

**May 2024**

**Manual of Rules and Rates  
PRINCE EDWARD ISLAND**

**Revised Taxi Rates, Various Rule Changes, 2024 Private Passenger  
CLEAR Rate Group Tables and 2024 Commercial Rate Group Tables  
Effective September 1, 2024 (New Business and Renewals)**

**Effective September 1, 2024** Facility Association is implementing the following updates for new business and renewals in Prince Edward Island:

- Revised Taxi rates. Overall, there is a change of -2.0%. Rates may vary depending upon individual policy circumstances;
- 2024 Private Passenger CLEAR Rate Group Tables having a range of 1-12 for Accident Benefit rate groups;
- 2024 Commercial Rate Group Tables (Table I and II).
- There are various rule changes in sections of the manual. A summary of the rule changes are attached to the Manual Bulletin on the Facility Association website.

The Facility Association website [www.facilityassociation.com](http://www.facilityassociation.com) has been updated with this information.

This bulletin is being distributed by the Servicing Carrier, to whom all enquiries should be addressed.

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RATES AND RULE MANUAL  
SUMMARY OF APPROVED RULE CHANGE EFFECTIVE SEPTEMBER 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<b>PRIVATE PASSENGER SECTION</b>				
Rule 136.C  Accident and Conviction Surcharges,	<b>C. Accident/Conviction Surcharge Table</b>  Events in the preceding 36 months  Surcharge  Chargeable Accidents: 2 10% 3 30% Each additional 15%	<b>C. Accident/Conviction Surcharge Table</b>  Events in the preceding 36 months  Surcharge  Chargeable Accidents: 2 20% 3 30% Each additional 15%	FA aims to harmonize with all other jurisdictions	This may impact premiums
<b>COMMERCIAL SECTION</b>				
Rule 226.C  Accident and Conviction Surcharges,	<b>C. Accident/Conviction Surcharge Table</b>  Events in the preceding 36 months  Surcharge  Chargeable Accidents: 2 10% 3 30% Each additional 15%	<b>C. Accident/Conviction Surcharge Table</b>  Events in the preceding 36 months  Surcharge  Chargeable Accidents: 2 20% 3 30% Each additional 15%	FA aims to harmonize with all other jurisdictions	This may impact premiums
<b>PUBLIC SECTION</b>				
Rule 323.C  Accident and Conviction Surcharges,	<b>C. Accident/Conviction Surcharge Table</b>  Events in the preceding 36 months  Surcharge  Chargeable Accidents: 2 10% 3 30% Each additional 15%	<b>C. Accident/Conviction Surcharge Table</b>  Events in the preceding 36 months  Surcharge  Chargeable Accidents: 2 20% 3 30% Each additional 15%	FA aims to harmonize with all other jurisdictions	This may impact premiums

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies												
<b>RECREATIONAL SECTION</b>																
Rule 425.C  Accident and Conviction Surcharges,	<p><b>C. Accident/Conviction Surcharge Table</b></p> <p>Events in the preceding 36 months</p> <p>Surcharge</p> <p>Chargeable Accidents:</p> <table style="margin-left: 40px;"> <tr><td>2</td><td>10%</td></tr> <tr><td>3</td><td>30%</td></tr> <tr><td>Each additional</td><td>15%</td></tr> </table>	2	10%	3	30%	Each additional	15%	<p><b>C. Accident/Conviction Surcharge Table</b></p> <p>Events in the preceding 36 months</p> <p>Surcharge</p> <p>Chargeable Accidents:</p> <table style="margin-left: 40px;"> <tr><td>2</td><td>20%</td></tr> <tr><td>3</td><td>30%</td></tr> <tr><td>Each additional</td><td>15%</td></tr> </table>	2	20%	3	30%	Each additional	15%	FA aims to harmonize with all other jurisdictions	This may impact premiums
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<b>GARAGE SECTION</b>																
Rule 622:  Additional Charges to the Basic Garage Premium	<p><b>3. Accident Surcharge</b></p> <p>All at fault accidents arising out of the use of vehicles in the business stated in item 3 of the application and all at fault accidents arising out of the use of any vehicle by a person listed as a driver are to be counted.</p> <p>At fault accidents of a listed driver will first be counted against the individually rated vehicles (includes service/parts trucks, tow trucks, END 70, 76 and 80, dealer plates) to which they have been assigned in accordance with the section of the manual in which they are rated.</p> <p>If accidents cannot be counted in this manner because the driver has not been assigned an individually rated vehicle, then the accidents will be counted against the Basic Garage Premium.</p> <p>Accidents for which a charge has been made on another policy written through Facility Association with the same Servicing Carrier are not included when determining the surcharge amount for the Basic Garage Premium.</p> <p>The surcharge for at fault accidents applied to Liability, DCPD, Owned Automobiles Collision and Legal Liability for Customers' Automobiles is 10% for each at fault accident up to and including 5. For each additional accident above 5, the surcharge is 20%. Accidents will only be considered if they occurred in the 36 months preceding the commencement date of the policy term.</p>	<p><b>3. Accident Surcharge</b></p> <p>All at fault accidents arising out of the use of vehicles in the business stated in item 3 of the application and all at fault accidents arising out of the use of any vehicle by a person listed as a driver are to be counted.</p> <p>At fault accidents of a listed driver will first be counted against the individually rated vehicles (includes service/parts trucks, tow trucks, END 70, 76 and 80, dealer plates) to which they have been assigned in accordance with the section of the manual in which they are rated.</p> <p>If accidents cannot be counted in this manner because the driver has not been assigned an individually rated vehicle, then the accidents will be counted against the Basic Garage Premium.</p> <p>Accidents for which a charge has been made on another policy written through Facility Association with the same Servicing Carrier are not included when determining the surcharge amount for the Basic Garage Premium.</p> <p><del>The surcharge for at fault accidents applied to Liability, DCPD, Owned Automobiles Collision and Legal Liability for Customers' Automobiles is 10% for each at fault accident up to and including 5. For each additional accident above 5, the surcharge is 20%. Accidents will only be considered if they occurred in the 36 months preceding the commencement date of the policy term.</del></p>	Upon FA review this paragraph will be removed due to the Accident Surcharge being added to Rule 623.A	This may impact premiums												

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<b>Rule</b>	<b>Current Wording</b>	<b>Approved Wording</b>	<b>Change from Current</b>	<b>Premium impact on existing policies</b>
Rule 623.A  Accident and Conviction Surcharges,	NEW	<b>A. Accident/Conviction Surcharge Table</b> Events in the preceding Surcharge 36 months  Chargeable Accidents: 2 20% 3 30% Each additional 15%	FA aims to harmonize with all other jurisdictions	This may impact premiums
<b>DRIVER'S POLICY SECTION</b>				
Rule 724.C  Accident and Conviction Surcharges,	<b>C. Accident/Conviction Surcharge Table</b> Events in the preceding Surcharge 36 months  Chargeable Accidents: 2 10% 3 30% Each additional 15%	<b>C. Accident/Conviction Surcharge Table</b> Events in the preceding Surcharge 36 months  Chargeable Accidents: 2 20% 3 30% Each additional 15%	FA aims to harmonize with all other jurisdictions	This may impact premiums

March 2024

**Manual of Rules and Rates  
PRINCE EDWARD ISLAND**

**Various Rule Changes  
Effective June 1, 2024 (New Business and Renewals)**

**Effective June 1, 2024** Facility Association is implementing the following updates for new business and renewals in Prince Edward Island:

- FA has undertaken a review of the FARM Commercial Rules in an effort to simplify, streamline and harmonize underwriting rules across all jurisdictions. The successful completion of this allows for the ease of use for all users.
- During the review, changes to General, Private Passenger, Public and Recreational sections of the manual where harmonization was required were also identified. These changes are included in this update.
- A summary of the rule changes are attached to the Manual Bulletin on the Facility Association website.

The Facility Association website [www.facilityassociation.com](http://www.facilityassociation.com) has been updated with this information.

This bulletin is being distributed by the Servicing Carrier, to whom all enquiries should be addressed.

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<b>GENERAL SECTION</b>				
Policy Term	NEW	<p><b>Policy Term</b></p> <p>Every policy (New Business or Renewal) shall be issued for a term of either one year or six months.</p> <p>A short-term policy may be issued in the event that the vehicle/item is in transit in or through the jurisdiction, i.e. a single trip from a location within a jurisdiction in which Facility Association operates to another location within a jurisdiction in Canada or the continental U.S.A.</p> <p>In all jurisdictions except Alberta, a short term policy may also be issued for a vehicle being temporarily operated in a jurisdiction in which it is not registered.</p> <p>The Servicing Carrier may accept an application for a short-term policy and issue the policy accordingly or accept an application for a 6 or 12-month term and a cancellation voucher signed to provide coverage for only the shortened term.</p> <p>The premium for the policy shall be calculated using the highest rated territory of the originating jurisdiction and the applicable short-term table in this manual, subject always to the minimum retained policy premium.</p> <p>Fleet and Garage policies are only available on a one year term.</p>	<p>Moved from the Commercial Section to the General Section to harmonize</p> <p>Moved from the Commercial Section to the General Section to harmonize</p>	<p>This will not impact premiums</p>
Commission	<p>The commission rates are:</p> <p>Experience Rated                      Individually Rated</p>	<p>The commission rates are:</p> <p>Experience Rated (Fleet)              Individually Rated</p>	<p>Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums.</p>
<p>General Section</p> <p>Commission</p>	<p><b>2. Commercial Vehicles</b></p> <p>Long haul vehicles (including trailers) Classes 51, 61-64, 99                      6%</p> <p>6%</p> <p>Classes 33-36,41-49,54,55                      7.5%</p> <p>10%</p>	<p><b>2. Commercial Vehicles</b></p> <p>Long haul vehicles (including trailers) Classes <del>51</del>, 61-64, 99                      6%</p> <p>6%</p> <p>Classes 33-36, 41-49, 53-55                      7.5%</p> <p>10%</p>	<p>Aim to harmonize across all jurisdictions</p>	<p>This will not impact premiums.</p>

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<b>PRIVATE PASSENGER SECTION</b>																						
<p>Rule 123</p> <p>Commonly Used Endorsements</p>	<p><b>A. Loss of Use Coverage</b></p> <p>END 20 may be added to provide reimbursement for loss of use of the vehicle in the event there is loss or damage that is covered by the policy in excess of the deductible.</p> <p>This endorsement is only available for Private Passenger Vehicles.</p> <p>This endorsement is not available on: Fleet Vehicles, Driver Training Vehicles, Rental Vehicles, Short Term Lease Vehicles, Antique/Classic Vehicles, Police or Fire Vehicles or Private Passenger Vehicles used for commercial or public purposes whether or not rated in the Private Passenger Section.</p> <p><b>Amount Payable &amp; Premium</b></p> <p>The amount payable shall not exceed \$50 per day.</p> <table border="1" data-bbox="317 813 886 948"> <thead> <tr> <th>Total Limit per occurrence</th> <th>Premium Annual</th> <th>Premium six month policy</th> </tr> </thead> <tbody> <tr> <td>\$900</td> <td>\$50</td> <td>\$26</td> </tr> <tr> <td>\$1200</td> <td>\$65</td> <td>\$34</td> </tr> <tr> <td>\$1500</td> <td>\$75</td> <td>\$39</td> </tr> </tbody> </table> <p><b>B. Legal Liability for Damage to Non-owned Automobiles</b></p> <p>END 27 may be added to cover the Insured's legal liability for loss or damage to non-owned vehicles including trailers. By non-owned we mean vehicles not owned by or licensed in the name of the insured or any other person residing in the same dwelling premises.</p> <p>The Insured must specify the type of vehicle that will be in his/her possession. Coverage may only be offered where the Insured carries Collision and Comprehensive on his/her own vehicle insured on the policy.</p> <p><b>Amount Payable &amp; Premium</b></p> <p>The coverage provided is Collision and Comprehensive. The limit of coverage provided by the endorsement is \$40,000 subject to a deductible of \$500.</p> <table border="1" data-bbox="317 1414 886 1464"> <thead> <tr> <th>Total Limit</th> <th>Premium Annual</th> <th>Premium six month policy</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Total Limit per occurrence	Premium Annual	Premium six month policy	\$900	\$50	\$26	\$1200	\$65	\$34	\$1500	\$75	\$39	Total Limit	Premium Annual	Premium six month policy				<p><b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b></p> <p><b>RULE 152: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER'S POLICY)</b></p> <p>Rule 123: Not Applicable</p>	<p>FA is reviewing rules in the Commercial Section.</p> <p>These sections are a duplication</p>	<p>This will not impact premiums</p>
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<p>Rule 123</p> <p>Commonly Used Endorsements</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">\$40,000</td> <td style="width: 33%;">\$50</td> <td style="width: 33%;">\$26</td> </tr> <tr> <td>\$50,000</td> <td>\$65</td> <td>\$34</td> </tr> <tr> <td>\$75,000</td> <td>\$75</td> <td>\$39</td> </tr> </table> <p>This is a flat fee per policy term and is not pro-rated when the endorsement is added midterm to a policy or deleted midterm from a policy unless the vehicle is deleted or the policy cancelled.</p> <p><b>C. After Market Sound and Electronic Communication Equipment</b> Where the vehicle is equipped with sound and electronic communication equipment, other than factory installed equipment, application of either END 37 or END 38 is mandatory.</p> <p><b>END 37</b> This endorsement limits the amount of coverage on the equipment to \$1,500. Where a vehicle is insured for Comprehensive or Specified Perils, this endorsement must be added if the insured does not wish to purchase additional coverage.</p> <p><b>END 38</b> Where a vehicle is insured for Comprehensive or Specified Perils additional coverage may be purchased for a premium of \$30 per \$1,000 or part thereof of value in excess of \$1,500. Only rate for that portion of the value exceeding \$1,500. Documentation (appraisal or receipts) is necessary to support the value stated on the endorsement. For example: If END 38 has a limit of \$4,300, the premium shall be \$90.</p> <p><b>Signature Required</b> Both endorsements require a signature. If a signature cannot be obtained, refer to Rule 122: Endorsement Forms/Wordings.</p> <p><b>D. Deletion of Glass Coverage</b> The coverage provided under Comprehensive for damage to glass may be amended by means of adding 13C to delete coverage for damage to glass except when caused by Specified Perils.</p>	\$40,000	\$50	\$26	\$50,000	\$65	\$34	\$75,000	\$75	\$39	<p><b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b></p> <p><b>RULE 152: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER'S POLICY)</b></p> <p>Rule 123: Not Applicable</p>	<p>FA is reviewing rules in the Commercial Section.</p> <p>These sections are a duplication</p>	<p>This will not impact premiums</p>
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<p>Rule 123</p> <p>Commonly Used Endorsements</p>	<p>The premium charged for the reduced Comprehensive coverage is the Specified Perils premium plus 10% of the Comprehensive premium.</p> <p>Where the deductible is \$1,000 or higher, there is no premium reduction.</p> <p><b>Signature Required</b> This endorsement requires a signature. If a signature cannot be obtained, refer to Rule 122: Endorsement Forms/Wordings.</p>	<p><b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b></p> <p><b>RULE 152: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER'S POLICY)</b></p> <p>Rule 123: Not Applicable</p>	<p>FA is reviewing rules in the Commercial Section.</p> <p>These sections are a duplication</p>	<p>This will not impact premiums</p>
<p>Rule 141</p> <p>Suspension and Reinstatement of Coverages - END 16/17</p>	<p>Liability, DCPD, Accident Benefits, Uninsured Automobile and Collision as they relate to the <b>use and operation</b> of the described vehicles, new vehicles or temporary substitute vehicles may be suspended by means of END 16.</p> <p>This endorsement leaves in place Comprehensive or Specified Perils coverage if present on the policy as well as the coverages mentioned above as they relate to the <b>ownership</b> of the vehicle. This means that END 16 does not suspend coverages related to 'drive other vehicles'; while a pedestrian; or while the vehicle is in storage. This endorsement is available on private passenger and commercial vehicles. Coverage is reinstated by means of END 17.</p> <p>No refund is allowed in respect of Comprehensive and Specified Perils.</p> <p>If Liability and Accident Benefits coverages are removed or suspended twice in a year, then removal of these coverages is not permitted until the following renewal. It is not necessary to remove the licence plate from the vehicle while these coverages are removed or suspended.</p> <p><b>END 16/17 is not available for the following:</b></p> <ol style="list-style-type: none"> <li>1. Vehicles for which proof of insurance is issued or filed.</li> <li>2. Experience rated risks</li> <li>3. Recreational vehicles rated in the Recreational Vehicle</li> </ol>	<p>Liability, DCPD (<i>not available in Northwest Territories, Nunavut and Yukon</i>), Accident Benefits, Uninsured Automobile (<i>not available in Alberta, Northwest Territories Nunavut and Yukon</i>) and Collision as they relate to the <b>use and operation</b> of the described vehicles, new vehicles or temporary substitute vehicles may be suspended by means of END 16.</p> <p>This endorsement leaves in place Comprehensive or Specified Perils coverage if present on the policy as well as the coverages mentioned above as they relate to the <b>ownership</b> of the vehicle. This means that END 16 does not suspend coverages related to 'drive other vehicles'; while a pedestrian; or while the vehicle is in storage. This endorsement is available on private passenger and commercial vehicles. Coverage is reinstated by means of END 17.</p> <p>No refund is allowed in respect of Comprehensive and Specified Perils.</p> <p>If Liability, DCPD (<i>not available in Northwest Territories, Nunavut and Yukon</i>) and Accident Benefits coverages are removed or suspended twice in one year, then removal of those coverages a third time will not be permitted until the following renewal. It is not necessary to remove the licence plate from the vehicle while coverage is removed or suspended.</p> <p><b>END 16/17 is not available for the following:</b></p> <ol style="list-style-type: none"> <li>1. Vehicles for which proof of insurance is issued or filed.</li> <li>2. Experience rated risks</li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 141</p> <p>Suspension and Reinstatement of Coverages - END 16/17</p>	<p>Section</p> <p>4. Vehicles that were never intended to be driven.</p> <p>5. Vehicles held for sale whether or not on an auto dealer’s lot.</p> <p><b>Rating</b> The refund for the period of cancellation is calculated according to the table printed on the END 16 form.</p> <p>In no event shall a refund be granted for any suspension period of less than sixty (60) consecutive days.</p>	<p>3. Recreational vehicles rated in the Recreational Vehicle Section</p> <p>4. Vehicles that were never intended to be driven.</p> <p>5. Vehicles held for sale whether or not on an auto dealer’s lot.</p> <p><b>Rating</b> The refund for the period of coverage suspension/cancellation is calculated according to the table below (<i>except Ontario</i>):</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #0099cc; color: white;"> <th style="text-align: left;">Period of Suspension/Cancellation</th> <th style="text-align: left;">% of Annual Premium</th> </tr> </thead> <tbody> <tr><td>Less than 45 days**</td><td>Nil</td></tr> <tr><td>Less than 2 months</td><td>Nil</td></tr> <tr><td>45 days and less than 2 ½ months**</td><td>15%</td></tr> <tr><td>2 months and less than 2 ½ months</td><td>15%</td></tr> <tr><td>2 ½ months and less than 3 months</td><td>19%</td></tr> <tr><td>3 months and less than 3 ½ months</td><td>22%</td></tr> <tr><td>3 ½ months and less than 4 months</td><td>26%</td></tr> <tr><td>4 months and less than 4 ½ months</td><td>30%</td></tr> <tr><td>4 ½ months and less than 5 months</td><td>34%</td></tr> <tr><td>5 months and less than 5 ½ months</td><td>38%</td></tr> <tr><td>5 ½ months and less than 6 months</td><td>41%</td></tr> <tr><td>6 months or more</td><td>45%</td></tr> </tbody> </table> <p><i>**Applies to Alberta only</i></p> <p>In no event shall a refund be granted for any suspension period of less than forty five (45) consecutive days (<i>Applies to Alberta and Ontario only</i>) or sixty (60) consecutive days.</p>	Period of Suspension/Cancellation	% of Annual Premium	Less than 45 days**	Nil	Less than 2 months	Nil	45 days and less than 2 ½ months**	15%	2 months and less than 2 ½ months	15%	2 ½ months and less than 3 months	19%	3 months and less than 3 ½ months	22%	3 ½ months and less than 4 months	26%	4 months and less than 4 ½ months	30%	4 ½ months and less than 5 months	34%	5 months and less than 5 ½ months	38%	5 ½ months and less than 6 months	41%	6 months or more	45%	<p>Upon review of END 16, FA noticed that not all jurisdictions have the table printed on the forms anymore. Information was verified and a table was created to be added to the manual.</p>	<p>This will not impact premiums</p>
Period of Suspension/Cancellation	% of Annual Premium																													
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<p>Rule 149.D.7</p> <p>Fleet, New Applications</p>	<p><b>7. Premium Calculation</b></p> <p><b>Liability</b> Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</p>	<p><b>7. Premium Calculation</b></p> <p><b>Note:</b></p> <ul style="list-style-type: none"> <li>Refer to Rule 124 on rating of experience (fleet) rated risk.</li> <li>For other classes of business, refer to the appropriate section of the manual.</li> </ul> <p><b>Liability</b> <del>Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</del></p>	<p>Refer to Rule 124 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 124 will be removed</p>	<p>This will not impact premiums</p>																										

