuant to Massachusetts General Laws, Chapter 175A; provided, however, that these coverages are eligible for cession only when written in conjunction with statutory coverages;

4. Automobile Dealers Physical Damage Supplement coverage as defined in the Garage Liability Policy up to a limit not to exceed $1,000,000 per named location;

5. Garagekeepers' Legal Liability coverage as defined within the endorsement on a legal liability or direct primary basis in the Garage Liability Policy up to a limit not to exceed $1,000,000;
C. Garage Insurance (continued)

6. Drive-Away-Collision coverage as defined within the endorsement to the Garage Liability Policy as filed and approved under the provisions of Chapter 175A, of the Massachusetts General Laws;

7. Direct Primary Garagekeepers' Liability coverage as defined within the endorsement to the Garage Liability Policy as filed and approved under the provisions of Chapter 175A, of the Massachusetts General Laws, up to a limit not to exceed $1,000,000;

D. Taxicab and Public Livery Coverages may be written by Servicing Carriers with Bodily Injury Liability and Uninsured and Underinsured Motorists limits not to exceed $250,000 per person, $500,000 per accident. Property Damage Liability limits may not exceed $50,000 for any one accident.

E. Policies written on a Gross Receipts basis may be written by a Servicing Carrier.

F. Policies written on a composite rated basis may be written by a Servicing Carrier.

G. Non-Ownership and Hired Car, Liability Coverages only, may be written by a Servicing Carrier either as a separate policy or in conjunction with a statutory Massachusetts Motor Vehicle Insurance Policy.

H. Physical Damage coverage for damage to trailers under a trailer interchange contract may be written by a Servicing Carrier only when written in conjunction with motor vehicle liability coverages.

I. Physical Damage coverage on repossessed motor vehicles shall not be written by a Servicing Carrier.

The term "accident" as used in the Rule shall mean "occurrence" when the coverage is written on such basis.
A. Rating (continued)

9. Massachusetts Commercial Automobile Endorsements

In addition to the cedeable coverage and limits outlined in Subsections 6, 7, and 8 of this chapter, the following endorsements are also cedeable for a commercial policy:

a. Massachusetts Simplified Garage Policy Program

(1) Policy Forms

<table>
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<th>Form Title</th>
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<tr>
<td>Garage Declarations – Massachusetts</td>
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<tr>
<td>Massachusetts Garage Insurance Policy</td>
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(2) Garage Endorsements

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<tr>
<th>Endorsement Title</th>
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<tr>
<td>Additional Insured – Lessor of Leased Equipment</td>
<td>CA 20 47 07 97</td>
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<td>Additional Insured – Municipalities</td>
<td>MM 25 98 09 98</td>
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<tr>
<td>Automobile Dealers – &quot;Drive-Away&quot; Collision or Limited Collision</td>
<td>CA 25 02 12 93</td>
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<td>False Pretense Coverage</td>
<td>CA 25 03 07 97</td>
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<td>Franchise Products Endorsement</td>
<td>MM 25 97 09 98</td>
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<tr>
<td>Garage Locations and Operations Medical Payments Coverage</td>
<td>CA 25 05 07 97</td>
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<td>Locations and Operations Not Covered</td>
<td>CA 25 07 12 93</td>
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<td>Massachusetts Changes in Garage Coverage Form</td>
<td>MM 25 99 09 98</td>
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<td>Named Driver Collision Coverage</td>
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<td>Pollution Liability – Broadened Coverage For Covered Autos</td>
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A. Rating (continued)

9. Massachusetts Commercial Automobile Endorsements (continued)

(2) Special Types Endorsements (continued)

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<tr>
<td>Leasing or Rental Concerns – Conversion, Embezzlement, or Secretion Coverage</td>
<td>CA 20 10 12 93</td>
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<td>Leasing or Rental Concerns – Exclusion of Certain Leased Autos</td>
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<td>Leasing or Rental Concerns – Rent-it-Here/Leave-it-There Autos</td>
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<td>Leasing or Rental Concerns – Schedule of Limits for Owned Autos</td>
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<td>Leasing or Rental Concerns – Second Level Coverage</td>
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<td>Mobile Equipment</td>
<td>MM 20 11 09 98</td>
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<td>Mobile Home Contents Not Covered</td>
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<td>Physical Damage Coverage – Autos Held for Sale by Non-Dealers</td>
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<td>Professional Services Not Covered</td>
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<td>Registration Plates Not Issued for a Specific Auto</td>
<td>MM 20 10 09 98.01 04</td>
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<td>Sound Receiving Equipment Coverage – Fire, Police and Emergency Vehicles</td>
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(3) Truck, Tractor, Trailer Endorsements