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 149.D.7</p> <p>Fleet, New Applications</p>	<p><b>Public Vehicle - Road Hazard and Passenger Hazard</b></p> <p>1. Enter the premium applicable to the minimum statutory limit for Road Hazard.</p> <p>2. If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I., show each premium separately.</p> <p><i>For example:</i></p> <p>a) The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</p> <p>b) The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</p> <p>c) If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</p> <p><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22).</p> <p><b>Every other vehicle</b> Enter the premium applicable to the statutory minimum limit.</p> <p><b><u>Optional Physical Damage</u></b></p> <p><b>All Perils</b> No longer available</p> <p><b>All other coverages</b> Enter premium and deductibles where indicated.</p> <p><b><u>Premium Totals</u></b></p> <p><b>Liability</b></p>	<p><del><b>Public Vehicle - Road Hazard and Passenger Hazard</b></del></p> <p><del>1. Enter the premium applicable to the minimum statutory limit for Road Hazard.</del></p> <p><del>2. If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I., show each premium separately.</del></p> <p><del><i>For example:</i></del></p> <p><del>a) The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</del></p> <p><del>b) The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</del></p> <p><del>c) If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</del></p> <p><del><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22).</del></p> <p><del><b>Every other vehicle</b></del> <del>Enter the premium applicable to the statutory minimum limit.</del></p> <p><del><b><u>Optional Physical Damage</u></b></del></p> <p><del><b>All Perils</b></del> <del>No longer available</del></p> <p><del><b>All other coverages</b></del> <del>Enter premium and deductibles where indicated.</del></p> <p><del><b><u>Premium Totals</u></b></del></p> <p><del><b>Liability</b></del></p>	<p>Refer to Rule 124 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 124 will be removing from this section</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 149.D.7  Fleet, New Applications	<ol style="list-style-type: none"> <li>1. Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</li> <li>2. Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</li> <li>3. Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</li> <li>4. Add the final total under each Table to the total derived from adding together all other premiums.</li> </ol> <p><b>All Other Coverages</b> Total the premiums in each column.</p>	<ol style="list-style-type: none"> <li><del>1. Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</del></li> <li><del>2. Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</del></li> <li><del>3. Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</del></li> <li><del>4. Add the final total under each Table to the total derived from adding together all other premiums.</del></li> </ol> <p><b>All Other Coverages</b> Total the premiums in each column.</p>	<p>Refer to Rule 124 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 124 will be removing from this section</p>	This will not impact premiums
Rule 152  Endorsements Applicable to POL 1 (Owner’s Policy)	<p>END 37 - Limitation to Automobile Sound and Electronic Communication Equipment. Provides that, in the event of loss or damage by theft or attempted theft, the maximum amount of insurance for the equipment or the actual cash value is \$1,500 in total.</p>	<p>END 37 - Limitation to Automobile Sound and Electronic Communication Equipment. Provides that, in the event of loss or damage by theft or attempted theft, the maximum amount of insurance for the equipment or the actual cash value is \$1,500 in total.</p> <p>Where a vehicle is insured for Comprehensive or Specified Perils, this endorsement must be added if the Insured does not wish to purchase additional coverage.</p> <p>This endorsement must be signed by the Insured.</p>	<p>Information has been moved from section with Commonly Used Endorsements</p>	This will not impact premiums
<b>COMMERCIAL SECTION</b>				
Rule 200  Filed Underwriting Rules	<p><b>A. The insurer’s rules for declining to issue, terminating or refusing to renew a contract are:</b></p> <ol style="list-style-type: none"> <li>1. The risk does not meet the object of the Facility Association which is to ensure the availability of automobile insurance, as required by law, in those provinces and territories of Canada in which the Association operates, to the owners and licensed drivers of motor vehicles who would otherwise have difficulty obtaining such insurance.</li> </ol>	<p><b>A. The insurer’s rules for declining to issue, terminating or refusing to renew a contract are:</b></p> <ol style="list-style-type: none"> <li>1. The risk does not meet the object of the Facility Association which is to ensure the availability of automobile insurance, as required by law, in those provinces and territories of Canada in which the Association operates, to the owners and licensed drivers of motor vehicles who would otherwise have difficulty obtaining such insurance.</li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings</p>	This will not impact premiums

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 200</p> <p>Filed Underwriting Rules</p>	<p>2. The Named Insured does not have an insurable interest in the vehicle.</p> <p>3. The vehicle is registered in a jurisdiction other than one in which the application for coverage is being completed or the vehicle is not operated at any time in a jurisdiction in which the Association operates. If the vehicle is registered in another jurisdiction in which Facility Association operates, the vehicle may be insured through an Agent/Broker and Servicing Carrier licensed in that jurisdiction.</p> <p>For example: The vehicle is registered in New Brunswick but the application is being completed in Alberta. The vehicle must be registered in Alberta or an Agent/Broker in New Brunswick must complete and submit the application for coverage in New Brunswick.</p> <p>Exception: See Rule 200:C. Non-Residents and Vehicles Not Registered in Jurisdiction.</p> <p>4. The driver of the vehicle does not hold a valid operator's licence, based on the class of vehicle insured.</p> <p>5. The application is incomplete, or has not been signed by the Named Insured, or the risk has not been bound by he Agent/Broker.</p> <p>6. Failure or refusal to supply underwriting information as identified under Rule 200:D: Supplementary Underwriting Information, necessary to underwriter the risk or underwriting information is incomplete, or underwriting information received is outside the 'the oldest report date permitted', or where indicated, information is not issued by the Federal or Provincial Authority of the jurisdiction of registration.</p> <p>7. The vehicle is not in the possession of the Named Insured (i.e. has been stolen or cannot be located). This restriction is not intended to be used as a denial of a valid theft claim.</p> <p>8. Non-payment of premium for the current policy period</p>	<p>2. The Named Insured does not have an insurable interest in the vehicle.</p> <p>3. The vehicle is registered in a jurisdiction other than one in which the application for coverage is being completed or the vehicle is not operated at any time in a jurisdiction in which the Association operates. If the vehicle is registered in another jurisdiction in which Facility Association operates, the vehicle may be insured through an Agent/Broker and Servicing Carrier licensed in that jurisdiction.</p> <p><del>For example: The vehicle is registered in New Brunswick but the application is being completed in Alberta. The vehicle must be registered in Alberta or an Agent/Broker in New Brunswick must complete and submit the application for coverage in New Brunswick.</del></p> <p>Exception: See Rule 200:C. Non-Residents and Vehicles Not Registered in Jurisdiction.</p> <p>4. The driver of the vehicle does not hold a valid operator's licence, based on the class of vehicle insured.</p> <p>5. The application is incomplete, or has not been signed by the Named Insured, or the risk has not been bound by he Agent/Broker.</p> <p>6. Failure or refusal to supply underwriting information as identified under Rule 200:D: Supplementary Underwriting Information, necessary to underwriter the risk or underwriting information is incomplete, or underwriting information received is outside the 'the oldest report date permitted', or where indicated, information is not issued by the Federal or Provincial Authority of the jurisdiction of registration.</p> <p>7. The vehicle is not in the possession of the Named Insured (i.e. has been stolen or cannot be located). This restriction is not intended to be used as a denial of a valid theft claim.</p> <p>8. Non-payment of premium for the current policy period</p>	<p>across all jurisdictions</p> <p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 200  Filed Underwriting Rules	<p>(for purposes of termination only).</p> <p>9. Any risk where abusive or threatening behaviour of the Insured/Applicant/Driver within the previous 3 years has created a safety concern for Facility Association staff, Servicing Carrier staff or a representative acting on behalf of either and circumstances have been reported to police.</p> <p>NOTE: Certain Endorsements require a signature. Where no signature is obtained, the policy may be:</p> <p>a) Cancelled in accordance with the Statutory Conditions;</p> <p>b) Issued without the endorsement;</p> <p>c) Removed and policy re-rated accordingly. See Rule 213: Endorsement Forms/Wordings</p> <p><b>B. Rules for refusing to provide or continue a coverage are:</b></p> <p>1. Where a Named Insured or any person who is a regular or frequent operator of the vehicle, has, within the immediately preceding thirty six months:</p> <p>a) When making a previous application for automobile insurance, given false particulars of an automobile to be insured to the prejudice of the Insurer; <b>or</b></p> <p>b) Knowingly misrepresented* or failed to disclose in an application any fact required to be stated therein;</p> <p>* Misrepresentation means a Named Insured has either had a policy cancelled by registered letter for material misrepresentation or has had a claim denied for material misrepresentation. <b>or</b></p> <p>c) Has contravened a term of an insurance contract or been convicted of fraud in relation thereto; <b>or</b></p> <p>d) Wilfully made a false statement in respect of a claim.</p> <p>Will be subject to the following coverage limitations:</p> <p>i) Maximum \$1 million Third Party Liability (Bodily Injury and Property Damage) limit;</p>	<p>(for purposes of termination only).</p> <p>9. Any risk where abusive or threatening behaviour of the Insured/Applicant/Driver within the previous 3 years has created a safety concern for Facility Association staff, Servicing Carrier staff or a representative acting on behalf of either and circumstances have been reported to police.</p> <p>NOTE: Certain Endorsements require a signature. Where no signature is obtained, the policy may be:</p> <p>a) Cancelled in accordance with the Statutory Conditions;</p> <p>b) Issued without the endorsement;</p> <p>c) Removed and policy re-rated accordingly. See Rule 213: Endorsement Forms/Wordings</p> <p><b>B. Rules for refusing to provide or continue a coverage are:</b></p> <p>1. Where a Named Insured or any person who is a regular or frequent operator of the vehicle, has, within the immediately preceding thirty six months:</p> <p>a) When making a previous application for automobile insurance, given false particulars of an automobile to be insured to the prejudice of the Insurer; <b>or</b></p> <p>b) Knowingly misrepresented* or failed to disclose in an application any fact required to be stated therein;</p> <p>* Misrepresentation means a Named Insured has either had a policy cancelled by registered letter for material misrepresentation or has had a claim denied for material misrepresentation. <b>or</b></p> <p>c) Has contravened a term of an insurance contract or been convicted of fraud in relation thereto; <b>or</b></p> <p>d) Wilfully made a false statement in respect of a claim.</p> <p>Will be subject to the following coverage limitations:</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 200 Filed Underwriting Rules</p>	<p>ii) Optional physical damage coverage shall not be provided; iii) Completion of U.S. Filings shall not be provided.</p> <p>2. Optional physical damage coverage shall not be provided where an application for a branded vehicle (salvage or rebuilt) is submitted without a valid vehicle registration and, at the Servicing Carrier’s discretion, a current safety certificate. NOTE: No policy shall be written for vehicles branded ‘nonrepairable’.</p> <p>3. Where a vehicle is licensed for road use and is used on roads as well as used for race or speed tests, optional physical damage coverage shall not be provided. For DCPD coverage, establish rate group according to Rule 211 Vehicle Rating Group.</p> <p><b>C. Non Residents and Vehicles Not Registered in Jurisdiction</b></p> <p>These vehicles may be operated for 4 months at which point they must be registered and plated in this jurisdiction. A policy of insurance may be required to cover the vehicle during this period. If necessary FA will issue a short term policy for a period not to exceed 4 months to cover the insurance requirement. Upon expiry the policy will lapse and will not be renewed. If the vehicle is registered in this jurisdiction prior to the expiry of the short term policy, the short term policy will be cancelled pro rata and a new POL 1 will be issued for a 6 or 12 month term.</p> <p><b>D. Supplementary Underwriting Documents</b></p>	<p>i) Maximum \$1 million Third Party Liability (<del>Bodily Injury and Property Damage</del>) limit (<i>Not applicable in Alberta</i>); ii) Optional physical damage coverage shall not be provided; iii) Completion of U.S. Filings shall not be provided.</p> <p>2. Optional physical damage coverage shall not be provided where an application for a branded vehicle (salvage or rebuilt) is submitted without a valid vehicle registration and, at the Servicing Carrier’s discretion, a current safety certificate. NOTE: No policy shall be written for vehicles branded ‘nonrepairable’.</p> <p>3. Where a vehicle is licensed for road use and is used on roads as well as used for race or speed tests, optional physical damage coverage shall not be provided. For DCPD (<i>Not available in Northwest Territories, Nunavut and Yukon</i>) coverage establish the rate group according to Rule 211-<del>Vehicle Rate Group</del></p> <p><b>C. Non Residents and Vehicles Not Registered in Jurisdiction</b></p> <p>As per the chart below, these vehicles may be operated for certain number of days at which point they must be registered and plated in that jurisdiction. A policy of insurance may be required to cover the vehicle during this period. If necessary FA will issue a short term policy for a period not to exceed the time frame indicated in the chart below to cover the insurance requirement. Upon expiry the policy will lapse and will not be renewed. If the vehicle is registered in that jurisdiction prior to the expiry of the short term policy, the short term policy will be cancelled pro rata and a new POL 1 will be issued for a 6 or 12 month term.</p> <table border="1" data-bbox="974 1208 1577 1448"> <thead> <tr> <th>Time frame to Register and Plate Vehicle</th> <th>Jurisdiction</th> </tr> </thead> <tbody> <tr> <td>60 days</td> <td>Ontario and Yukon</td> </tr> <tr> <td>90 days</td> <td>Alberta, Newfoundland &amp; Labrador, Northwest Territories, Nova Scotia and Nunavut</td> </tr> <tr> <td>4 months</td> <td>Prince Edward Island</td> </tr> <tr> <td>6 months</td> <td>New Brunswick</td> </tr> </tbody> </table>	Time frame to Register and Plate Vehicle	Jurisdiction	60 days	Ontario and Yukon	90 days	Alberta, Newfoundland & Labrador, Northwest Territories, Nova Scotia and Nunavut	4 months	Prince Edward Island	6 months	New Brunswick	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
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<p>Rule 200</p> <p>Filed Underwriting Rules</p>	<p>The following documents are to be supplied to the Servicing Carrier in the circumstances described below, for the frequency specified. Failure to supply the following may result in policy cancellation, in accordance with Rule 200.A.6.</p> <table border="1" data-bbox="317 488 900 1451"> <thead> <tr> <th>Document Type</th> <th>Oldest Report date permitted</th> <th>Frequency required</th> </tr> </thead> <tbody> <tr> <td><b>Articles of Incorporation:</b> Where the Named Insured is an incorporated entity, or is a limited liability company.</td> <td>Date of last revision</td> <td>New Business</td> </tr> <tr> <td><b>FMCSA SMS "Complete" Carrier Profile (with full documentation), including U.S. DOT and MC Numbers:</b> On all Heavy Commercial Vehicles with a Gross Vehicle Weight exceeding 4,500kg on vehicles traveling into the U.S.</td> <td>90 days from date report was generated</td> <td>New Business*, Renewals</td> </tr> <tr> <td><b>International Fuel Tax Assessment (IFTA):</b> On all vehicles with 'IRP' plates, traveling outside the jurisdiction of registration, including into the U.S. Documents supplied must be issued by the Federal</td> <td>Prior four (4) quarters, including any reassessments, immediately preceding the effective date of the policy.</td> <td>New Business*, Renewals</td> </tr> </tbody> </table>	Document Type	Oldest Report date permitted	Frequency required	<b>Articles of Incorporation:</b> Where the Named Insured is an incorporated entity, or is a limited liability company.	Date of last revision	New Business	<b>FMCSA SMS "Complete" Carrier Profile (with full documentation), including U.S. DOT and MC Numbers:</b> On all Heavy Commercial Vehicles with a Gross Vehicle Weight exceeding 4,500kg on vehicles traveling into the U.S.	90 days from date report was generated	New Business*, Renewals	<b>International Fuel Tax Assessment (IFTA):</b> On all vehicles with 'IRP' plates, traveling outside the jurisdiction of registration, including into the U.S. Documents supplied must be issued by the Federal	Prior four (4) quarters, including any reassessments, immediately preceding the effective date of the policy.	New Business*, Renewals	<p><b>D. Supplementary Underwriting Documents</b></p> <p>The following documents are to be supplied to the Servicing Carrier in the circumstances described below, for the frequency specified. Failure to supply the following may result in policy cancellation, in accordance with Rule 200.A.6.</p> <table border="1" data-bbox="976 505 1560 1468"> <thead> <tr> <th>Document Type</th> <th>Oldest Report date permitted</th> <th>Frequency required</th> </tr> </thead> <tbody> <tr> <td><b>Articles of Incorporation:</b> Where the Named Insured is an incorporated entity, or is a limited liability company.</td> <td>Date of last revision</td> <td>New Business</td> </tr> <tr> <td><b>FMCSA SMS "Complete" Carrier Profile (with full documentation), including U.S. DOT and MC Numbers:</b> On all Heavy Commercial Vehicles with a Gross Vehicle Weight exceeding 4,500kg on vehicles traveling into the U.S.</td> <td>90 days from date report was generated</td> <td>New Business*, Renewals</td> </tr> <tr> <td><b>International Fuel Tax Assessment (IFTA):</b> On all vehicles with 'IRP' plates, traveling outside the jurisdiction of registration, including into the U.S. Documents supplied must be issued by the Federal Authority, or</td> <td>Prior four (4) quarters, including any reassessments, immediately preceding the effective date of the policy.</td> <td>New Business*, Renewals</td> </tr> </tbody> </table>	Document Type	Oldest Report date permitted	Frequency required	<b>Articles of Incorporation:</b> Where the Named Insured is an incorporated entity, or is a limited liability company.	Date of last revision	New Business	<b>FMCSA SMS "Complete" Carrier Profile (with full documentation), including U.S. DOT and MC Numbers:</b> On all Heavy Commercial Vehicles with a Gross Vehicle Weight exceeding 4,500kg on vehicles traveling into the U.S.	90 days from date report was generated	New Business*, Renewals	<b>International Fuel Tax Assessment (IFTA):</b> On all vehicles with 'IRP' plates, traveling outside the jurisdiction of registration, including into the U.S. Documents supplied must be issued by the Federal Authority, or	Prior four (4) quarters, including any reassessments, immediately preceding the effective date of the policy.	New Business*, Renewals	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
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Rule 200  Filed Underwriting Rules	Authority, or Provincial Authority of the jurisdiction of vehicle registration.			Provincial Authority of the jurisdiction of vehicle registration.		FA is reviewing rules in the Commercial Section.	This will not impact premiums	
	<b>NSC Carrier Profile (CVOR 'Level 2' in Ontario or Equivalent with full profile information):</b> On all Heavy Commercial vehicles with a Gross Vehicle Weight exceeding 4,500kg. Documents supplied must be issued by the Provincial Authority of the jurisdiction of vehicle registration.	90 days from date report was generated	New Business*, Renewals	<b>NSC Carrier Profile (CVOR 'Level 2' in Ontario or Equivalent with full profile information):</b> On all Heavy Commercial vehicles with a Gross Vehicle Weight exceeding 4,500kg. Documents supplied must be issued by the Provincial Authority of the jurisdiction of vehicle registration.	90 days from date report was generated	New Business*, Renewals	Aims to harmonize the wordings across all jurisdictions	
	<b>Prior Insurance Carrier Loss History/Experience Reports (Fleet Rated policies only):</b> For prior insurance policies issued under the same Named Insured. Documents must be issued on Prior Carriers Letterhead, if the Servicing Carrier does not already have prior experience on file. Refer to Rule 209: Driving Record, for Individually-Rated Commercial Policies.	30 days from date report/letter was generated	New Business	<b>Prior Insurance Carrier Loss History/Experience Reports (Fleet Rated policies only):</b> For prior insurance policies issued under the same Named Insured. Documents must be issued on Prior Carriers Letterhead, if the Servicing Carrier does not already have prior experience on file. Refer to Rule 209: Driving Record, for Individually-Rated Commercial Policies.	30 days from date report/letter was generated	New Business	This reports seems unnecessary due to other reports received that have the same information	
				<b>Safety Fitness Certificate:</b> On	365 days from date	New Business,		

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<p>Rule 200</p> <p>Filed Underwriting Rules</p>	<p><b>Safety Fitness Certificate:</b> On vehicles with a Gross Vehicle Weight exceeding 4,500kg. Document supplied must be issued by the Provincial Authority of the jurisdiction of vehicle registration.</p>	<p>365 days from date report was generated</p>	<p>New Business, Vehicle Additions</p>	<p><del>vehicles with a Gross Vehicle Weight exceeding 4,500kg. Document supplied must be issued by the Provincial Authority of the jurisdiction of vehicle registration.</del></p>	<p><del>report was generated</del></p>	<p><del>Vehicle Additions</del></p>		<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
	<p><b>Vehicle Registration:</b> Complete document with vehicle plate/permit portions indicating that vehicle is registered to the Named Insured. Document supplied must be issued by the Provincial Authority of the jurisdiction of vehicle registration.</p>	<p>Date of last revision</p>	<p>New Business, Vehicle Additions</p>	<p><b>Vehicle Registration:</b> Complete document with vehicle plate/permit portions indicating that vehicle is registered to the Named Insured. Document supplied must be issued by the Provincial Authority of the jurisdiction of vehicle registration.</p>	<p>Date of last revision</p>	<p>New Business, Vehicle Additions</p>			
	<p>*For New Business Risks with 'No Prior Insurance', traveling out-of-province, including into the U.S., refer to Rule 204.G New Policies: No Prior Insurance, for special rating instructions.</p>				<p>*For New Business Risks with 'No Prior Insurance', traveling out-of-province, including into the U.S., refer to Rule 204.G New Policies: No Prior Insurance, for special rating instructions.</p>				
<p>Rule 201</p> <p>Coverages Available and Minimum Deductibles</p>	<p><b>A. Liability</b> Not more than \$2,000,000 except:</p> <ul style="list-style-type: none"> <li>When required by Canadian or American federal or provincial statute, by regulation issued under authority thereof, or by municipal by-laws (but not by other local authorities such as school boards). The Liability limit may not exceed the amount required.</li> <li>Where the Named Insured is required to have limits higher than \$2,000,000 but not exceeding \$5,000,000 in order to obtain a contract of work or obtain employment and where failure to do so will</li> </ul>			<p><b>A. Liability</b> Not more than \$2,000,000 except</p> <ul style="list-style-type: none"> <li>When required by Canadian or American federal or provincial statute, by regulation issued under authority thereof, or by municipal by-laws (but not by other local authorities such as school boards). The Liability limit may not exceed the amount required.</li> <li>Where the Named Insured is required to have limits higher than \$2,000,000 but not exceeding \$5,000,000 in order to obtain a contract of work or obtain employment and where failure to do so will result in loss of the contract or</li> </ul>			<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>	

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
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<p>Rule 201</p> <p>Coverages Available and Minimum Deductibles</p>	<p>result in loss of the contract or employment. The Insured will be required to provide documentation of the contract requirements or employment requirements for limits no higher than \$5,000,000. This documentation is required at the time the higher limit is requested but not for subsequent renewal terms.</p> <p>The Servicing Carrier reserves the right to decline the application of a liability limit over \$2 million.</p> <p>NOTE: At no time may the liability limit shown on any proof of insurance exceed those required by the authority concerned.</p> <p>For Example: If the Liability limit chosen by the Named Insured is \$1,000,000 and proof of insurance is required for \$500,000. The policy will be issued at \$1,000,000 but the proof of insurance shall only show \$500,000.</p> <p>The policy states that an automobile and trailer are held to be one vehicle. A trailer and any attached vehicle must be insured for the same Liability limit. If it is necessary to provide a Liability limit that falls between two limits for which premiums or limit factors are indicated in this manual, the premium or limit factor applicable to the higher of those two limits shall be used.</p> <p>Where it is <b>required and permissible</b> to provide a higher Liability limit and the manual does not provide the necessary increased limit factor, contact your Servicing Carrier.</p> <p><b>B. Accident Benefits</b> As prescribed by statute.</p> <p><b>C. Optional Physical Damage Coverage and Deductibles</b></p> <p>All Perils coverage is no longer available.</p> <p>No optional physical damage coverage shall be provided or offered for commercial vehicles valued at \$1,000,000 or more.</p>	<p>employment. The Insured will be required to provide documentation of the contract requirements or employment requirements for limits no higher than \$5,000,000. This documentation is required at the time the higher limit is requested but not for subsequent renewal terms.</p> <p>The Servicing Carrier reserves the right to decline the application of a liability limit over \$2 million.</p> <p><del>NOTE: At no time may the liability limit shown on any proof of insurance exceed those required by the authority concerned.</del></p> <p><del>For Example: If the Liability limit chosen by the Named Insured is \$1,000,000 and proof of insurance is required for \$500,000. The policy will be issued at \$1,000,000. but the proof of insurance shall only show \$500,000.</del></p> <p>The policy states that an automobile and trailer are held to be one vehicle. A trailer and any attached vehicle must be insured for the same Liability limit.</p> <p>If it is necessary to provide a Liability limit that falls between two limits for which premiums or limit factors are indicated in this manual, the premium or limit factor applicable to the higher of those two limits shall be used.</p> <p>Where it <b>is required and permissible</b> to provide a higher Liability limit and the manual does not provide the necessary increased limit factor, contact your Servicing Carrier.</p> <p><b>B. Accident Benefits</b> As prescribed by statute. Optional increased benefits are available in Ontario only.</p> <p><del>D. C. Uninsured Automobile</del></p> <p>As provided in the policy. <del>The premium for this coverage is shown on the rate page. Where no premium is shown charge \$6.</del> Uninsured Automobile Applicable to All Jurisdictions except in Alberta Northwest Territories, Nunavut, and Yukon where Uninsured Automobile coverage is not available.</p>	<p>Sections have been moved around to harmonize across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 201</p> <p>Coverages Available and Minimum Deductibles</p>	<p>Optional physical damage coverage shall not be provided for off-road commercial vehicles e.g. logging trucks used solely in the bush.</p> <p>Under this coverage, a motor vehicle and one or more trailers are separate automobiles, consequently, different deductibles for trailers and towing vehicles are permitted.</p> <p><b>a) Minimum Deductibles for Light Commercial Vehicles (Gross Vehicle Weight Up To 4,500 kg)</b> The deductibles are to be no less than:</p> <table border="1" data-bbox="317 646 884 971"> <thead> <tr> <th>Rate Groups</th> <th>Minimum Deductible</th> </tr> </thead> <tbody> <tr> <td>15 and under</td> <td>\$500</td> </tr> <tr> <td>16 - 18</td> <td>\$1,000</td> </tr> <tr> <td>19 - 21</td> <td>\$2,500</td> </tr> <tr> <td>22 and over</td> <td>5% of List Price New rounded to the nearest \$250 (minimum deductible \$2,500, maximum deductible \$5,000).</td> </tr> <tr> <td>END 40</td> <td>END 40 is mandatory on any vehicles with prior fire or total vehicle theft claims within the last 60 months</td> </tr> </tbody> </table> <p><b>b) Minimum Deductibles for Heavy Commercial Vehicles (Gross Vehicle Weight Over 4,500kg)</b></p> <p>The following deductibles are based on Vehicle List Price New, including the cost of any customizations and attached equipment. Deductibles are to be rounded to the nearest \$250 and are to be no less than:</p> <table border="1" data-bbox="317 1206 915 1446"> <thead> <tr> <th>List Price New</th> <th>Minimum Deductible</th> </tr> </thead> <tbody> <tr> <td>Vehicle Make and Model listed in Commercial Rate Group Table I</td> <td>5% of List Price New rounded to the nearest \$250 (minimum deductible \$2,500, maximum deductible \$5,000).</td> </tr> <tr> <td>&lt;\$50,001</td> <td>\$2,500</td> </tr> <tr> <td>\$50,001-\$65,000</td> <td>\$3,500</td> </tr> <tr> <td>\$65,001 - \$80,000</td> <td>\$4,000</td> </tr> </tbody> </table>	Rate Groups	Minimum Deductible	15 and under	\$500	16 - 18	\$1,000	19 - 21	\$2,500	22 and over	5% of List Price New rounded to the nearest \$250 (minimum deductible \$2,500, maximum deductible \$5,000).	END 40	END 40 is mandatory on any vehicles with prior fire or total vehicle theft claims within the last 60 months	List Price New	Minimum Deductible	Vehicle Make and Model listed in Commercial Rate Group Table I	5% of List Price New rounded to the nearest \$250 (minimum deductible \$2,500, maximum deductible \$5,000).	<\$50,001	\$2,500	\$50,001-\$65,000	\$3,500	\$65,001 - \$80,000	\$4,000	<p><del><b>G. D. Direct Compensation Property Damage (DCPD)</b></del> <del><b>No deductibles are applicable.</b></del> Deductibles are available in Ontario only.</p> <p>DCPD Applicable to all jurisdictions except in Northwest Territories, Nunavut, and Yukon where DCPD coverage is not available.</p> <p><del><b>E. Optional Physical Damage Coverage and Deductibles</b></del> All Perils coverage is no longer available. Comprehensive coverage is not available on logging vehicles in Alberta, Northwest Territories, Nunavut and Yukon.</p> <p>No optional physical damage coverage shall be provided or offered for commercial vehicles valued at \$1,000,000 or more.</p> <p>Optional physical damage coverage shall not be provided for off-road commercial vehicles e.g. logging trucks used solely in the bush.</p> <p>Under this coverage, a motor vehicle and one or more trailers are separate automobiles, consequently, different deductibles for trailers and towing vehicles are permitted.</p>	<p>Sections have been moved around to harmonize across all jurisdictions</p>	<p>This will not impact premiums</p>
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<p>Rule 201</p> <p>Coverages Available and Minimum Deductibles</p>	<p><b>E. Family Protection Coverage (END 44)</b> For a brief description refer to Rule 243: Endorsements Applicable to POL 1 (Owner’s Policy). The premium varies with the Liability limit applicable to the vehicle. The coverage limit provided by this endorsement is the same as the Liability limit applicable to the vehicle.</p> <p><i>For example:</i> If the vehicle is insured with a Liability limit of \$2,000,000 the END 44 will also have a limit of \$2,000,000.</p> <p>END 44 is not available for vehicles that are subject to the Public Section of this manual.</p> <p><b>F. Minimum Coverage</b> Individually rated commercial policies are required to provide at least the statutory minimum coverage applicable to the jurisdiction in which the vehicle is registered except when an automobile is temporarily out of use and in storage.</p> <p>Coverage other than Comprehensive or Specified Perils may be suspended by means of END 16 for those vehicles that are temporarily laid up. This endorsement does not suspend coverages that relate to ‘driving other vehicles’.</p> <p>The endorsement may be used in respect of most private passenger and commercial-type vehicles. In no event shall a refund be granted for any suspension of less than sixty (60) consecutive days.</p> <p>Suspended coverages are reinstated by means of END 17.</p> <p><b>Note:</b> END 44R may remain on a policy only where ‘moving’ coverages have been suspended by means of END 16. END 16/17 is not available on experience rated risks.</p> <p>For Light Commercial vehicles only, in the case of an existing policy that includes Comprehensive or Specified Perils coverage, coverages other than Comprehensive or Specified Perils may be deleted for a maximum of 90 consecutive days. Refer to Rule 201.E.d: Vehicles Insured</p>	<p>END 16 twice in one year, subsequent requests will not be permitted until the following renewal. It is not necessary to remove the license plate from the vehicle while coverage is removed or suspended.</p> <p>NOTE: Uninsured Automobile is applicable in all jurisdictions except in Alberta, Northwest Territories, Nunavut and Yukon. DCPD is available in all jurisdiction except in Northwest Territories, Nunavut and Yukon.</p> <p>If Statutory coverages are not added to the vehicle by the renewal date, the vehicle shall be renewed once with Comprehensive or Specified Perils Coverages only, then lapsed at the next renewal if there is no other vehicle with Statutory coverage on the policy.</p> <p>Vehicles insured for Comprehensive/Specified Perils only shall not be written as new business.</p> <p><del>E. F. Family Protection Coverage END 44 / END 44R (Ontario only)</del> <del>For a brief description refer to Rule 243: Endorsements Applicable to POL 1 (Owner’s Policy).</del> The premium varies with the Liability limit applicable to the vehicle. The coverage limit provided by this endorsement is the same as the Liability limit applicable to the vehicle.</p> <p>For example: If the vehicle is insured with a Liability limit of \$2,000,000, the END 44 / END 44R will also have a limit of \$2,000,000. <del>END 44 is not available for vehicles that are subject to the Public Section of this manual.</del></p> <p><b>F. G. Minimum Coverage</b> Individually rated commercial policies are required to provide at least the statutory minimum coverage applicable to the jurisdiction in which the vehicle is registered except when an automobile is temporarily out of use and in storage.</p> <p>Coverage other than Comprehensive or Specified Perils may be suspended by means of END 16 for those vehicles that are temporarily laid up. This endorsement does not suspend coverages that relate to ‘driving other vehicles’.</p>	<p>Sections have been moved around to harmonize across all jurisdictions</p>	<p>This will not impact premiums</p>

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 201</p> <p>Coverages Available and Minimum Deductibles</p>	<p>for Comprehensive or Specified Perils Coverage Only, for conditions.</p> <p><b>Note:</b> If all coverages except Comprehensive or Specified Perils are deleted entirely, END 44R must be deleted as well.</p> <p>Statutory Minimum coverage is to be maintained at all times on policies where the following conditions exist:</p> <ul style="list-style-type: none"> <li>• Vehicles for which proof of insurance is issued or filed;</li> <li>• Recreational vehicles to which the Recreational Section applies;</li> <li>• Vehicles that were never intended to be driven (e.g. vehicles in a collection);</li> <li>• Vehicles held for sale whether or not on an auto dealer’s lot;</li> <li>• Experience rated risks</li> </ul> <p><b>Definitions:</b></p> <p><b>Temporarily:</b> May be defined as ‘a limited time only, as distinguished from that which is perpetual or indefinite in duration’. There is an anticipated end point to the vehicle being out of use. Agent/Broker must indicate on the application or policy change request what the anticipated end date is, whether that is 3, 8 or 36 months from the date of the request.</p> <p><b>Out of use:</b> The vehicle will not be driven either by the Insured or by garage personnel or potential purchasers.</p> <p><b>In storage:</b> The vehicle is not readily available for use e.g. the plates have been removed, the battery has been removed etc. The Agent/Broker must confirm on the application or policy change request that the vehicle is out of use and in storage.</p> <p><b>G. Direct Compensation Property Damage (DCPD)</b> No deductibles are applicable.</p>	<p>The endorsement may be used in respect of most private passenger and commercial-type vehicles. In no event shall a refund be granted for any suspension of less than forty five (45) consecutive days in Alberta and Ontario; less than sixty (60) consecutive days in New Brunswick, Newfoundland, Northwest Territories, Nova Scotia, Nunavut, Prince Edward Island and Yukon.</p> <p>Suspended coverages are reinstated by means of END 17.</p> <p><b>Note:</b> END 44/ 44R (<i>Ontario only</i>) may remain on a policy only where ‘moving’ coverages have been suspended by means of END 16. END 16/17 is not available on experience rated risks.</p> <p><del>For Light Commercial vehicles only, in the case of an existing policy that includes Comprehensive or Specified Perils coverage, coverages other than Comprehensive or Specified Perils may be deleted for a maximum of 90 consecutive days. Refer to Rule 201.E.d: Vehicles Insured for Comprehensive or Specified Perils Coverage Only, for conditions.</del></p> <p><b>Note:</b> If all coverages except Comprehensive or Specified Perils are deleted entirely, END 44 /44R (<i>Ontario only</i>) must be deleted as well.</p> <p>Statutory Minimum coverage is to be maintained at all times on policies (including all listed vehicles) where the following conditions exist:</p> <ul style="list-style-type: none"> <li>• Vehicles for which proof of insurance is issued or filed;</li> <li><del>• Recreational vehicles to which the Recreational Section applies;</del></li> <li>• Vehicles that were never intended to be driven (e.g. vehicles in a collection, vehicles registered as Antique under the Traffic Safety Act );</li> <li>• Vehicles held for sale whether or not on an auto dealer’s lot;</li> <li>• Experience rated risks</li> </ul> <p><b>Definitions:</b></p> <p><b>Temporarily:</b> May be defined as ‘a limited time only, as distinguished from that which is perpetual or indefinite in duration’. There is an anticipated end point to the vehicle being out of use. Agent/Broker must indicate on the</p>	<p>Sections have been moved around to harmonize across all jurisdictions</p>	<p>This will not impact premiums</p>