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<td>Commercial Automobiles Equipped with Amusement Devices</td>
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<td>Coverage for Injury to Leased Workers</td>
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<td>Explosives</td>
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<td>Multi-Purpose Equipment</td>
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<td>Rolling Stores</td>
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<td>Trailer Interchange – Fire and Fire and Theft Coverage</td>
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<td>Truckers Endorsement</td>
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<td>Truckers – Equipment Interchange Association Uniform Endorsement</td>
<td>CA 23 15 01 87</td>
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<tr>
<td>Truckers – Excess Coverage for the Named Insured and Named Lessors for Leased Autos</td>
<td>CA 23 08 12 93</td>
</tr>
</tbody>
</table>
NOTICE TO POLICYHOLDERS

Because of a change in commercial auto policy writing procedures, auto service operations, such as service stations, repair shops, storage garages and public parking places, are no longer eligible to be written under the Massachusetts Garage Insurance Policy. These risks will now be insured under the Business Auto Policy for automobile coverages and the Commercial General Liability Policy for the other than auto liability coverages.
ABC INSURANCE COMPANY

Policy Number  12345678  Effective Date 7/1/04

Bob's Repair Shop
23 Main Street
Boston, MA 02110

Notice to Policyholder

The eligibility requirements to qualify for a garage liability policy have changed as a result of modifications to commercial automobile policy writing procedures. Coverage for auto service operations such as service stations, repair shops, storage garages, and public parking places may no longer be written under the Massachusetts Garage Insurance Policy.

Because you are still required by Massachusetts law to have automobile insurance for your repair plate(s), we will be transferring automobile coverage to a Business Auto Policy. Coverage for other than automobile liability (premises and operations coverage) is not eligible for the Business Auto Policy, is therefore being non-renewed, and must be written on Commercial General Liability Policy.

Please contact your insurance agent to arrange for a separate policy to cover your premises and operations exposure.
B. All rates apply for the period of coverage. There is no return premium if the insured cancels.

C. Refer to the Rate Section for premium computation.

RULE 122. REGISTRATION PLATES NOT ISSUED FOR A SPECIFIC AUTO

A. Eligibility

This rule applies to risks which have been issued a special interchangeable registration plate other than a dealer plate. Use Registration Plates Not Issued For A Specific Auto Endorsement MM 20 10.

B. Farmers' Special Plates - (Class Code 79530)

1. Any risk engaged primarily in the occupation of farming or raising poultry on land owned or controlled by that risk may be issued Farmers' general interchangeable registration plates. Such registration plates are valid only when affixed to qualifying autos and may not be used with private passenger autos.

2. Premium Computation

a. Liability

Refer to Rate Section.

b. Physical Damage

Coverage is available on a specified car basis only.

C. Owner-Contractor - (Class Code 07070)

1. Any risk, other than a dealer or repairman, having ten or more motor vehicles as described by the Registrar of Motor Vehicles, which are used or leased exclusively in the principal business of the risk may be issued Owner-Contractor general interchangeable registration plates. The risk must maintain an establishment with facilities for the repair, alteration or equipment of such motor vehicles.

Risks eligible for Owner-Contractor Plates may include contractors, auto leasing concerns, government agencies or others in accordance with the Registry of Motor Vehicles' requirements.

2. Premium Determination

a. Liability

Rate according to paragraph A of Rule 84.

b. Physical Damage

Coverage is available on a specified car basis only.

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D. Transporters - (Class Code 07060)

1. Any risk engaged in the business of transporting or delivering, under their own power, motor vehicles not owned by that risk and has a valid license for such business issued by the Department of Public Utilities, may be issued general interchangeable registration plates.

2. Premium Computation
   a. Liability
      Rate according to paragraph A of Rule 84.
   b. Physical Damage
      Refer to company.

E. Boat Trailers - (Class Code 04560)

1. Classification
   Dealers in boats and boat trailers may be issued Interchangeable boat trailer plates.

2. Premium Determination
   a. Liability
      Refer to Rate Section.
   b. Physical Damage
      Refer to company.

F. Repair Plate or Dealer Plate Issued to Auto Service Operations

1. Any risk engaged in auto service operations such as repair and auto body shops (Class Code 78090), service stations (Class Code 78110), storage garages and public parking places (Class Code 78130).

2. Premium Determination
   a. Liability
      Rate according to paragraph A of Rule 84
   b. Physical Damage
      Any auto specifically registered by the named insured must be rated on a specified auto basis according to its actual exposure. Refer to Rule 93, B.3 to rate auto held for sale by a non-dealer and use Physical Damage Coverage – Autos Held For Sale By Non-Dealers Endorsement MM 20 27.
<table>
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<td>Commercial Automobile Committee</td>
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<td>Initial Indications</td>
<td>February 27, 2004</td>
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<tr>
<td>Commercial Automobile Committee</td>
<td>week of March 8, 2004</td>
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<td>Commercial Automobile Committee</td>
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