**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 201</p> <p>Coverages Available and Minimum Deductibles</p>		<p>application or policy change request what the anticipated end date is, whether that is 3, 8 or 36 months from the date of the request.</p> <p><b>Out of use:</b> The vehicle will not be driven either by the Insured or by garage personnel or potential purchasers.</p> <p><b>In storage:</b> The vehicle is not readily available for use e.g. the plates have been removed, the battery has been removed etc. The Agent/Broker must confirm on the application or policy change request that the vehicle is out of use and in storage.</p>	<p>Sections have been moved around to harmonize across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 203</p> <p>Binding Coverage – New Policies</p>	<p><b>A. Requirements/Procedures for binding new policies</b></p> <p>1. The Agent/Broker must have a fully completed application signed by the Named Insured(s) of the vehicle(s) detailing all information on the risk.</p> <p>Supplementary questionnaires, if required, must be completed and signed by the Named Insured(s). If the Servicing Carrier is required to have a driver’s permission to obtain a driver record abstract, that written authorization must accompany the application.</p> <p>Refer to Rule 204: New Policies for additional Information as to who may enter into a contract of Insurance.</p> <p>2. Before binding coverage the Agent/Broker must either:</p> <p style="padding-left: 20px;">a) Collect or assume responsibility for the full indicated premium (experience rated risks at Driving Record 0 or, if established, the promulgated fleet rating)</p> <p style="text-align: center;"><b>or</b></p> <p style="padding-left: 20px;">b) Obtain a fully completed premium finance contract together with the full down payment required and promptly send that contract to the finance company office.</p> <p>3. The insurance shall take effect as of the time and date the coverage is bound, as evidenced by the Application signed by the Insured. However, except when the binding time is 12.01 a.m. of a future date, the policy shall be shown as effective at 12.01 a.m. on the day the date</p>	<p><b>A. Requirements/Procedures for binding new policies</b></p> <p>1) The Agent/Broker must have a fully completed application signed by the Named Insured(s) of the vehicle(s) detailing all information on the risk.</p> <p>Supplementary questionnaires, if required, must be completed and signed by the Named Insured(s). If the Servicing Carrier is required to have a driver’s permission to obtain a driver record abstract, that written authorization must accompany the application.</p> <p>Refer to Rule 204: New Policies for additional information as to who may enter into a contract of Insurance.</p> <p>2) Before binding coverage the Agent/Broker must either:</p> <p style="padding-left: 20px;">a) Collect or assume responsibility for the full indicated premium (experience rated risks at Driving Record 0 or, if established, the promulgated fleet rating)</p> <p style="text-align: center;"><b>or</b></p> <p style="padding-left: 20px;">b) Obtain a fully completed premium finance contract together with the full down payment required and promptly send that contract to the finance company office.</p> <p>3) The insurance shall take effect as of the time and date the coverage is bound, as evidenced by the Application signed by the Insured. However, except when the binding time is 12.01 a.m. of a future date, the policy shall be shown as effective at 12.01 a.m. on the day the date coverage was</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 203  Binding Coverage – New Policies	<p>coverage was bound. The premium rates to be applied are those in effect on the binding date.</p> <p><i>For example:</i></p> <p>a) Coverage is bound at 1:00 p.m. on June 1. The application is signed on June 1. The policy will be issued showing an effective date of 12:01 a.m. June 1. However, the coverage is in effect as of 1:00 p.m. on June 1.</p> <p>b) Coverage is bound as of 12:01 a.m. June 1. The application was signed on May 29. The policy will be issued showing an effective date of 12:01 a.m. June 1.</p> <p>4. If the application form cannot be sent to the Servicing Carrier on the date on which coverage was effected, it must be sent the next working day.</p> <p>5. The Servicing Carrier shall normally issue the policy within 30 days of the effective date. If the Agent/Broker does not receive the policy and the full term liability card within that time, a further temporary liability card must be issued by the Agent/Broker and the Servicing Carrier must be contacted immediately to determine the status of the policy.</p> <p>6. Before optional physical damage coverage can be bound, a vehicle branded as 'salvage' or 'rebuilt' a valid vehicle registration and at the Servicing Carrier's discretion, a current safety certificate must be provided to the Servicing Carrier with the application.</p> <p><b>B. Term of binding new policies</b> The term of binding and of the temporary liability card is 30 days. The temporary liability card may not be amended to indicate a longer period. If a short-term policy is to be issued, the temporary liability card shall be amended to indicate a shorter period.</p>	<p>bound. The premium rates to be applied are those in effect on the binding date.</p> <p><i>For example:</i></p> <p>a) Coverage is bound at 1:00 p.m. on June 1. The application is signed on June 1. The policy will be issued showing an effective date of 12:01 a.m. June 1. However, the coverage is in effect as of 1:00 p.m. on June 1.</p> <p>b) Coverage is bound as of 12:01 a.m. June 1. The application was signed on May 29. The policy will be issued showing an effective date of 12:01 a.m. June 1.</p> <p>4) If the application form cannot be sent to the Servicing Carrier on the date on which coverage was effected, it must be sent the next working day.</p> <p>5) The Servicing Carrier shall normally issue the policy within 30 days of the received date. If the Agent/Broker does not receive the policy and the full term liability card within that time, a further temporary liability card must be issued by the Agent/Broker and the Servicing Carrier must be contacted immediately to determine the status of the policy.</p> <p>6) Before optional physical damage coverage can be bound, a vehicle branded as 'salvage' or 'rebuilt' a valid vehicle registration and at the Servicing Carrier's discretion, a current safety certificate must be provided to the Servicing Carrier with the application.</p> <p><b>B. Term of binding new policies</b> The term of binding and of the temporary liability card is 30 days. The temporary liability card may not be amended to indicate a longer period. If a short-term policy is to be issued, the temporary liability card shall be amended to indicate a shorter period.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
Rule 204  New Policies	<p><b>A. Name of the Insured and Who may Apply for Insurance</b></p> <p>The contract of Insurance may be in the name of:</p> <p>a) An Individual; OR</p> <p>b) Partnership (unincorporated); OR</p> <p>c) Limited Liability Company (incorporated).</p>	<p><b>A. Name of the Insured and Who may Apply for Insurance</b></p> <p>The contract of Insurance may be in the name of:</p> <p>a) An Individual; OR</p> <p>b) Partnership (unincorporated); OR</p> <p>c) Limited Liability Company (incorporated); OR</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 204 New Policies	<p>Insurance contracts must be made with individuals who have the capacity to enter into a contract and have the authority to enter into a contract on behalf of a Partnership, Joint Venture or Limited Liability Company. Upon the Servicing Carriers request, Articles of Incorporation will be required to confirm insurable interest.</p> <p>The Name of Insured must reflect the full name, including all "operating as" and/or "Trade" names of the individual or the business as registered with the appropriate municipal, provincial or federal authority and must be the same as the name on the vehicle registration.</p> <p><b>Two or More Names as Named Insured:</b></p> <p>Where an application is received for vehicle(s) registered in two or more individual names or a Partnership, the application must be signed by all parties. In the event the policy is to be cancelled at the Insured's request, all parties are required to sign the request for cancellation.</p> <p>Where an application is received for vehicle(s) registered in two or more limited liability companies, separate policies may be required. Copies of the Articles of Incorporation for all registered entities must be reviewed by the Servicing Carrier to establish common ownership.</p> <p>The Servicing Carrier reserves the right to require separate applications for policies where common ownership cannot be established.</p> <p>Two or more limited liability companies linked by common management will require separate policies if rated individually. Refer to Rule 239: Fleets, if policy is fleet rated.</p> <p>Separate policies may not be required of the policy insures a combination of owned and leased vehicles. Refer to Rule 237: Long Term Leases-Specified Lessees - Leases Exceeding 30 Days.</p>	<p>d) Non-governmental organization (incorporated or unincorporated). <i>(Applicable to Alberta only)</i>.</p> <p>Insurance contracts must be made with individuals who have the capacity to enter into a contract and have the authority to enter into a contract on behalf of a Partnership, Joint Venture or Limited Liability Company. Upon the Servicing Carriers request, Articles of Incorporation will be required to confirm insurable interest.</p> <p>The Name of Insured must reflect the full name, including all "operating as" and/or "Trade" names of the individual or the business as registered with the appropriate municipal, provincial or federal authority and must be the same as the name on the vehicle registration.</p> <p><b>Two or More Names as Named Insured:</b></p> <p>Where an application is received for vehicle(s) registered in two or more individual names or a Partnership, the application must be signed by all parties. In the event the policy is to be cancelled at the Insured's request, all parties are required to sign the request for cancellation.</p> <p>Where an application is received for vehicle(s) registered in two or more limited liability companies, separate policies may be required. Copies of the Articles of Incorporation for all registered entities must be reviewed by the Servicing Carrier to establish common ownership.</p> <p>The Servicing Carrier reserves the right to require separate applications for policies where common ownership cannot be established.</p> <p>Two or more limited liability companies linked by common management will require separate policies if rated individually. Refer to Rule 239: Fleets, if policy is fleet rated.</p> <p>Separate policies may not be required if the policy insures a combination of owned and leased vehicles subject to a long-term lease (leased over 30 days). The Lessee must be the same individual or entity as the registered owner of any owned vehicles. (Refer to Rule 237). <del>Long Term Leases-Specified Lessees - Leases Exceeding 30 Days.</del></p>	<p>the wordings across all jurisdictions</p> <p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 204 New Policies	<p>Where it is discovered in the middle of the policy term, that a single policy has been issued with two (or more) unrelated individuals or limited liability entities, both signatures shall be required on any subsequent request for cancellation of the policy or deletion of a vehicle or coverage. Separate policies must be issued at the time of next renewal.</p> <p><b>B. Application Form</b></p> <p>Every application for insurance must be made on a current approved Facility Association Application Form and must be fully completed and signed by both the Named Insured(s) and Agent/Broker where required. See also Rule 204:E. Computer Generated Application Forms.</p> <p>Garage, public, experience rated and some specially rated risks will require completion of supplementary questionnaires.</p> <p>If indicated on the current standard approved application form as a requirement for certain types of Commercial risks, a completed Commercial Vehicle Supplement must be submitted with the application.</p> <p>A copy of the valid registration for all owned vehicles being insured, regardless of vehicle type or use, will be required with the application.</p> <p>Refer to Rule 200.D for a list of Supplementary Underwriting documents that may be required when binding a new risk.</p> <p><b>C. Owners Policy (APP 1)</b></p> <p>A current approved Standard Application Form (APP 1) is required. The Agent/Broker must indicate the time and date that coverage is bound.</p> <p><b>D. Faxed Applications</b></p>	<p>Where it is discovered in the middle of the policy term, that a single policy has been issued with two (or more) unrelated individuals or limited liability entities, both signatures shall be required on any subsequent request for cancellation of the policy or deletion of a vehicle or coverage. Separate policies must be issued at the time of next renewal.</p> <p><b>B. Application Form</b></p> <p>Every application for insurance must be made on a current approved Facility Association or Standard Application Form and must be fully completed and signed by both the Named Insured(s) and Agent/Broker where required. <del>See also Rule 204:E. Computer Generated Application Forms.</del></p> <p>Commercial, garage, public, experience rated and some specially rated risks will require completion of supplementary questionnaires.</p> <p>On the current standard approved application form (<i>Applicable to New Brunswick, Newfoundland &amp; Labrador, Nova Scotia and Prince Edward Island</i> ) under the Commercial Rated Vehicles section, if vehicle weight is over 4500kg and/or operating radius is greater than 40 kms, a completed Commercial Vehicle Supplement must be submitted with the application. For all other jurisdictions, a completed Commercial Vehicle Supplement must always be submitted with the application</p> <p>A copy of the valid registration for all owned vehicles being insured, regardless of vehicle type or use, will be required with the application.</p> <p>Refer to Rule 200.D for a list of Supplementary Underwriting documents that may be required when binding a new risk.</p> <p><b>C. Owners Policy (APP 1)</b></p> <p>Only a current approved Facility Association or Standard Application Form (APP 1) may be used. The Agent/Broker must indicate the time and date that coverage is bound.</p> <p><del><b>D. Faxed Applications</b></del></p> <p><del>Fully completed and signed current approved Standard Application Forms submitted by fax are acceptable in lieu of</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p> <p>This part will be removed as faxed application do not seem to apply anymore</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 204 New Policies</p>	<p>Fully completed and signed current approved Standard Application Forms submitted by fax are acceptable in lieu of original applications. Where required, these applications must be accompanied by the appropriate questionnaires or supplements. Where the original application has been submitted without signature, a signed and faxed copy of the application is acceptable to complete the signature requirement.</p> <p><b>E. Computer Generated Application Forms</b></p> <p>These application forms are acceptable but must be in the standard format approved by the applicable regulatory authority and must include all information that is required to be provided on the current approved Standard Application Form.</p> <p>The computerized application must be signed and dated by the Named Insured(s) as well as the Agent/ Broker.</p> <p><b>F. Named Insured(s) Signature</b></p> <p>The Named Insured(s) signature shall be provided on the current approved Standard Application Form or the computerized application form at the time of binding whenever possible.</p> <p>If the Named Insured(s) signature cannot be obtained at the time of binding, the Servicing Carrier shall allow the Agent/Broker 30 days to obtain a signature on the original application provided the Agent/Broker assumes responsibility for the full indicated premium. In the meantime, the Agent/Broker must send a copy of the completed but unsigned application to the Servicing Carrier.</p> <p>If a signed copy of the application is not received by the Servicing Carrier within the 30 day time period, the Servicing Carrier shall immediately cancel the policy by registered letter. The Agent/Broker shall be responsible for the full indicated earned premium for the time on risk.</p> <p><b>G. No Prior Insurance with Out of Province including U.S. Exposure</b></p> <p>In the event that Named Insured has no prior insurance with insured vehicles traveling outside of the province,</p>	<p><del>original applications. Where required, these applications must be accompanied by the appropriate questionnaires or supplements. Where the original application has been submitted without signature, a signed and faxed copy of the application is acceptable to complete the signature requirement.</del></p> <p><b>D. Computer Generated Application Forms</b></p> <p>These application forms are acceptable but must be in the standard format approved by the applicable regulatory authority and must include all information that is required to be provided on the current approved Standard Application Form.</p> <p>The computerized application must be signed and dated by the Named Insured(s) as well as the Agent/ Broker where required.</p> <p><b>E. Named Insured(s) Signature</b></p> <p>The Named Insured(s) signature shall be provided on the current approved Standard Application Form or the computerized application form at the time of binding whenever possible.</p> <p>If the Named Insured(s) signature cannot be obtained at the time of binding, the Servicing Carrier shall allow the Agent/Broker 30 days to obtain a signature on the original application provided the Agent/Broker assumes responsibility for the full indicated premium. In the meantime, the Agent/Broker must send a copy of the completed but unsigned application to the Servicing Carrier.</p> <p>If a signed copy of the application is not received by the Servicing Carrier within the 30 day time period, the Servicing Carrier shall immediately cancel the policy by registered letter. The Agent/Broker shall be responsible for the full indicated earned premium for the time on risk.</p> <p><b>F. No Prior Insurance with Out of Province including U.S. Exposure</b></p> <p>In the event that Named Insured has no prior insurance with insured vehicles traveling outside of the province, including into the U.S., supplementary underwriting documents (as</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<b>Rule</b>	<b>Current Wording</b>	<b>Approved Wording</b>	<b>Change from Current</b>	<b>Premium impact on existing policies</b>
<p>Rule 204 New Policies</p>	<p>including into the U.S., supplementary underwriting documents (as outlined under Rule 200.D) required to evaluate out of province exposure, may not be immediately available for review at New Business.</p> <p>Where required supplementary underwriting information is unavailable when binding a new risk, as the Named Insured has not previously traveled outside of the Province or into the U.S., the vehicle(s) shall be underwritten with <b>75% Out-of-Province exposure.</b></p> <p>If during the first term of insurance, the Named Insured(s) claim entitlement to a lower Out-of-Province/U.S. Exposure amount and submits the required Supplementary Underwriting Documents as outlined under Rule 200.D to the satisfaction of the Servicing Carrier, the Out-of-Province/U.S. Exposure surcharge shall be adjusted effective the date the documentation was submitted. Backdating any adjustment to the Out-of-Province/U.S. Exposure surcharge is not permitted.</p> <p><b>H. Other Insurance</b> If there is any other insurance in force in respect of a risk: a) Binding shall not be made effective before the expiry of that other insurance. b) If that other insurance is to be cancelled, a liability card may not be prepared before the Insurer concerned has issued the notice of cancellation, or the Insured has signed the request for cancellation as the case may be.</p> <p><b>I. Variation in Coverage</b> To conform to the Insurance Act, the Named Insured(s) must be advised if the coverage provided by the policy is not as requested in the application.</p> <p>If the information received on supplementary underwriting documents is different from that reported on the application, to the extent that premium or coverage changes, the Servicing Carrier shall issue the policy based on the revised premium and/or coverage in accordance with the Manual of Rules and Rates, and notify the Agent/Broker of the applicable changes.</p>	<p>outlined under Rule 200.D) required to evaluate out of province exposure, may not be immediately available for review at New Business.</p> <p>When binding a new risk with no prior insurance or where the Named Insured has not previously traveled outside of the Province and/or U.S.; the vehicle(s) will be treated as if they are traveling outside of the Province and/or U.S. 75% of the time. Refer to Rule 228 to determine the applicable out of Province and/or U.S. surcharge.</p> <p>If during the first term of insurance, the Named Insured(s) claim entitlement to a lower Out-of-Province/U.S. Exposure amount and submits the required Supplementary Underwriting Documents as outlined under Rule 200.D to the satisfaction of the Servicing Carrier, the Out-of-Province/U.S. Exposure surcharge shall be adjusted effective the date the documentation was submitted. Backdating any adjustment to the Out-of-Province/U.S. Exposure surcharge is not permitted.</p> <p><b>G. Other Insurance</b> If there is any other insurance in force in respect of a risk: a) Binding shall not be made effective before the expiry of that other insurance. b) If that other insurance is to be cancelled, a liability card may not be prepared before the Insurer concerned has issued the notice of cancellation, or the Insured has signed the request for cancellation as the case may be.</p> <p><b>H. Variation in Coverage</b> To conform to the Insurance Act, the Named Insured(s) must be advised if the coverage provided by the policy is not as requested in the application.</p> <p>If the information received on supplementary underwriting documents is different from that reported on the application, to the extent that premium or coverage changes, the Servicing Carrier shall issue the policy based on the revised premium and/or coverage in accordance with the Manual of Rules and Rates, and notify the Agent/Broker of the applicable changes.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 204 New Policies</p>	<p><b>J. Verification of Driving History</b> In order to verify the driving history, the Servicing Carrier is required to obtain the following before confirming the premium:</p> <p>a) Driver record abstract obtained from the appropriate government department in each Canadian or U.S. jurisdiction in which the driver has been licensed in the previous three years. The report date on the Driver Abstract shall not exceed 90 days prior to the effective date of the policy.</p> <p>b) All vehicles shall initially be rated at Driving Record 0 unless the application is accompanied by (or the Servicing Carrier already has) proof of the accident free period and the ownership period required for a better driving record.</p> <p>If the Named Insured(s) claims entitlement to a driving record better than that permitted by the preceding paragraph and submits details of the previous insurance(s), the Servicing Carrier shall attempt to obtain confirmation of the previous experience. The claimed better driving record shall not be granted unless and until the entitlement is verified, but the re-rating shall then be backdated appropriately.</p> <p>Previous Insurance history is not required for Motorcycle, Moped, Snow Vehicles, Dirt Bikes, All Terrain Vehicles, Antique Vehicles or applicants with only an international licence. See special instructions under Fleets and the Garage section.</p> <p>See special instructions under Rule 239: Fleets.</p>	<p><b>I. Verification of Driving History</b> In order to verify the driving history, the Servicing Carrier is required to obtain the following before confirming the premium:</p> <p>a) Driver record abstract obtained from the appropriate government department in each Canadian or U.S. jurisdiction in which the driver has been licensed in the previous three years. The report date on the Driver Abstract shall not exceed 90 days prior to the effective date of the policy.</p> <p>b) All vehicles shall initially be rated at Driving Record 0 unless the application is accompanied by (or the Servicing Carrier already has) proof of the accident free period and the ownership period required for a better driving record.</p> <p>If the Named Insured(s) claims entitlement to a driving record better than that permitted by the preceding paragraph and submits details of the previous insurance(s), the Servicing Carrier shall attempt to obtain confirmation of the previous experience. The claimed better driving record shall not be granted unless and until the entitlement is verified, but the re-rating shall then be backdated appropriately.</p> <p>Previous Insurance history is not required for <del>Motorcycle, Moped, Snow Vehicles, Dirt Bikes, All Terrain Vehicles, Antique Vehicles</del> or Named Insured(s) with only an International licence. <del>See special instructions under Fleets and the Garage section.</del></p> <p><del>See special instructions under Rule 239: Fleets</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 205 Definitions</p>	<p><b>A. Commercial Vehicle</b> A motor vehicle used primarily to transport materials, goods, tools or equipment in connection with the applicant's occupation, and includes a police department truck, a fire department truck, driver training truck, a vehicle designed specifically for construction or maintenance purposes, a vehicle designed to perform a function by means of motive power which is both separate from and additional to the function of transportation and</p>	<p><b>A. Commercial Vehicle</b> A motor vehicle used primarily to transport materials, goods, tools or equipment in connection with the applicant's occupation, and includes a police department truck, a fire department truck, driver training truck, a vehicle designed specifically for construction or maintenance purposes, a vehicle designed to perform a function by means of motive power which is both separate from and additional to the function of transportation and travel, or a trailer intended for use with a commercial vehicle.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
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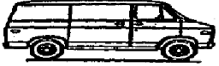

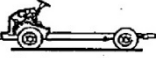


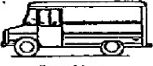
Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 205</p> <p>Definitions</p>	<p>travel, or a trailer intended for use with a commercial vehicle.</p> <p>Commercial vehicle does not include vehicles:</p> <p>a) Used primarily for the transportation of persons, in which case see the Private Passenger or Public section.</p> <p>b) Held for sale, demonstration and/or testing, in which case see the Garage section.</p> <p><b>B. Vehicle</b> For the purposes of this section of the manual, the unqualified word "vehicle" shall include "trailer" unless otherwise indicated.</p> <p><b>C. Trailer</b> A unit not equipped with its own motive power designed to be towed by a motor vehicle and intended to be used with a commercial vehicle.</p> <p><b>D. Owned/Leased</b> The expression "owned by" (as in a vehicle owned by the applicant) includes "leased to" if the applicant is/was responsible for obtaining the Liability insurance for the leased vehicle/item concerned. A similar interpretation applies to "owns, ownership", etc.</p> <p><b>E. Rating Information</b> If indicated on the current standard approved application form as a requirement for certain types of Commercial risks, a completed Commercial Vehicle Supplement must be submitted with the application. The information in the application and the Commercial Vehicle Supplement (where required and/or provided) is used to determine classification and rating territory.</p> <p>When a commercial vehicle is operated within a certain radius from different bases where required by different contracts, the territory shall be that of the highest rated location and the radius shall be the road distance of operation from that base.</p>	<p>Commercial vehicle does not include vehicles:</p> <p>a) Used primarily for the transportation of persons. Refer to the Private Passenger or Public section.</p> <p>b) Held for sale, demonstration and/or testing. Refer to the Garage section.</p> <p><b>B. Vehicle</b> For the purposes of this section of the manual, the unqualified word "vehicle" shall include "trailer" unless otherwise indicated.</p> <p><b>C. Trailer</b> A unit not equipped with its own motive power designed to be towed by a motor vehicle and intended to be used with a commercial vehicle.</p> <p><b>D. Owned/Leased</b> The expression "owned by" (as in a vehicle owned by the Applicant) includes "leased to" if the Applicant is/was responsible for obtaining the Liability insurance for the leased vehicle/item concerned. A similar interpretation applies to "owns, ownership", etc.</p> <p><b>E. Rating Information</b> If indicated on the current standard approved application form as a requirement for certain types of Commercial risks, a completed Commercial Vehicle Supplement must be submitted with the application.</p> <p>The information in the application and the Commercial Vehicle Supplement (where required and/or provided) is used to determine classification and rating territory.</p> <p>When a commercial vehicle is operated from different locations where required by different contracts, the territory shall be that of the highest rated location and the radius shall be determined from that location.</p> <p><i>For Example:</i> A construction company's gravel truck is used throughout the province at various construction sites as required by various contracts. The work involves hauling from</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>




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<p>Rule 205</p> <p>Definitions</p>	<p><b>F. Types of Commercial Vehicles</b> <b>Standard Production</b> The following truck types are generally light and, if standard production models are rated from Rate Group Table I.</p> <p><b>Pickup</b> - A truck with an open box behind the vehicle cab (identified by Body Code 0 in Rate Group Table I). The cab may be extended to accommodate additional seating behind the regular driving seat – may be referred to as crew, extended, or super cabs.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Standard Pickup</p> </div> <div style="text-align: center;">  <p>Extended, Crew or Super Cab</p> </div> </div> <p><b>Utility</b> - A “jeep” like truck which may be completely open, have a cab similar to a pickup or have a canvas or full top (identified by Body Code M in Rate Group Table 1).</p> <div style="text-align: center;">  <p>Multi-purpose Vehicle</p> </div> <p><b>Van</b> - A truck with a box like design (identified by Body Code 1 in Rate Group Table 1). Formerly known as panel trucks. Vans have the driver’s compartment and the cargo area within the body.</p> <div style="display: flex; justify-content: center; align-items: center;"> <div style="text-align: center; margin-right: 20px;">  <p>Van</p> </div> <div style="text-align: center;">  <p>Window Van</p> </div> </div>	<p>a pit to a nearby construction site. The territory will be the highest rated where work is done and the class is Class 42 (hauling within an 80 km radius).</p> <p><b>F. Types of Commercial Vehicles</b> <b>Standard Production</b> The following truck types are generally light and, if standard production models are rated from Rate Group Table I.</p> <p><b>Pickup</b> - A truck with an open box behind the vehicle cab (identified by Body Code 0 in Rate Group Table I). The cab may be extended to accommodate additional seating behind the regular driving seat – may be referred to as crew, extended, or super cabs.</p> <p><b>Utility</b> - A “jeep” like truck which may be completely open, have a cab similar to a pickup or have a canvas or full top (identified by Body Code M in Rate Group Table 1).</p> <p><b>Van</b> - A truck with a box like design (identified by Body Code 1 in Rate Group Table 1). Formerly known as panel trucks. Vans have the driver’s compartment and the cargo area within the body.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p> <p>All pictures of vehicles are being removed</p>	<p>This will not impact premiums</p>

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<p>Rule 205 Definitions</p>	<p><b>Wagon</b> - A truck built from a van or pickup chassis with seating for passengers (identified by Body Code W in Rate Group Table 1).</p>  <p>Van</p>  <p>Window Van</p> <p><b>Non Standard Production</b> Other truck types that are built from a <b>chassis</b> (the basic frame of a vehicle, including the engine, wheels, and other mechanical parts but not the body) or <b>chassis and cab</b> (a chassis equipped with a driver's compartment) by the addition of a body to carry goods or for specialized uses. Because these vehicles vary greatly even within a particular body style, Rate Group Table II must be used to establish a rate group.</p>  <p>Chassis</p>  <p>Chassis &amp; Cab</p> <p>The 'body' may be flat platform (<b>platform or flat deck</b>) or with racks (<b>stake</b>). Stake trucks often have canvas tops. With the addition of a fully enclosed box the vehicle is known as a <b>van</b>. Some have the cargo area open to the driver's compartment (<b>Step Van</b>); others have rear or side doors for access to the cargo.</p>  <p>Van</p>  <p>Step Van</p> <p><b>Road Tractor</b> - is a motor vehicle with a fifth wheel coupling device for attaching semi-trailers. A <b>fifth wheel</b> is a coupling device mounted on a road tractor and used</p>	<p><b>Wagon</b> - A truck built from a van or pickup chassis with seating for passengers (identified by Body Code W in Rate Group Table 1).</p> <p><b>Non Standard Production</b> Other truck types that are built from a <b>chassis</b> (the basic frame of a vehicle, including the engine, wheels, and other mechanical parts but not the body) or <b>chassis and cab</b> (a chassis equipped with a driver's compartment) by the addition of a body to carry goods or for specialized uses. Because these vehicles vary greatly even within a particular body style, Rate Group Table II must be used to establish a rate group.</p> <p>The 'body' may be flat platform (<b>platform or flat deck</b>) or with racks (<b>stake</b>). Stake trucks often have canvas tops. With the addition of a fully enclosed box the vehicle is known as a <b>van</b>. Some have the cargo area open to the driver's compartment (<b>Step Van</b>); others have rear or side doors for access to the cargo.</p> <p><b>Road Tractor</b> - is a motor vehicle with a fifth wheel coupling device for attaching semi-trailers. A <b>fifth wheel</b> is a coupling</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p> <p>All pictures of vehicles are being removed</p>	<p>This will not impact premiums</p>

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<p>Rule 205</p> <p>Definitions</p>	<p>to connect a semi trailer. It acts as a hinge point to assist longer vehicles in turning corners.</p> <div style="text-align: center;">  <p>Road Tractor</p> </div> <p><b>In addition, a Commercial vehicle:</b></p> <p>a) may be of the private passenger or station wagon body type, in other words, a vehicle built on a private passenger chassis. Use Rate Group Table II.</p> <p>b) is a Snow Vehicle with a GVW in excess of 1 tonne (2,200 lbs.), or a snow groomer regardless of weight. Use Rate Group Table II.</p> <p>c) may be another specialized vehicle such as road machinery (for example, graders). Use Rate Group Table II.</p> <p>d) is a Motorcycle designed and used for commercial purposes. Use Rate Group Table II.</p> <p><b>G. Gross Vehicle Weight ("GVW")</b></p> <p>The Gross Vehicle Weight is the curb weight of the vehicle <b>plus</b> the maximum load capacity. Generally the vehicle permit (licence) will show the Gross Vehicle Weight. The gross vehicle weight is shown in manufacturer's specification and all truck data books. The GVW is not to be confused with load capacity such as a 3 ton van or 1/2 ton pickup – the GVW for 1/2 ton pickup will range from 3000 to about 6600 pounds (1.4 to 3.5 metric tonnes).</p> <p><b>H. Machinery or Apparatus</b></p> <p>Commercial vehicles are often equipped with machinery or apparatus. There are two types:</p> <ol style="list-style-type: none"> <li>The equipment is designed to perform a function by means of motive power. This function is both additional to and separate from the functions of transportation and travel (e.g., welding, spraying, excavating, well drilling and cooking equipment). Insurance must be made subject to END 30 (Excluding Attached Machinery) which excludes coverage under Liability and Accident</li> </ol>	<p>device mounted on a road tractor and used to connect a semi trailer. It acts as a hinge point to assist longer vehicles in turning corners.</p> <p><b>In addition, a commercial vehicle using Rate Group Table II:</b></p> <p>a) may be of the private passenger or station wagon body type, in other words, a vehicle built on a private passenger chassis.</p> <p>b) is a Snow Vehicle with a GVW in excess of 1000 KG or a snow groomer regardless of weight.</p> <p>c) may be another specialized vehicle such as road machinery (for example, graders).</p> <p>d) is a Motorcycle designed and used for commercial purposes.</p> <p><b>G. Gross Vehicle Weight ("GVW")</b></p> <p>The Gross Vehicle Weight is the curb weight of the vehicle <b>plus</b> the maximum load capacity. Generally the vehicle registration (permit) will show the Gross Vehicle Weight. The gross vehicle weight is shown in manufacturer's specification and all truck data books. The GVW is not to be confused with load capacity such as a 3000 KG (3 ton) van or 500 KG (1/2 ton) pickup – the GVW for 500 KG (1/2 ton) pickup will range from 1400 to about 3000 KG (1.4 to 3.5 metric tonnes).</p> <p><b>H. Machinery or Apparatus</b></p> <p>Commercial vehicles are often equipped with machinery or apparatus. There are two types:</p> <ol style="list-style-type: none"> <li>The equipment is designed to perform a function by means of motive power. This function is both additional to and separate from the functions of transportation and travel (e.g., welding, spraying, excavating, well drilling and cooking equipment). Insurance must be made subject to END 30 (Excluding Operation of Attached Machinery) which excludes coverage under Liability and Accident Benefits while at the site of the work (operation of</li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 205</p> <p>Definitions</p>	<p>Benefits while at the site of the work (operation of the machinery or apparatus). See Endorsements in this section.</p> <p>2. Some equipment is permanently attached to and used for the loading/unloading operations of the vehicle (e.g., fuel oil delivery pumping equipment, or, small hoisting equipment normally found on brick trucks) or the equipment requires the vehicle to be in motion on a public road in order for it to do the work (e.g. snow plows, street sweepers). END 30 is not used in these situations.</p> <p>Some equipment owned by others may be attached to the vehicle. E.g. the applicant owns the truck but uses a tank body and pumping equipment owned by another. The coverage may be extended by attaching END 31 (Nonowned Equipment). The optional physical damage coverage may only be the same as that provided on the vehicle.</p> <p>END 30 and 31 cannot be attached to the vehicle at the same time. In circumstances where coverage for attached machinery is excluded by endorsement from the commercial vehicle, coverage may be purchased on a commercial property/general liability policy.</p>	<p>the machinery or apparatus). Refer to Rule 243: Endorsements Applicable to POL 1 (Owner’s Policy).</p> <p>2. Some equipment is permanently attached to and used for the loading/unloading operations of the vehicle (e.g., fuel oil delivery pumping equipment, or, small hoisting equipment normally found on brick trucks) or the equipment requires the vehicle to be in motion on a public road in order for it to do the work (e.g. snow plows, street sweepers). END 30 is not used in these situations.</p> <p>Some equipment owned by others may be attached to the vehicle. E.g. the Applicant owns the truck but uses a tank body and pumping equipment owned by another. The coverage may be extended by attaching END 31 (Non-Owned Equipment). The optional physical damage coverage may only be the same as that provided on the vehicle.</p> <p>END 30 and 31 cannot be attached to the vehicle at the same time. In circumstances where coverage for attached machinery is excluded by endorsement from the commercial vehicle, coverage may be purchased on a commercial property/general liability policy.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 206</p> <p>Rating Territory</p>	<p>Commercial vehicles registered and used in Prince Edward Island are rated using Prince Edward Island premiums.</p> <p>If a filing is required for another jurisdiction, the Outside Prince Edward Island exposure surcharge must be used regardless of the percentage of total mileage driven in that other jurisdiction.</p> <p>The applicable rating territory is that in which the vehicle ‘is and will be chiefly used’. If however, the vehicle is operated regularly i.e. more than 12 trips per year to or through other territories, the highest rated of those territories is to be used. A vehicle that travels through a higher rated territory from a lower rated territory where it is garaged, to another lower rated territory where the work is performed, shall be charged at the higher rated territory. This applies to all classes in the Commercial section including Truckmen. Outside Prince Edward Island</p>	<p>The rating territories are described in the Territory section of this manual.</p> <p>If a filing is required for a higher rated territory, the rate for that higher rated territory must be used regardless of the number of trips to that higher rated territory.</p> <p>The applicable rating territory is that in which the vehicle ‘is and will be chiefly used’. If however, the vehicle is operated regularly i.e. more than 12 trips per year to or through other territories, the highest rated of those territories is to be used. <del>A vehicle that travels through a higher rated territory from a lower rated territory where it is garaged, to another lower rated territory where the work is performed, shall be charged at the higher rated territory.</del> This applies to all classes in the Commercial Section including Truckmen. <del>Outside Prince Edward Island exposure surcharge and currency differential surcharge are to be applied where required.</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule 206  Rating Territory	<p>exposure surcharge and currency differential surcharge are to be applied where required.</p> <p>Prince Edward Island rates apply if the vehicle is operated outside Prince Edward Island but within Nova Scotia, New Brunswick, Newfoundland or Labrador.</p> <p>Prince Edward Island rates and a surcharge apply if the vehicle is operated outside Prince Edward Island, Nova Scotia, New Brunswick, Newfoundland and Labrador. Refer to Rule 228: Outside Prince Edward Island Exposure and Rule 234: Vehicles Used Outside Jurisdiction of Registration.</p>	<p><del>Prince Edward Island rates apply if the vehicle is operated outside Prince Edward Island but within Nova Scotia, New Brunswick, Newfoundland or Labrador.</del></p> <p>Prince Edward Island rates and a surcharge apply if the vehicle is operated outside Prince Edward Island, Nova Scotia, New Brunswick, Newfoundland and Labrador. For vehicles used in other jurisdictions, refer to Rule 228: Outside Province Exposure and Rule 234: Vehicles Used Outside Jurisdiction of Registration. Surcharge and U.S currency differential surcharge are to be applied where required.</p>	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums																												
Rule 207  Rating Class	<p><b>A. Load Classification</b></p> <table border="1" style="width: 100%;"> <tr> <td style="width: 70%;">Vehicles with a Gross Vehicle Weight not in excess of 4,500kg (10,000 lbs.)</td> <td style="width: 30%;">Light (L)</td> </tr> <tr> <td>Vehicles with a Gross Vehicle Weight of more than 4,500kg (10,000 lbs.)</td> <td>Heavy (H)</td> </tr> <tr> <td>Road Tractors used to haul trailers</td> <td>Heavy (H)</td> </tr> </table> <p><b>B. Radius</b></p> <p>Radius means the road distance from the boundary of the city or town in which the vehicle is usually kept. Operation within a city or town or within 40 km (25 miles) of the boundaries of a city or town shall be regarded as within a 40 km (25 mile) radius. A radius of 80 km (50 miles) means that the vehicle is being operated within 80 km (50 miles) of the boundaries of the city or town in which it is kept.</p> <p>Note: A vehicle used for more than 12 trips per year (6 trips on a six month policy) beyond a radius of 80 km (50 miles) is to be rated:</p> <table style="width: 100%; margin-left: 40px;"> <tr> <td>Radius 81-160 km (100 miles)</td> <td>Class 61</td> </tr> <tr> <td>Radius 161- 400km</td> <td>Class 62</td> </tr> <tr> <td>Radius 401-750km</td> <td>Class 63</td> </tr> <tr> <td>Radius over 750km</td> <td>Class 64</td> </tr> </table>	Vehicles with a Gross Vehicle Weight not in excess of 4,500kg (10,000 lbs.)	Light (L)	Vehicles with a Gross Vehicle Weight of more than 4,500kg (10,000 lbs.)	Heavy (H)	Road Tractors used to haul trailers	Heavy (H)	Radius 81-160 km (100 miles)	Class 61	Radius 161- 400km	Class 62	Radius 401-750km	Class 63	Radius over 750km	Class 64	<p><b>A. Load Classification</b></p> <table border="1" style="width: 100%;"> <tr> <td style="width: 70%;">Vehicles with a Gross Vehicle Weight not in excess of 4,500kg (10,000 lbs.)</td> <td style="width: 30%;">Light (L)</td> </tr> <tr> <td>Vehicles with a Gross Vehicle Weight of more than 4,500kg (10,000 lbs.)</td> <td>Heavy (H)</td> </tr> <tr> <td>Road Tractors used to haul trailers</td> <td>Heavy (H)</td> </tr> </table> <p><b>B. Radius</b></p> <p>Radius means the road distance from the boundary of the city or town in which the vehicle is usually kept. Operation within a city or town or within 40 km (25 miles) of the boundaries of a city or town shall be regarded as within a 40 km (25 mile) radius. A radius of 80 km (50 miles) means that the vehicle is being operated within 80 km (50 miles) of the boundaries of the city or town in which it is kept.</p> <p><b>Note:</b> A vehicle used for more than 12 trips per year (6 trips on a six month policy) beyond a radius of 80 km (50 miles) is to be rated:</p> <table style="width: 100%; margin-left: 40px;"> <tr> <td>Radius 81-160 km (100 miles)</td> <td>Class 61</td> </tr> <tr> <td>Radius 161- 400km</td> <td>Class 62</td> </tr> <tr> <td>Radius 401-750km</td> <td>Class 63</td> </tr> <tr> <td>Radius over 750km</td> <td>Class 64</td> </tr> </table>	Vehicles with a Gross Vehicle Weight not in excess of 4,500kg (10,000 lbs.)	Light (L)	Vehicles with a Gross Vehicle Weight of more than 4,500kg (10,000 lbs.)	Heavy (H)	Road Tractors used to haul trailers	Heavy (H)	Radius 81-160 km (100 miles)	Class 61	Radius 161- 400km	Class 62	Radius 401-750km	Class 63	Radius over 750km	Class 64	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums
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<p>Rule 207 Rating Class</p>	<p>Special Increased Limits (for Chemical Products, Explosives, Petroleum Products, Radioactive Materials) classifications are to be used if the vehicle is transporting Dangerous Goods. Refer to Interurban Rate Pages for classification and rates.</p> <p>For example: A vehicle hauling dangerous goods is used 13 times a year to transport those goods within a 100 km radius. Class 61B rates are applicable.</p> <p>or policies issued for less than 6 months, the use of Special increased limits (for Chemical Products, Explosives, Petroleum Products, Radioactive Materials) classifications shall apply if the percentage of mileage used beyond 80 km (50 miles) for the policy period, exceeds 5%.</p> <p>The use of Special increased limits (for Chemical Products, Explosives, Petroleum Products, Radioactive Materials) classifications does not apply if the vehicle is in transit and is not being used to transport goods or for the specialized purpose for which it was designed.</p> <p><b>C. Exclusive Contract</b> A truckman's vehicles that are operated under contract exclusively for one party, other than for mail or milk transportation may be classified as if owned and operated by that party if the vehicles are used within a radius of 40 km (25 miles). If used beyond a 40 km radius, rate as Truckmen.</p> <p><i>For example:</i> Acme Trucking has some trucks which are used solely for the delivery of Superior Drug Wholesaler's products to their customer drug stores within a 40 km radius. Superior Drug Wholesaler's do not have their own trucks. Rate the Acme trucks that are used solely for this purpose as Drug Manufacturer &amp; Wholesalers.</p> <p><b>D. Road Tractor Without Trailer</b> When a road tractor not used in connection with a farm is insured, it is presumed that it will be used with one or more trailers. Accordingly, the semi-trailer Liability premium (see Rule 212: Rating of Trailers) must be charged even if no specific trailer is described.</p>	<p>Special Increased Limits (for Chemical Products, Explosives, Petroleum Products, Radioactive Materials) classifications are to be used if the vehicle is transporting Dangerous Goods. Refer to Interurban Rate Pages for classification and rates.</p> <p>For example: A vehicle hauling dangerous goods is used 13 times a year to transport those goods within a 100 km radius. Class 61B rates are applicable.</p> <p>For policies issued for less than 6 months, the use of Special Increased limits (for Chemical Products, Explosives, Petroleum Products, Radioactive Materials) classifications shall apply if the percentage of mileage used beyond 80 km (50 miles) for the policy period, exceeds 5%.</p> <p>The use of Special Increased limits (for Chemical Products, Explosives, Petroleum Products, Radioactive Materials) classifications does not apply if the vehicle is in transit and is not being used to transport goods or for the specialized purpose for which it was designed.</p> <p><b>C. Exclusive Contract</b> A truckman's vehicles that are operated under contract exclusively for one party (other than for mail or milk transportation) may be classified as if owned and operated by that party if the vehicles are used within a radius of 40 km (25 miles). If used beyond a 40 km radius, rate as Truckmen.</p> <p><i>For example:</i> Acme Trucking has some trucks which are used solely for the delivery of Superior Drug Wholesaler's products to their customer drug stores within a 40 km radius. Superior Drug Wholesaler's do not have their own trucks. Rate the Acme trucks that are used solely for this purpose as Drug Manufacturer &amp; Wholesalers.</p> <p><b>D. Road Tractor Without Trailer</b> When a road tractor <del>not used in connection with a farm</del> is insured, it is presumed that it will be used with one or more trailers. Note: The semi-trailer Liability premium must be charged even if no specific trailer is described. (see Rule 212: Rating of Trailers)</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 207 Rating Class</p>	<p>For tractors used in connection with a Farm, refer to Rule 207.H: Farm Trucks.</p> <p><b>E. Vehicles in Transit</b> A vehicle that is in transit through the jurisdiction and not used to transport goods or for the special purpose for which it was manufactured is treated as a vehicle "not specifically classified".</p> <p><i>For example:</i> The insured lives in Prince Edward Island and purchases a road tractor in Ontario which is now driven back to Prince Edward Island to be registered in that jurisdiction. The vehicle is in transit and not being used for the purpose for which it was designed. It shall be rated Class 44 (heavy vehicle not specifically classified).</p> <p><b>F. Electrically Powered Vehicles</b> Discount no longer available.</p> <p><b>G. Commercial Vehicles and Underage Operators</b> A light commercial vehicle principally or occasionally operated by a driver under 25 is to be rated as a private passenger vehicle with the underage operator as the principal operator if the private passenger premium shall be higher than if the vehicle was rated as a commercial vehicle.</p> <p><b>H. Farm Trucks</b> The truck of a farmer who has no other gainful occupation and is residing on the farm may be rated as a farm truck. Vehicles owned by farm managers, farm labourers, transient harvesters and part-time workers may not be rated as farm trucks.</p>	<p><del>For tractors used in connection with a Farm, refer to Rule 207.H: Farm Trucks.</del></p> <p><b>E. Vehicles in Transit</b> A vehicle that is in transit through the jurisdiction and not used to transport goods or for the special purpose for which it was manufactured is treated as a vehicle 'not specifically classified'.</p> <p><i>For example:</i> The Insured lives in one jurisdiction and purchases a road tractor in a different jurisdiction. The tractor is now being driven back to Prince Edward Island to be registered in the jurisdiction that the Insured resides in. The vehicle is in transit and not being used for the purpose for which it was designed. It shall be rated Class 44 (heavy vehicle not specifically classified).</p> <p><b>F. Electrically Powered Vehicles</b> Discount is no longer available in Alberta, New Brunswick, Northwest Territories, Nova Scotia, Nunavut, Ontario, Prince Edward Island and Yukon.</p> <p>The Liability and DCPD premiums for electrically powered vehicles are subject to a reduction of 50%. (<i>Applicable in Newfoundland &amp; Labrador only</i>).</p> <p><b>G. Commercial Vehicles and Underage Operators</b> A light commercial vehicle principally or occasionally operated by a driver under 25 years old is to be rated as a private passenger vehicle with the underage operator as the principal operator if the private passenger premium shall be higher than if the vehicle was rated as a commercial vehicle. (<i>Applicable to Northwest Territories, Nunavut, Prince Edward Island and Yukon</i>).</p> <p><b>H. Farm Trucks</b> The truck of a farmer who has no other gainful occupation and is residing on the farm may be rated as a farm truck. Vehicles owned by farm managers, farm labourers, transient harvesters and part-time workers may not be rated as farm trucks.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 207</p> <p>Rating Class</p>	<p>Class 33 is permissible only when the applicant owns both a commercial and private passenger vehicle and is a listed driver on both. If the private passenger vehicle is not insured for mandatory coverage with the Servicing Carrier, the Agent/Broker must confirm in writing to the Servicing Carrier at each renewal that the applicant owns and insures a private passenger vehicle; otherwise, the commercial vehicle is to be rated as a commercial vehicle not specifically classified.</p> <p>Class 33 or 34 is not permissible if the vehicle is used for any retail/wholesale delivery or any use not considered part of the day to day operation of a farm. For Class 34, a maximum 11,000 kg GVW is eligible. No extra heavy vehicle e.g. tractor trailers may be rated as farm vehicles.</p> <p>Maximum annual mileage of any vehicle rated Class 33 or 34 may not exceed 10,000 km.</p> <p><b>I. Artisan Class 35</b></p> <p>This class is permissible only for those vehicles that are largely immobile i.e. parked during the business hours of the applicant, at or near the place of employment. A vehicle used to go to more than two jobs in a day is not to be rated Class 35. Wholesale or retail delivery is not permitted. The applicant or spouse also must have a private passenger vehicle insured for mandatory coverage.</p>	<p>Class 33 is permissible only when the Applicant owns both a commercial and private passenger vehicle and is a listed driver on both. If the private passenger vehicle is not insured for mandatory coverage with the Servicing Carrier, the Agent/Broker must confirm in writing to the Servicing Carrier at each renewal that the Applicant owns and insures a private passenger vehicle; otherwise, the commercial vehicle is to be rated as a commercial vehicle not specifically classified.</p> <p>Class 33 or 34 is not permissible if the vehicle is used for any retail/wholesale delivery or any use not considered part of the day-to-day operation of a farm.</p> <p>For Class 34, a maximum 11,000 kg GVW is eligible. No extra heavy vehicle e.g. tractor trailers may be rated as farm vehicles.</p> <p>Maximum annual mileage of any vehicle rated Class 33 or 34 may not exceed 10,000 km.</p> <p><b>I. Artisan Class 35</b></p> <p>This class is permissible only for those vehicles that are largely immobile i.e. parked during the business hours of the Applicant, at or near the place of employment. A vehicle used to go to more than two jobs in a day is not to be rated Class 35. Wholesale or retail delivery is not permitted. The Applicant or spouse also must have a private passenger vehicle insured for mandatory coverage.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 208</p> <p>Rating for More Than One Use</p>	<p>If the vehicle is used for more than one commercial purpose, the highest rated class (based on premium) must be used regardless of the percentage of exposure.</p> <p>Since private passenger Classes 01, 02, 03 and 07 exclude commercial use, vehicles used for both private passenger and commercial use must be rated commercially.</p> <p>Examples: a) The insured has a minivan used for courier purposes and for pleasure. Rate the vehicle for courier delivery.</p>	<p>If a vehicle is used for more than one commercial purpose, the highest rated class (based on premium) must be used regardless of the percentage of exposure.</p> <p>Since private passenger Classes 01, 02, 03 and 07 exclude commercial use, vehicles used for both private passenger and commercial use must be rated commercially.</p> <p>Example 1: The Insured has a mini van used for courier purposes and for pleasure. Rate the vehicle for courier delivery.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>



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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 208</p> <p>Rating for More Than One Use</p>	<p>b) The insured has a light pickup truck. During the day he makes business calls to clients of the company he works for as a salesman. During the night he works for another company delivering pizza. Rate the vehicle for pizza delivery.</p> <p>c) The Insured owns and operates a courier business with one Straight Truck currently rated for courier services. The Insured successfully bids on a contract to transport radioactive medical isotopes to local hospitals one day per month. Rate the vehicle for the transportation of dangerous goods.</p> <p>Slip Tanks not carrying petroleum products are to be rated based on commodity hauled, Class 48 (Dangerous Goods) must not be used.</p> <p>Refer to Rule 236 for instructions on how to rate Driver Training Vehicles.</p> <p>Refer to Rule 238 for instructions on how to rate Short Term Leases.</p>	<p>Example 2: The Insured has a light pickup truck. During the day, the Insured makes business calls to clients of the company he works <del>as</del> for as a salesman. During the night the Insured works for another company delivering pizza. Rate the vehicle for pizza delivery.</p> <p>Example 3: The Insured owns and operates a courier business with one Straight Truck currently rated for courier services. The Insured successfully bids on a contract to transport radioactive medical isotopes to local hospitals one day per month. Rate the vehicle for the transportation of dangerous goods. Slip Tanks <u>not</u> carrying petroleum products are to be rated based on commodity hauled, Class 48 (Dangerous Goods) must not be used.</p> <p><del>Refer to Rule 236 for instructions on how to rate Driver Training Vehicles.</del></p> <p><del>Refer to Rule 238 for instructions on how to rate Short Term Leases.</del></p>	<p>Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 209</p> <p>Driving Record</p>	<p>Driving record for individually rated policies are the number of years of verified 'Clear Record'. This rule does not apply to coverages that are experience (fleet) rated.</p> <p>See special instructions under Rule 239: Fleets.</p> <p>All vehicles shall initially be rated at Driving Record 0 unless the application is accompanied by (or the Servicing Carrier already has) proof of the accident free period and the ownership period required for a better driving record.</p> <p>If the Named Insured(s) claim entitlement to a driving record better than that permitted by the preceding paragraph and submits details of the previous insurance details to the satisfaction of the Servicing Carrier, the re-rating shall then be backdated appropriately.</p> <p><b>A. Clear Record</b></p> <p>Through out the period concerned:</p>	<p>Driving record for individually rated policies are the number of years of verified 'Clear Record'. This rule does not apply to coverages that are experience (fleet) rated.</p> <p>See special instructions under Rule 239: Fleets.</p> <p>All vehicles shall initially be rated at Driving Record 0 unless the application is accompanied by (or the Servicing Carrier already has) proof of the accident free period and the ownership period required for a better driving record.</p> <p>If the Named Insured(s) claim entitlement to a driving record better than that permitted by the preceding paragraph and submits details of the previous insurance details to the satisfaction of the Servicing Carrier, the re-rating shall then be backdated appropriately.</p> <p><b>A. Clear Record</b></p> <p>Through out the period concerned:</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies																				
<p>Rule 209 Driving Record</p>	<p>1. There has been no accident involving the described vehicle or one for which it has been substituted; and 2. The Named Insured(s) has owned the described vehicle or one of a similar type for which it has been substituted.</p> <p>Ownership is established from the date on which the Applicant takes possession of the vehicle.</p> <p>There is no requirement that drivers be accident free on other vehicles; the rating is determined from the vehicle history not the driver's history.</p> <p><b>B. Driving Record Entitlement</b></p> <table border="1" data-bbox="317 711 915 979"> <thead> <tr> <th>Period of confirmed claims-free experience and vehicle ownership immediately preceding the commencement date of the period of insurance</th> <th>Driving Record Entitlement</th> </tr> </thead> <tbody> <tr> <td>Less than 1 year</td> <td>0</td> </tr> <tr> <td>At least 1 year</td> <td>1</td> </tr> <tr> <td>At least 2 years</td> <td>2</td> </tr> <tr> <td>At least 3 years</td> <td>3</td> </tr> </tbody> </table> <p><b>Notes</b></p> <p>1. The driving record established applies to all coverages concerned. A chargeable accident will affect the rating of Liability, DCPD and Collision coverages.</p> <p>2. Where the Named Insured(s) owns more than one vehicle, each vehicle's driving record is established separately. Where an additional vehicle is acquired it shall develop its own driving record (initially at Driving Record 0). Where a vehicle is deleted, an accident charged for on the deleted vehicle shall be transferred to a remaining vehicle with the best rated driving record.</p> <p><i>For example:</i> There are three vehicles on the policy all rated Class 36. Vehicle 1 is rated</p>	Period of confirmed claims-free experience and vehicle ownership immediately preceding the commencement date of the period of insurance	Driving Record Entitlement	Less than 1 year	0	At least 1 year	1	At least 2 years	2	At least 3 years	3	<p>1. There has been no accident involving the described vehicle or one for which it has been substituted; and 2. The Named Insured(s) has owned the described vehicle or one of a similar type for which it has been substituted.</p> <p>Ownership is established from the date on which the Applicant takes possession of the vehicle.</p> <p>There is no requirement that drivers be accident free on other vehicles. The rating is determined from the vehicle history not the driver's history.</p> <p><b>B. Driving Record Entitlement</b></p> <table border="1" data-bbox="976 711 1575 979"> <thead> <tr> <th>Period of confirmed claims-free experience and vehicle ownership immediately preceding the commencement date of the period of insurance</th> <th>Driving Record Entitlement</th> </tr> </thead> <tbody> <tr> <td>Less than 1 year</td> <td>0</td> </tr> <tr> <td>At least 1 year</td> <td>1</td> </tr> <tr> <td>At least 2 years</td> <td>2</td> </tr> <tr> <td>At least 3 years</td> <td>3</td> </tr> </tbody> </table> <p><b>Notes</b></p> <p>1. The driving record established applies to all coverages for which driving record is a factor. There is no split rating. A chargeable accident will affect the rating of the Liability, DCPD (<i>Not available in Northwest Territories, Nunavut and Yukon</i>) and Collision coverages.</p> <p>2. Where the Named Insured(s) owns more than one vehicle, each vehicle's driving record is established separately. Where an additional vehicle is acquired it shall develop its own driving record (initially at Driving Record 0). Where a vehicle is deleted, an accident charged for on the deleted vehicle shall be transferred to a remaining vehicle with the best rated driving record.</p>	Period of confirmed claims-free experience and vehicle ownership immediately preceding the commencement date of the period of insurance	Driving Record Entitlement	Less than 1 year	0	At least 1 year	1	At least 2 years	2	At least 3 years	3	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
Period of confirmed claims-free experience and vehicle ownership immediately preceding the commencement date of the period of insurance	Driving Record Entitlement																							
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**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 209</p> <p>Driving Record</p>	<p>Driving Record 0 (due to an accident), vehicle 2 is rated Driving Record 1 and vehicle 3 is rated Driving Record 3. Vehicle 1 is deleted from the policy. The accident will be transferred to vehicle 3 and the rating will be amended to Driving Record 0.</p> <p>3. Where a vehicle replaces another it acquires the driving record of the replaced vehicle.</p> <p>4. Gaps in insurance coverage within the 3 years immediately preceding the effective date of the insurance shall have the following impact on the assignment of the driving record:</p> <ul style="list-style-type: none"> <li>• If the total gap in insurance coverage is less than 1 year in the past 3 years, the driving record will not be affected.</li> <li>• If the total gap in insurance coverage is 1 year or more in the past 3 years, the driving record will be reduced by 1 for each year's gap in coverage.</li> </ul> <p><i>For example:</i> The applicant has proof of accident free insurance from June 1, 1999 to February 15, 2003. Effective date of FA policy is July 1, 2003. Since the gap is less than 1 year (February 15, 2003 to July 1, 2003), there is no impact on the driving record. Risk qualifies for Driving Record 3.</p> <p>The applicant has proof of accident free insurance from June 1, 1999 to May 20, 2002. Effective date of FA policy is July 1, 2003. Since the gap is more than 1 year but less than 2 years (May 20, 2002 to July 1, 2003), the driving record is reduced by 1 year. Risk qualifies for Driving Record 2.</p> <p>5. A loss history report or letter from the prior carrier is required to confirm claims-free experience for all driving records on individually-rated vehicles. Where a loss history report or letter from the previous insurer verifying claims free experience in Canada or the U.S. is not provided, the insured shall be eligible for a maximum of Driving Record 0.</p>	<p><i>For example:</i> There are three vehicles on the policy all rated Class 36. Vehicle 1 is rated Driving Record 0 (due to an accident), Vehicle 2 is rated Driving Record 1 and Vehicle 3 is rated Driving Record 3. Vehicle 1 is deleted from the policy. The accident will be transferred to Vehicle 3 and the rating will be amended to Driving Record 0.</p> <p>3. Where a vehicle replaces another it acquires the driving record of the replaced vehicle.</p> <p>4. A loss history report or letter from the prior carrier is required to confirm claims-free experience for all driving records on individually-rated vehicles. Where a loss history report or letter from the previous Insurer verifying claims free experience in Canada or the U.S. is not provided, the Insured shall be eligible for a maximum of Driving Record 0.</p> <p>5. Gaps in insurance coverage within the 3 years immediately preceding the effective date of the insurance shall have the following impact on the assignment of the driving record:</p> <ul style="list-style-type: none"> <li>• If the total gap in insurance coverage is less than 1 year in the past 3 years, the driving record will not be affected.</li> <li>• If the total gap in insurance coverage is 1 year or more in the past 3 years, the driving record will be reduced by 1 for each year's gap in coverage.</li> </ul> <p><del><i>For example:</i> The applicant has proof of accident free insurance from June 1, 1999 to February 15, 2003. Effective date of FA policy is July 1, 2003. Since the gap is less than 1 year (February 15, 2003 to July 1, 2003), there is no impact on the driving record. Risk qualifies for Driving Record 3.</del></p> <p><del>The applicant has proof of accident free insurance from June 1, 1999 to May 20, 2002. Effective date of FA policy is July 1, 2003. Since the gap is more than 1 year but less than 2 years (May 20, 2002 to July 1, 2003), the driving record is reduced by 1 year. Risk qualifies for Driving Record 2.</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p> <p>Point 4 and 5 have been re-arrange to align will all jurisdictions</p>	<p>This will not impact premiums</p>

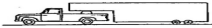

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 209</p> <p>Driving Record</p>	<p><b>C. Seasonal Use</b></p> <p>Some commercial vehicles, such as those used for road construction, farming, lumbering and fishing may only be used seasonally. In these cases the applicant may not be able to furnish proof of the accident-free period if the previous insurance policy did not retain Comprehensive or Specified Perils. Where this situation occurs and "Seasonal Use" is confirmed from past insurance records, Facility Association shall require only proof of the accident free operation during the previous seasons.</p> <p>If proof of ownership and accident free use in previous seasons is obtained, then the driving record shall not be affected. The risk shall retain the existing driving record or the driving record shall be allowed to progress in the same manner as vehicles that are used year round.</p>	<p><b>C. Seasonal Use</b></p> <p>Some commercial vehicles, such as those used for road construction, farming, lumbering and fishing may only be used seasonally. In these cases the Applicant may not be able to furnish proof of the accident-free period if the previous insurance policy did not retain Comprehensive or Specified Perils. Where this situation occurs and 'Seasonal Use' is confirmed from past insurance records, Facility Association shall require only proof of the accident free operation during the previous seasons.</p> <p>If proof of ownership and accident free use in previous seasons is obtained, then the driving record shall not be affected. The risk shall retain the existing driving record or the driving record shall be allowed to progress in the same manner as vehicles that are used year round.</p>	<p>Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 211</p> <p>Rate Group</p>	<p>The rate group is determined from Rate Group Table I or Rate Group Table II.</p> <p><b>A. Rate Group Table I</b></p> <p>This table lists by manufacturer, model and series, standard production pickup, utility, van (panel or sedan delivery) or wagon types, having Gross Vehicle Weights not exceeding 10,000 pounds (4.5 metric tons).</p> <p>If a current year make/model is not listed but was listed in the immediately preceding year, use the rate group for the immediately preceding year.</p> <p>If it was not listed in the immediately preceding year (it is a new model or there is a gap in model years), the Servicing Carrier shall provide the rate group assigned by IAO.</p> <p>For vehicles equipped with attached machinery (e.g. tow trucks, pickups with snowplow blades) or those that have been customized (e.g. special paint job) where the value of the equipment or customization is \$3,000 or greater, an additional premium will be charged. For every \$3,000 of equipment value or customization, a rate group increase of 1 shall be made. If the value of the equipment is less than \$3,000 no additional premium shall be</p>	<p><b>Rule 211: Vehicle Rate Group</b></p> <p>The rate group is determined from using Rate Group Table I or Rate Group Table II.</p> <p><b>A. Rate Group Table I</b></p> <p>This table lists by manufacturer, model and series, standard production pick-up, utility, van (panel or sedan delivery) or wagon types, having Gross Vehicle Weights not exceeding 4,500kg. <del>10,000 pounds (4.5 metric tons).</del></p> <p>If a current year make/model is not listed but was listed in the immediately preceding year, use the rate group for the immediately preceding year.</p> <p>If <del>it</del> the year make/model was not listed in the immediately preceding year (It is a new model or there is a gap in model years.), <del>the contact your Servicing Carrier. shall provide the rate group assigned by IAO.</del></p> <p>For vehicles <del>equipped</del> with attached machinery (e.g. tow trucks, pickups with snowplow blades) or those that have been customized (e.g. special paint job) <del>where the value of the equipment or customization is valued \$3,000 or greater,</del> use Rate Group Table II. <del>an additional premium will be charged. For every \$3,000 of equipment value or</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 211 Rate Group</p>	<p>charged. The Servicing Carrier will require a copy of the bills of sale or if they are not available, an appraisal to substantiate the value of the attached equipment or customization. <b>Rate Group Table I is not to be used for models and series not specifically listed.</b> <b>B. Rate Group Table II</b> The model year and list price new are used to determine the rate group. Rate Group Table II is to be used for:</p> <ul style="list-style-type: none"> <li>a) Commercial vehicles of types and Gross Vehicle Weights not specified in Rate Group Table I.</li> <li>b) Any commercial vehicle not listed in Table I equipped with attached machinery (e.g. towing hoist on a pickup) or commercial vehicles that have been customized (e.g. special paint jobs).</li> <li>c) Commercial vehicles designated II in Rate Group Table I</li> <li>d) Private Passenger vehicles being rated in the Commercial section of the manual that are not listed in Rate Group Table I (e.g. car being used for courier purposes).</li> <li>e) Vehicles classed as or rated as Interurban</li> <li>f) Motorcycles designed and used for commercial purposes e.g. a three wheel motorcycle with a box built in between the rear wheels that permits the carriage of small packages for delivery purposes.</li> </ul> <p><b>C. List Price New</b> The Manufacturer's Suggested Retail Price (MSRP) new (<b>plus taxes</b>) of the vehicle, including the value of the body, all permanently attached equipment and any customizing features.</p>	<p><del>customization, a rate group increase of 1 shall be made. If the value of the equipment is less than \$3,000 no additional premium shall be charged.</del> The Servicing Carrier will require a copy of the bills of sale or if they are not available, an appraisal to substantiate the value of the attached equipment or customization. <b>Rate Group Table I is not to be used for models and series not specifically listed.</b> <b>C. B. List Price New</b> The Manufacturer's Suggested Retail Price (MSRP) new (plus taxes) of the vehicle, including the value of the body, all permanently attached equipment and any customizing features. <del><b>B. C. Rate Group Table II</b></del> The model year and list price new are used to determine the rate group. Rate Group Table II is to be used for:</p> <ul style="list-style-type: none"> <li><del>a) • Commercial vehicles of types and Gross Vehicle Weights not specified in Rate Group Table I.</del></li> <li><del>b) • Any commercial vehicle not listed in Table I equipped with attached machinery (e.g. towing hoist on a pickup) or commercial vehicles that have been customized (e.g. special paint jobs).</del></li> <li><del>c) • Commercial vehicles designated II in Rate Group Table I.</del></li> <li><del>d) • Private Passenger vehicles being rated in the Commercial section of the manual that are not listed in Rate Group Table I (e.g. car being used for courier purposes).</del></li> <li>• Any vehicles equipped with attached machinery (e.g. tow trucks, pickups with snowplow blades) or with customization (e.g. special paint job, shelving) valued \$3,000 or greater.</li> <li>f) • Motorcycles designed and used for commercial purposes e.g. a three wheel motorcycle with a box built in between the rear wheels that permits the carriage of small packages for delivery purposes.</li> <li>e) • Vehicles classed as or rated as Interurban.</li> </ul>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

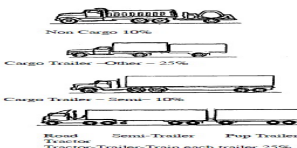
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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 212</p> <p>Trailers</p>	<p><b>A. Types and Uses of Trailers</b></p> <p><b>Non-Cargo Trailer</b> A trailer that does <b>not</b> supplement the load-carrying capacity of the towing vehicle. Such a trailer has a special function (e.g., compressor, tarpot, welding unit, canteen carts) and the insurance must be subject to END 30 described in Rule 205: Machinery or Apparatus.</p> <p><b>Cargo Trailer</b> A trailer that does supplement the load-carrying capacity of the towing vehicle, i.e. it is used for carrying removable cargo.</p> <p><b>Common Trailer</b> A trailer attached to a straight truck by a tongue.</p> <p><b>Semi-trailer</b> A trailer equipped with a "fifth wheel" or "kingpin" coupling device for use with a road tractor. Includes "bogies" used to convert containers into semi-trailers.</p> <p><b>Pup Trailer</b> A second trailer attached to a lead trailer, either by means of a tongue or trailer converter dolly.</p> <p><b>Low-bed Float Trailer</b> A trailer designed with a low center of gravity and used to haul very heavy loads (e.g. road graders, and transformers).</p> <p><b>Gooseneck Trailer</b></p>  <p>A large trailer with a light cargo most commonly pulled by a pickup truck. Attachment to the pickup is by means of a small fifth wheel mounted on the bed of the pickup box.</p> <p><b>Trailer Converter Dolly</b> A dual wheel axle with a fifth wheel mounted and a tongue for attachment to a lead trailer or straight truck.</p>  <p><b>Tractor-trailer-train or Tandem Rig</b> Road tractor with two or more trailers attached, or two or more trailers used with a truck.</p>	<p><b>A. Types and Uses of Trailers</b></p> <p><b>Non-Cargo Trailer</b> A trailer that does not supplement the load-carrying capacity of the towing vehicle. Such a trailer has a special function (e.g. compressor, tarpot, welding unit, canteen carts) and the insurance must be subject to END 30 described in Rule 205:H Machinery or Apparatus.</p> <p><b>Cargo Trailer</b> A trailer that does supplement the load-carrying capacity of the towing vehicle, i.e. it is used for carrying removable cargo.</p> <p><b>Common Trailer</b> A trailer attached to a straight truck by a tongue.</p> <p><b>Semi-trailer</b> A trailer equipped with a "fifth wheel" or "kingpin" coupling device for use with a road tractor. Includes "bogies" used to convert containers into semi-trailers.</p> <p><b>Pup Trailer</b> A second trailer attached to a lead trailer, either by means of a tongue or trailer converter dolly.</p> <p><b>Low-bed Float Trailer</b> A trailer designed with a low center of gravity and used to haul very heavy loads (e.g. road graders, and transformers).</p> <p><b>Gooseneck Trailer</b></p> <p>A large trailer with a light cargo most commonly pulled by a pickup truck. Attachment to the pickup is by means of a small fifth wheel mounted on the bed of the pickup box.</p> <p><b>Trailer Converter Dolly</b> A dual wheel axle with a fifth wheel mounted and a tongue for attachment to a lead trailer or straight truck.</p> <p><b>Tractor-trailer-train or Tandem Rig</b> Road tractor with two or more trailers attached, or two or more trailers used with a truck.</p>	<p>Aims to harmonize the wordings across all jurisdictions</p> <p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p> <p>Pictures will be deleted as they are outdated</p>	<p>This will not impact premiums</p> <p>This will not impact premiums</p>

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies																																								
<p>Rule 212</p> <p>Trailers</p>	<p><b>Notes:</b> Except as provided above, trailers are classified in the same way as motor vehicles. E.g. a trailer used for grocery delivery is classified in the same manner as a road tractor used for grocery delivery.</p> <p>For trailers designed or used for passenger carrying, demonstration, sales or office purposes, submit full details to the Servicing Carrier.</p> <p><b>B. Rating of Trailers</b></p> <p><b>1. Owned Trailer</b></p> <p><b>Liability, DCPD</b> Charge the indicated percentage of the premium applicable to the highest rated vehicle with which the trailer may be towed:</p> <table border="1" data-bbox="317 943 915 1162"> <tr> <td>Trailer Converter Dolly: Non Cargo</td> <td>Nil</td> </tr> <tr> <td>Cargo</td> <td>25%</td> </tr> <tr> <td>Non-Cargo Trailer</td> <td>10%</td> </tr> <tr> <td>Low-bed Float Trailer</td> <td>25%</td> </tr> <tr> <td>Cargo Trailer</td> <td></td> </tr> <tr> <td>    Semi-trailer</td> <td>10%</td> </tr> <tr> <td>    Other</td> <td>25%</td> </tr> <tr> <td>Pulling Modular Homes and the like</td> <td>25%</td> </tr> </table> <p>If tractor-trailer-trains or tandem rigs are operated, every trailer that may be used is to be rated as a "Cargo Trailer-Other".</p> <p>If the number of trailers insured by a policy exceeds the number that could be used at any one time (including with any vehicles insured by other policies/insurers), the premium under Liability and DCPD for the 'excess' trailers</p>	Trailer Converter Dolly: Non Cargo	Nil	Cargo	25%	Non-Cargo Trailer	10%	Low-bed Float Trailer	25%	Cargo Trailer		Semi-trailer	10%	Other	25%	Pulling Modular Homes and the like	25%	<p><b>Notes:</b> Except as provided above, trailers are classified in the same way as motor vehicles. E.g. a trailer used for grocery delivery is classified in the same manner as a road tractor used for grocery delivery.</p> <p>For trailers designed or used for passenger carrying, demonstration, sales or office purposes, submit full details to the Servicing Carrier.</p> <p><b>B. Rating of Trailers</b></p> <p><b>1. Owned Trailer</b></p> <p><b>Liability and DCPD</b> Charge the indicated percentage of the premium applicable to the highest rated vehicle with which the trailer may be towed. The percentage applied to the towing vehicle premium includes any surcharges:</p> <p>For DCPD only, establish the rate group for the trailer according to Rate Group Table II.</p> <table border="1" data-bbox="976 922 1503 1219"> <thead> <tr> <th>Trailer Type</th> <th>Liability</th> <th>DCPD</th> </tr> </thead> <tbody> <tr> <td>Converter Dolly (Non Cargo)</td> <td>Nil</td> <td>Nil</td> </tr> <tr> <td>Converter Dolly (Cargo)</td> <td>25%</td> <td>25%</td> </tr> <tr> <td>Non-Cargo Trailer</td> <td>10%</td> <td>10%</td> </tr> <tr> <td>Low Bed Floater Trailer</td> <td>25%</td> <td>25%</td> </tr> <tr> <td>Cargo Semi Trailer</td> <td>10%</td> <td>10%</td> </tr> <tr> <td>Cargo Other Trailer</td> <td>25%</td> <td>25%</td> </tr> <tr> <td>Pulling Modular Homes and the like</td> <td>25%</td> <td>25%</td> </tr> </tbody> </table> <p><b>Notes:</b> If tractor-trailer-trains or tandem rigs are operated, every trailer that may be used is to be rated as a "Cargo Trailer-Other".</p> <p><del>If the number of trailers insured by a policy exceeds the number that could be used at any one time (including with any vehicles insured by other policies/insurers), the premium under Liability and DCPD for the 'excess' trailers is reduced by</del></p>	Trailer Type	Liability	DCPD	Converter Dolly (Non Cargo)	Nil	Nil	Converter Dolly (Cargo)	25%	25%	Non-Cargo Trailer	10%	10%	Low Bed Floater Trailer	25%	25%	Cargo Semi Trailer	10%	10%	Cargo Other Trailer	25%	25%	Pulling Modular Homes and the like	25%	25%	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
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<p>Rule 212 Trailers</p>	<p>is reduced by 50%. If all trailers do not produce the same premium, the trailer(s) that would otherwise produce the lowest premium shall be considered excess.</p> <p><i>For example:</i> There are two tractors and four trailers. Two of the trailers produce premiums of \$500 each. The other two trailers produce premiums of \$700 each. The trailers that produce premiums of \$500 each will be considered excess and the Liability and DCPD premiums for each of those trailers will be reduced by 50%.</p> <p>The driving record for rating a trailer's Liability and DCPD insurance is the same as the vehicle on which the trailer's premium is based. (For reporting under the Automobile Statistical Plan, the trailer is identified by the use of Driving Record Code "7".)</p> <p>Conviction surcharges are not applied to Collision coverages unless the trailer is the only vehicle on the policy in which case they apply to all coverages for which a premium has been charged other than Comprehensive/Specified Perils.</p> <p>A shipping container mounted on a frame is classified according to the frame upon which it is mounted. E.g. If mounted on a semi-trailer chassis then classify as a semi-trailer.</p> <p>Liability. DCPD Note: If the towing vehicle is rated with an Outside Prince Edward Island exposure surcharge and/or conviction/accident surcharge, the percentage applies to the towing vehicle premium including that surcharge.</p> <p><b>Here are Rating Examples:</b></p>  <p><b>Accident Benefits, Uninsured Automobile</b></p>	<p><del>50%. If all trailers do not produce the same premium, the trailer(s) that would otherwise produce the lowest premium shall be considered excess.</del></p> <p><del><i>For example:</i> There are two tractors and four trailers. Two of the trailers produce premiums of \$500 each. The other two trailers produce premiums of \$700 each. The trailers that produce premiums of \$500 each will be considered excess and the Liability and DCPD premiums for each of those trailers will be reduced by 50%.</del></p> <p>The driving record for rating a trailer's Liability and DCPD insurance is the same as the vehicle on which the trailer's premium is based. (For reporting under the Automobile Statistical Plan, the trailer is identified by the use of Driving Record Code "7".)</p> <p><del>Conviction surcharges are not applied to Collision coverages unless the trailer is the only vehicle on the policy in which case they apply to all coverages for which a premium has been charged other than Comprehensive/Specified Perils.</del></p> <p>A shipping container mounted on a frame is classified according to the frame upon which it is mounted. E.g. If mounted on a semi-trailer chassis then classify as a semi-trailer.</p> <p><del>Liability. DCPD Note: If the towing vehicle is rated with an Outside Prince Edward Island exposure surcharge and/or conviction/accident surcharge, the percentage applies to the towing vehicle premium including that surcharge.</del></p> <p><b>Here are Rating Examples:</b></p> <p><b>Accident Benefits, Uninsured Automobile</b> No charge, unless the trailer is used for purposes like living/dwelling, showroom, office, demonstration or changing</p>	<p>Aims to harmonize the wordings across all jurisdictions</p> <p>Moved to optional physical damage section</p> <p>Pictures will be deleted as they are outdated</p>	<p>This will not impact premiums</p>



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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 212  Trailers	<p>No charge, unless the trailer is used for purposes like living/dwelling, showroom, office, demonstration or changing rooms. In these cases, charge 100% of the premium applicable to the towing vehicle.</p> <p><b>Optional Physical Damage Coverage</b> Each trailer is rated as if it were a separate vehicle. Rating Group Table II is used to determine the rate group. Each trailer and the vehicle by which it may be pulled use the same Collision driving record. Chargeable accidents will apply to the rating of both the trailer and the pulling vehicle. Apply U.S. exposure and accident surcharge if required.</p> <p><b>Direct Compensation – Property Damage Rating</b> Charge 10% of the DCPD premium applicable to the highest rated vehicle with which the trailer may be towed.</p> <p><b>2. Non Owned Trailers</b> <b>Liability</b> When a road tractor is insured, it is presumed that it will be used with one or more trailers. Accordingly, the semi-</p>	<p>rooms. In these cases, charge 100% of the premium applicable to the towing vehicle.</p> <p><b>Optional Physical Damage Coverage</b> Each trailer is rated as if it were a separate vehicle. Rating Group Table II is used to determine the rate group.</p> <p>Each trailer and the vehicle by which it may be pulled use the same Collision driving record. Chargeable accidents will apply to the rating of both the trailer and the pulling vehicle. Apply Outside Province/Territory exposure and accident surcharge if required.</p> <p>Conviction surcharges are not applied to Collision coverage unless the trailer is the only vehicle on the policy in which case they apply to all coverages for which a premium has been charged other than Comprehensive/Specified Perils.</p> <p><del><b>Direct Compensation – Property Damage Rating</b></del> <del>Charge 10% of the DCPD premium applicable to the highest rated vehicle with which the trailer may be towed.</del></p> <p><b>2. Excess Trailers</b> If the number of trailers insured by a policy exceeds the number that could be used at any one time (including with any vehicles insured by other policies/Insurers), the premium under Liability and DCPD for the 'excess' trailers is reduced by 50%. If all trailers do not produce the same premium, the trailer(s) that would otherwise produce the lowest premium shall be considered excess.</p> <p><i>For example:</i> There are two tractors and four trailers. Two of the trailers produce premiums of \$500 each. The other two trailers produce premiums of \$700 each. The trailers that produce premiums of \$500 each will be considered excess and the Liability and DCPD premiums for each of those trailers will be reduced by 50%.</p> <p><b>3. Non Owned Trailers</b> <b>Liability</b> When a road tractor is insured, it is presumed that it will be used with one or more trailers. Accordingly, the semi-trailer Liability premium must be charged even if no specific trailer is</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p> <p>Moved from within the Owned Trailer section</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 212 Trailers	<p>trailer Liability premium must be charged even if no specific trailer is described. Charge the premium applicable to an owned trailer.</p> <p><b>Accident Benefits, Uninsured Automobile</b> No charge unless the trailer is used for purposes like living/dwelling, showroom, office, demonstration or changing rooms. In these cases, charge 100% of the premium applicable to the towing vehicle.</p> <p><b>Optional Physical Damage</b> Charge the premium applicable for these coverages on each trailer as though each trailer was owned. Establish the rate group and premium for the non-owned trailer that has the highest value and multiply that premium by the number of non-owned trailers that may be towed. The limit shown on END 27B will be the amount on which the rate group is based. Apply Outside Prince Edward Island exposure surcharge if required.</p> <p>NOTE: Since END 27B is a policy level endorsement, a premium must be charged for each non-owned trailer listed on the policy. (All non-owned trailers must be listed on the policy.)</p>	<p>described. Charge the premium applicable to an owned trailer.</p> <p>Accordingly, the semi-trailer Liability premium must be charged. Charge the premium applicable to an owned trailer.</p> <p><b>Direct Compensation – Property Damage</b> If the non-owned trailer includes assumed liability, establish the rate group according to the trailer value; model year is assumed to be the current year. Charge the full DCPD premium based on that rate group and the class/driving record of the highest rated vehicle with which the trailer may be towed. If the non-owned trailer excludes assumed liability, there is no charge for DCPD because there is no DCPD coverage under the policy. Apply outside Province/Territory exposure surcharge if required.</p> <p><b>Accident Benefits, Uninsured Automobile</b> No charge unless the trailer is used for purposes like living/dwelling, showroom, office, demonstration or changing rooms. In these cases, charge 100% of the premium applicable to the towing vehicle.</p> <p><b>Optional Physical Damage</b> Charge the premium applicable for these coverages on each trailer as though each trailer was owned. Establish the rate group and premium for the non-owned trailer that has the highest value; model year is assumed to be the current year. <del>and multiply that premium by the number of non-owned trailers that may be towed. The limit shown on END 27B will be the amount on which the rate group is based.</del> Apply Outside Province/Territory exposure surcharge if required.</p> <p><del>NOTE: Since END 27B is a policy level endorsement, a premium must be charged for each non-owned trailer listed on the policy. (All non-owned trailers must be listed on the policy.)</del></p> <p><b>NOTE:</b> If multiple Non-Owned trailers are scheduled on the policy, each must carry the same policy limits and optional physical damage deductibles (if coverage is applied).</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions so DCPD needed to be added</p>	<p>This will not impact premiums</p>

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<p>Rule 212</p> <p>Trailers</p>	<p><b>3. Policy Covers Trailers Only</b></p> <p><b>Liability</b> If it is not known how the trailer is being used, charge 25% of Class 64 (depending on radius) Driving Record 0. If the purpose for which the trailer is being used is known (e.g. local haulage) charge 10% of the appropriate class (e.g. Class 49) at Driving Record 0. Apply surcharge for Outside Prince Edward Island exposure, accident and convictions if required.</p> <p>If the trailer is being used with a tractor insured under another FA policy with the same Servicing Carrier, the non-owned charge on that other FA policy can be eliminated, whether or not the same Insured owns both the tractor and trailer.</p> <p><b>Direct Compensation – Property Damage Rating</b> Charge 10% of the DCPD premium applicable to the highest rated vehicle with which the trailer may be towed.</p> <p><b>Accident Benefits, Uninsured Automobile</b> No charge unless the trailer is used for purposes like living/dwelling, showroom, office, demonstration or changing rooms. In these cases, charge 100% of the premium applicable to the towing vehicle.</p> <p><b>Optional Physical Damage</b> Establish the rate group and rate accordingly. If required, apply surcharges for Outside Prince Edward Island exposure to all optional Physical Damage Coverage and surcharges for accidents and convictions to Collision coverage.</p> <p><b>4. Livestock Trailers</b> Where the trailer is used for transporting livestock (including horses) as part of the insured’s business, the trailer is to be rated as a commercial cargo trailer, either ‘semi’ or ‘cargo other’ depending on the type of trailer. Where the trailer is used for transporting livestock for pleasure purposes, the trailer is to be rated as a utility trailer in the Recreational Vehicles Section.</p>	<p><b>4. Policy Covers Trailers Only</b></p> <p><b>Liability</b> If it is not known how the trailer is being used, charge 25% of Class 64 (depending on radius) Driving Record 0. If the purpose for which the trailer is being used is known (e.g. local haulage) charge 10% of the appropriate class (e.g. Class 49) at Driving Record 0. Apply surcharge for Outside Province/Territory exposure, accident and convictions if required.</p> <p>If the trailer is being used with a tractor insured under another FA policy with the same Servicing Carrier, the non-owned charge on that other FA policy can be eliminated, whether or not the same Insured owns both the tractor and trailer.</p> <p><b>Direct Compensation – Property Damage Rating</b> Establish the rate group according to the trailer value and charge 10% of the DCPD premium based on that rate group and the class/driving record established under Liability coverage. Apply surcharges for Outside Province/Territory exposure and convictions if required.</p> <p><b>Accident Benefits, Uninsured Automobile</b> No charge unless the trailer is used for purposes like living/dwelling, showroom, office, demonstration or changing rooms. In these cases, charge 100% of the premium applicable to the towing vehicle.</p> <p><b>Optional Physical Damage</b> Establish the rate group according to the trailer value. Charge the applicable optional physical damage premiums based on that rate group and the class/driving record established under Liability coverage. Apply surcharges, if required.</p> <p><b>5. Livestock Trailers</b> Where the trailer is used for transporting livestock (including horses) as part of the Insured’s business, the trailer is to be rated as a commercial cargo trailer, either ‘semi’ or ‘cargo other’ depending on the type of trailer. Where the trailer is used for transporting livestock for pleasure purposes, the trailer is to be rated as a utility trailer in the Recreational Vehicles Section.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 213</p> <p>Endorsement (Policy Change) Forms and Wordings</p>	<p>Changes to standard approved forms are not permitted.</p> <p>Rule 243: Endorsements Applicable to POL 1 (Owner’s Policy) provides certain details and rating instructions for approved endorsement forms. The descriptions are brief and reference must be made to the actual wordings of these forms to ascertain the full provisions and restrictions.</p> <p>Provided the endorsement form does not indicate the expiry date of the policy term, once an endorsement form has been signed, it need not be signed again on subsequent policy renewal terms.</p>	<p>Changes to standard approved forms are not permitted.</p> <p>Rule 243: Endorsements Applicable to POL 1 (Owner’s Policy) provides certain details and rating instructions for approved endorsement forms. The descriptions are brief and reference must be made to the actual wordings of these forms to ascertain the full provisions and restrictions.</p> <p>Provided the endorsement form does not indicate the expiry date of the policy and continues to refer to a particular vehicle on the Certificate of Automobile Insurance/Declaration page to which the endorsement is attached. Once an endorsement form has been signed, it need not be signed again on subsequent policy renewal terms.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 214</p> <p>Commonly Used Endorsements</p>	<p><b>END 13C – Deletion of Glass Coverage</b> The coverage provided under Comprehensive for damage to glass may be amended by attaching 13C. This endorsement is only applicable to vehicles listed in Rate Group Table I and Private Passenger type vehicles. The premium charged for the reduced Comprehensive coverage is the Specified Perils premium plus 10% of the Comprehensive premium.</p> <p>Where the deductible is \$1,000 or higher, there is no premium reduction.</p> <p><b>END 20 – Loss of Use</b> Facility Association does not provide this coverage for vehicles that are used or rated commercially.</p> <p><b>Machinery or Equipment Endorsements</b></p> <p><b>END 30 – Excluding Operation of Attached Machinery</b> The description of the machinery or apparatus shall read: “all or any machinery or apparatus designed to perform a function additional to and separate from the function of travel”.</p> <p>Where the equipment is used on a public road and the vehicle is subject to compulsory automobile insurance, the END 30 must exclude only non road use of the equipment</p>	<p><b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b></p> <p><b>Rule 243: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER’S POLICY)</b></p> <p>This is how it will be labelled in the manual after approval: Rule 214: Not Applicable</p>	<p>FA is reviewing rules in the Commercial Sections</p> <p>These sections are a duplication.</p>	<p>This will not impact premiums</p>

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<p>Rule 214</p> <p>Commonly Used Endorsements</p>	<p>by adding "while the vehicle is not being used upon a public highway".</p> <p><b>END 31 – Non-owned Equipment</b> Use of this endorsement is not permitted in respect of a vehicle to which END 30 applies.</p> <p>The optional physical damage coverages may only be the same as those provided in respect of the vehicle. The required limit must be specified. The rate group is based on Rate Group Table II using the list price new of the vehicle and the non-owned equipment.</p> <p><b>END 27B – Business Operations - Legal Liability for Damage to Non-Owned Automobile(s) in your Care, Custody or Control</b> The Applicant must specify the types of vehicle/trailer that may be in the Applicant's custody and provide the required limit per occurrence.</p> <p>The premiums to be charged are those applicable to the highest rated vehicle that may be in the Applicant's custody as though the vehicle was an owned vehicle. The rating is based upon the driving record, the type and use of the vehicle/trailer.</p> <p><b>Non-Owned Trailers</b> <b>Optional Physical Damage</b> Charge the premium applicable for these coverages on each trailer as though each trailer was owned. Establish the rate group and premium for the non-owned trailer that has the highest value and multiply that premium by the number of non-owned trailers that may be towed. The limit shown on END 27B will be the amount on which the rate group is based. Apply Outside Prince Edward Island exposure surcharge if required.</p> <p><b>NOTE:</b> Since END 27B is a policy level endorsement, a premium must be charged for each non-owned trailer listed on the policy. (All non-owned trailers must be listed on the policy.)</p> <p><b>After Market Sound and Electronic Communication Equipment</b></p>	<p><b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b></p> <p><b>Rule 243: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER'S POLICY)</b></p> <p>This is how it will be labelled in the manual after approval: Rule 214: Not Applicable</p>	<p>FA is reviewing rules in the Commercial Sections</p> <p>These sections are a duplication.</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 214</p> <p>Commonly Used Endorsements</p>	<p>Where the vehicle is equipped with sound or electronic communication equipment, other than factory installed equipment, application of either the END 37 or END 38 is mandatory.</p> <p><b>END 37 – Limitation to Automobile Sound and Electronic Communication Equipment</b> This endorsement limits the amount of coverage on such equipment to \$1,500. Where a vehicle is covered for Comprehensive or Specified Perils, this endorsement must be added if the applicant does not wish to purchase additional coverage. The endorsement must be signed by the insured.</p> <p><b>END 38 – Increased Limit, Automobile Sound and Electronic Communication Equipment</b> Where a vehicle is covered for Comprehensive or Specified Perils, and the applicant wishes to purchase additional coverage for the equipment, this endorsement may be added. Additional coverage may be purchased at a rate of \$30 per \$1,000 of value in excess of \$1,500 or part thereof. Documentation (appraisal or receipts) is necessary to substantiate the value stated in the endorsement. The endorsement must be signed by the insured. <i>For example:</i> END 38 has a limit of \$4,300. The premium for END 38 shall be \$90.</p>	<p><b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b></p> <p><b>Rule 243: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER’S POLICY)</b></p> <p>This is how it will be labelled in the manual after approval: Rule 214: Not Applicable</p>	<p>FA is reviewing rules in the Commercial Sections</p> <p>These sections are a duplication.</p>	<p>This will not impact premiums</p>
<p>Rule 215</p> <p>Premiums</p>	<p><b>A. Premium Quotations</b> The Agent/Broker is responsible for calculating premiums in accordance with this manual, including the “base” premiums applicable to experience (fleet) rated risks. Experience rated risk premiums are calculated at Driving Record 0. Where there is any doubt on the matter, the Servicing Carrier will be pleased to assist in establishing risk classifications, but the Servicing Carrier shall not make premium quotations except where the manual does not provide for the particular coverage required.</p> <p>The Servicing Carrier shall require clarification from the Agent/Broker if the information on the application contradicts the quoted premium.</p>	<p><b>A. Premium Quotations</b> The Agent/Broker is responsible for calculating premiums in accordance with this manual, including the “base” premiums applicable to experience (fleet) rated risks. Experience rated risk premiums are calculated at Driving Record 0. Where there is any doubt on the matter, the Servicing Carrier will be pleased to assist in establishing risk classifications, but the Servicing Carrier shall not make premium quotations except where the manual does not provide for the particular coverage required.</p> <p>The Servicing Carrier shall require clarification from the Agent/Broker if the information on the application contradicts the quoted premium.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 215 Premiums</p>	<p><b>B. Manual Rates</b> The rates published in this manual are for annual policy terms. For six-month policies charge 52% of the annual premium <b>except</b> for Motorcycles/Mopeds, Snow Vehicles and Antique Vehicles. See the <b>Recreational Vehicle</b> section for rating instructions on these vehicles.</p> <p>Fleets as defined in Rule 239 are not eligible for six month policies.</p> <p><b>C. Premium Rounding</b> The premium for each coverage shall be rounded to the nearest whole dollar. A premium that includes 50 cents or more shall be rounded up to the next whole dollar. e.g. 46.56 will be rounded up to \$47.00 and 46.44 will be rounded down to \$46.00.</p> <p>This applies to all premium transactions, including refunds except where the policy is cancelled by registered letter at the request of the Agent/Broker or by the Servicing Carrier. In that event, the return premium shall <b>always</b> be rounded up to the next whole dollar (\$45.10 will be rounded up to \$46.00).</p> <p><b>D. Minimum Premium/Minimum Retained Premium</b> The minimum premium for any automobile policy or renewal and, the minimum retained premium in the event of cancellation of the policy, is \$25, regardless of the term of insurance. The minimum retained premium must be stated on the declaration page of the policy.</p> <p>Note: The minimum premium and minimum retained premium for garage policies (POL 4) is \$250.00.</p> <p><b>E. Premium Determination</b></p> <p><b>A. Calculating Premium with No Outside Prince Edward Island Exposure: Steps</b></p> <ol style="list-style-type: none"> <li>1. Ensure that the vehicle qualifies as a Commercial Vehicle (See Rule 205: Definitions).</li> </ol>	<p><b>B. Manual Rates</b> The rates published in this manual are for annual policy terms. For commercial six-month policies charge, 52% of the annual premium <b>except</b> for Motorcycles/Mopeds, Snow Vehicles and Antique Vehicles. See the <b>Recreational Vehicle</b> section for rating instructions on these vehicles.</p> <p>Fleets as defined in Rule 239 are not eligible for six month policies.</p> <p><b>C. Premium Rounding</b> The premium for each coverage shall be rounded to the nearest whole dollar. A premium that includes 50 cents or more shall be rounded up to the next whole dollar (46.56 will be rounded up to \$47.00 and 46.44 will be rounded down to \$46.00).</p> <p>This applies to all premium transactions, including refunds except where the policy is cancelled by registered letter at the request of the Agent/Broker or by the Servicing Carrier. In that event, the return premium shall <b>always</b> be rounded up to the next whole dollar (\$45.10 will be rounded up to \$46.00).</p> <p><b>D. Minimum Premium/Minimum Retained Premium</b> The minimum premium for any commercial automobile policy or renewal and, the minimum retained premium in the event of cancellation of the policy, is \$25, regardless of the term of insurance. The minimum retained premium must be stated on the declaration page of the policy.</p> <p><del>Note: The minimum premium and minimum retained premium for garage policies (POL 4) is \$250.00.</del></p> <p><b>E. Premium Determination</b></p> <p><b>1. Calculating Premium with No Outside Province/Territory Exposure: Steps</b></p> <ol style="list-style-type: none"> <li>1. Ensure that the vehicle qualifies as a commercial vehicle (See Rule 205: Definitions).</li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 215  Premiums	<p>2. Establish the rating territory (See Rule 206: Rating Territory).</p> <p>3. Establish the rating class (See Rule 207: Rating Class).</p> <p>4. For Liability, DCPD and Collision coverages, establish the driving record (See Rule 209: Driving Record).</p> <p>5. For DCPD establish the rate group and for optional physical damage, establish the rate group and the minimum deductible. Refer to Rule 209: Vehicle Rate Group and Rule 201: Coverages Available and Minimum Deductibles.</p> <p>6. Establish what, if any, special rating factors apply.</p> <p>7. Refer to the Schedule of Rates in this section and establish the 'manual' premium for each coverage.</p> <p>8. Where a premium for a rate group or deductible is not shown on the rate page, first calculate the rate group premium by multiplying the base premium by the rate group factor, and then multiply the rate group premium by the deductible Factor. For trailers, also see Trailers in this section.</p> <p>9. Apply any special use factor.</p> <p>10. Apply fleet rating or accident/conviction surcharges if required.</p>	<p>2. Establish the rating territory (See Rule 206: <del>Rating Territory</del>).</p> <p>3. Establish the rating class (See Rule 207: <del>Rating Class</del>).</p> <p>4a. For Liability and Collision coverages, establish the driving record. (See Rule 209.) <i>(Applicable to Northwest Territories, Nunavut and Yukon)</i></p> <p>4b. For Liability, DCPD and Collision coverages, establish the driving record. (See Rule 209: <del>Driving Record</del>). <i>(Applicable to Alberta, New Brunswick, Newfoundland &amp; Labrador, Nova Scotia, Ontario and Prince Edward Island)</i></p> <p>5a. For optional physical damage, establish the rate group and the minimum deductible. (See Rule 211 and Rule 201). <i>(Applicable to Northwest Territories, Nunavut and Yukon)</i></p> <p>5b. For DCPD establish the rate group and for optional physical damage, establish the rate group and the minimum deductible. (See Rule 211 and Rule 201) <i>(Applicable to Alberta, New Brunswick, Newfoundland &amp; Labrador, Nova Scotia, Prince Edward Island)</i> <del>(See Rule 201: Minimum Deductibles and Rule 211: Vehicle Rate Group).</del></p> <p>5c. For DCPD and optional physical damage, establish the rate group and the minimum deductible. (See Rule 211 and Rule 201). <i>(Applicable in Ontario only)</i></p> <p>6. Establish what, if any, special rating factors apply.</p> <p>7. Refer to the Rate Pages in this section and establish the 'manual' premium for each coverage.</p> <p>8. Where a premium for a rate group or deductible is not shown on the rate page, first calculate the rate group premium by multiplying the base premium by the rate group factor, then multiply the rate group premium by the deductible factor. For trailers, also see Trailers in this section.</p> <p>9. Apply any special use factor.</p> <p>10. Apply fleet rating or accident/conviction surcharges if required.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>



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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies												
<p>Rule 215 Premiums</p>	<p><b>B. Calculating Premium with Outside Prince Edward Island Exposure: Towing Vehicles</b></p> <p><b>Liability</b> – Calculate the Outside Prince Edward Island exposure surcharge for Liability and add to that the currency differential surcharge (if applicable). Apply to the premium. Then apply any fleet rating or accident/conviction surcharge to the resulting premium.  <b>DCPD</b> – Apply the Outside Prince Edward Island exposure surcharge to the premium. Then apply any fleet rating or accident/conviction surcharge to the resulting premium.  <b>Accident Benefits</b> – Apply the Outside Prince Edward Island exposure surcharge for Liability to the premium.</p> <p><b>Collision</b> – Calculate the Outside Prince Edward Island exposure surcharge for optional physical damage and apply to the premium. Then apply any fleet rating or accident/ conviction surcharge to the resulting premium.</p> <p><b>Comprehensive/Specified Perils</b> – Apply the Outside Prince Edward Island exposure surcharge for optional physical damage to the premium.</p> <p><b>END 44</b> – Apply the Outside Prince Edward Island exposure surcharge for Liability to the premium.</p> <p><b>Trailers Liability</b> Determine the premium for the Towing Vehicle in accordance with Rule 215: Steps 1 – 10 above plus any fleet rating surcharge or discount. Apply the appropriate trailer percentage charge to obtain the premium. If the towing vehicle is rated with a Outside Prince Edward Island exposure surcharge and/or conviction/accident surcharge, the appropriate percentage for the trailer applies to the towing vehicle premium including that surcharge. If the trailer is the only vehicle on the policy, apply the accident/conviction surcharge.</p> <p><b>DCPD</b> – Determine the premium for the towing vehicle in accordance with Rule 213.E. Apply 10% of the towing vehicle premium to obtain the premium applicable to the</p>	<p><b>2. Calculating Premium with Outside Province/Territory Exposure: Towing Vehicles</b></p> <p>Calculate the 'manual' premium for the required coverages and deductibles using steps outlined in Rule 215:E.1.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #00a0e3; color: white;"> <th colspan="2" style="text-align: center;">Towing Vehicles</th> </tr> <tr style="background-color: #d3d3d3;"> <th style="text-align: center;">Coverage</th> <th style="text-align: center;">Description</th> </tr> </thead> <tbody> <tr> <td style="width: 25%;">Liability</td> <td>Calculate the Outside Province/Territory exposure surcharge for Liability and add to that the currency differential surcharge. Apply to the premium. Then apply any accident/conviction surcharge to the resulting premium.</td> </tr> <tr> <td>Direct Compensation Property Damage (DCPD) <i>(Not available in Northwest Territories, Nunavut and Yukon)</i></td> <td>Calculate the Outside Province/Territory exposure surcharge for DCPD. Apply the premium. Then apply any accident/conviction surcharge to the resulting premium.</td> </tr> <tr> <td>Accident Benefits/(Uninsured Automobile <i>(Not available in Alberta, Northwest Territories, Nunavut and Yukon)</i>)</td> <td>Apply the Outside Province/Territory exposure surcharge for Liability to the premium.</td> </tr> <tr> <td>Collision</td> <td>Calculate the Outside Province/Territory exposure surcharge for optional physical damage and apply to the premium. Then apply any accident/conviction surcharge to the resulting premium.</td> </tr> </tbody> </table>	Towing Vehicles		Coverage	Description	Liability	Calculate the Outside Province/Territory exposure surcharge for Liability and add to that the currency differential surcharge. Apply to the premium. Then apply any accident/conviction surcharge to the resulting premium.	Direct Compensation Property Damage (DCPD) <i>(Not available in Northwest Territories, Nunavut and Yukon)</i>	Calculate the Outside Province/Territory exposure surcharge for DCPD. Apply the premium. Then apply any accident/conviction surcharge to the resulting premium.	Accident Benefits/(Uninsured Automobile <i>(Not available in Alberta, Northwest Territories, Nunavut and Yukon)</i> )	Apply the Outside Province/Territory exposure surcharge for Liability to the premium.	Collision	Calculate the Outside Province/Territory exposure surcharge for optional physical damage and apply to the premium. Then apply any accident/conviction surcharge to the resulting premium.	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
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Rule 215 Premiums	<p>trailer. If the trailer is the only vehicle on the policy, apply the accident/conviction surcharge.</p> <p><b>Accident Benefits, Uninsured Automobile</b> No charge unless the trailer is used for purposes like living/dwelling, showroom, office, demonstration or changing rooms. In these cases, charge 100% of the premium applicable to the towing vehicle.</p> <p><b>Collision</b> Calculate the premium for the required deductible in accordance with Rule 215: Steps 1 – 10 plus any fleet rating surcharge or discount. Calculate Outside Prince Edward Island exposure surcharge and accident surcharge and apply to the premium. Do not apply a conviction surcharge unless the trailer is the only vehicle on the policy.</p> <p><b>Comprehensive/Specified Perils</b> Calculate premium for the required coverages and deductibles in accordance with Rule 215: Steps 1 – 10 plus any fleet rating surcharge or discount. Calculate Outside Prince Edward Island exposure surcharge and apply to premium.</p>	Comprehensive/ Specified Perils	Apply the Outside Province/Territory exposure surcharge for optional physical damage to the premium.	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums					
	END 44/44R	Apply the Outside Province/Territory exposure for Liability to the premium.								
	<table border="1"> <thead> <tr> <th colspan="2" data-bbox="993 521 1640 545">Trailers</th> </tr> <tr> <th data-bbox="993 550 1192 574">Coverage</th> <th data-bbox="1199 550 1640 574">Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="993 579 1192 959">Liability</td> <td data-bbox="1199 579 1640 959">Determine the premium for the towing vehicle in accordance with Rule 215:E.1 (steps 1 – 9) plus any fleet rating surcharge or discount. Apply the appropriate trailer percentage charge to obtain the premium. If the towing vehicle is rated with an Outside Province/Territory exposure surcharge and/or conviction/accident surcharge, the appropriate percentage for the trailer applies to the towing vehicle premium including that surcharge. If the trailer is the only vehicle on the policy, apply the accident/conviction surcharge.</td> </tr> <tr> <td data-bbox="993 964 1192 1427">Direct Compensation Property Damage (DCPD) <i>(Not available in Northwest Territories, Nunavut and Yukon)</i></td> <td data-bbox="1199 964 1640 1427">Determine the premium for the towing vehicle in accordance with Rule 215:E.1 (steps 1 to 9) plus any fleet rating surcharge or discount. Apply the appropriate trailer percentage charge to obtain the premium. If the towing vehicle is rated with Outside Province/Territory exposure surcharge and/or conviction/accident surcharge, the appropriate percentage for the trailer applies to the towing vehicle premium including that surcharge. If the trailer is the only vehicle on the policy charge 10% of the DCPD premium applicable to the highest rated vehicle with which the trailer may be towed.</td> </tr> </tbody> </table>		Trailers			Coverage	Description	Liability	Determine the premium for the towing vehicle in accordance with Rule 215:E.1 (steps 1 – 9) plus any fleet rating surcharge or discount. Apply the appropriate trailer percentage charge to obtain the premium. If the towing vehicle is rated with an Outside Province/Territory exposure surcharge and/or conviction/accident surcharge, the appropriate percentage for the trailer applies to the towing vehicle premium including that surcharge. If the trailer is the only vehicle on the policy, apply the accident/conviction surcharge.	Direct Compensation Property Damage (DCPD) <i>(Not available in Northwest Territories, Nunavut and Yukon)</i>
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<p>Rule 215 Premiums</p>		<p>Accident Benefits / Uninsured Automobile <i>(Not available in Alberta, Northwest Territories, Nunavut and Yukon)</i></p>	<p>No charge</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Collision</p>	<p>Calculate the premium for the required deductible in accordance with Rule 215:E.1 (steps 1 – 9) plus any fleet rating surcharge or discount. Calculate Outside Province/Territory exposure surcharge and accident surcharge and apply to the premium. Do not apply a conviction surcharge unless the trailer is the only vehicle on the policy.</p>				
<p>Comprehensive / Specified Perils</p>	<p>Calculate the premium for the required coverages and deductibles in accordance with Rule 215: E.1 (steps 1 – 9) plus any fleet rating surcharge or discount. Calculate the Outside Province/Territory exposure surcharge and apply to premium.</p>				
<p>Rule 216 Policy Term</p>	<p>Every policy or renewal shall be issued for a term of either one year or six months. See also Rule 145: Purchasing Vehicles in Jurisdiction Where FA Does Not Operate and Rule 100.C Non Residents and Vehicle Not Registered in Jurisdiction.</p> <p>A short term policy may be issued in the event that the vehicle/item is in transit in or through the jurisdiction, i.e. a single trip from a location within a jurisdiction in which Facility Association operates to another location within a jurisdiction in Canada or the continental U.S.A. A short term policy may also be issued for a vehicle being temporarily operated in a jurisdiction in which it is not registered.</p>	<p>Not Applicable</p>		<p>This information has been moved to the General Section</p>	<p>This will not impact premiums</p>

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<p>Rule 216</p> <p>Policy Term</p>	<p>The Servicing Carrier may accept an application for a short term policy and issue the policy accordingly or accept an application for a 6 or 12 month term and a cancellation voucher signed to provide coverage for only the shortened term.</p> <p>The premium for the policy shall be calculated using the highest rated territory of the originating jurisdiction and the applicable short term table in this manual, subject always to the minimum retained policy premium.</p> <p><b>Policies subject to Rule 239: Fleets cannot be issued for a term of 6 months.</b></p>	<p>Not Applicable</p>	<p>This information has been moved to the General Section</p>	<p>This will not impact premiums</p>
<p>Rule 217</p> <p>Policy Changes</p>	<p><b>A. A change to a policy shall not be processed if:</b></p> <p>a) The change is substantial e.g. the insured is covered under POL 1 and now requires POL 4 or 6 instead. A new policy may be necessary. If in doubt, the Agent/ Broker should contact the Servicing Carrier for direction. If a new policy is required, a new application must be submitted. The existing policy shall be cancelled pro rata.</p> <p>b) There is a change of the jurisdiction in which a vehicle is registered and the vehicle must be registered in the new jurisdiction. The insurance on the vehicle must be cancelled. Upon receipt of a copy of the replacing policy application, or temporary liability card from the new jurisdiction, the refund shall be calculated on a pro rata basis, subject to the minimum retained premium.</p> <p><b>B. Name of Insured When Adding or Deleting Vehicles Leased Vehicles</b></p> <ul style="list-style-type: none"> <li>Where the insured has a leased vehicle and is returning the vehicle to the lessor and replacing it with an owned vehicle, provided there is no change in the name of the insured (the person who actually applied for the insurance), the change to remove the lessor's name from the policy and the vehicle substitution may be made by endorsement. A release of the lessor's interest must be obtained or comparable notification of the change must be sent to the lessor by registered mail.</li> </ul>	<p><b>A. A change to a policy shall not be processed if:</b></p> <p>a) The change is substantial e.g. the Insured is covered under POL 1 and now requires POL 4 or 6 instead. A new policy may be necessary. If in doubt, the Agent/ Broker should contact the Servicing Carrier for direction. If a new policy is required, a new application must be submitted. The existing policy shall be cancelled pro rata.</p> <p>b) There is a change of the jurisdiction in which a vehicle is registered and the vehicle must be registered in the new jurisdiction. The insurance on the vehicle must be cancelled. Upon receipt of a copy of the replacing policy application, or temporary liability card from the new jurisdiction, the refund shall be calculated on a pro rata basis, subject to the minimum retained premium.</p> <p><b>B. Name of Insured When Adding or Deleting Vehicles Leased Vehicles</b></p> <ul style="list-style-type: none"> <li>Where the Insured has a leased vehicle and is returning the vehicle to the lessor and replacing it with an owned vehicle, provided there is no change in the name of the Insured (the person who actually applied for the insurance), the change to remove the lessor's name from the policy and the vehicle substitution may be made by endorsement. A release of the lessor's interest must be obtained or comparable notification of the change must be sent to the lessor by registered mail.</li> </ul>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 217 Policy Changes</p>	<ul style="list-style-type: none"> <li>Where an insured has an owned vehicle, and is now obtaining a leased vehicle and disposing of the owned vehicle, the change to the vehicle and name of insured may be made by endorsement, provided there is no change in the name of the applicant, other than to add the lessor's name to the policy.</li> <li>In situations where the insured has an owned vehicle and a leased vehicle, separate policies may not be necessary for each vehicle. Where an insured has two or more vehicles leased from different leasing companies, a separate application is required for each vehicle.</li> </ul> <p><b>Owned Vehicles</b></p> <p><b>Two or More Names as Registered Owner of the Vehicle:</b> Where an application is received for vehicle(s) registered in two names, such as Pat and Drew Doe, the application must be signed by both parties. In the event the policy is to be cancelled at the insured's request, both signatures are required on the request for cancellation. If the situation is other than the applicant and spouse, refer to the Servicing Carrier prior to quoting or binding to verify the rating.</p> <p><b>Two or More Vehicles Registered to Different Names:</b> If the applicant has vehicles leased from different leasing companies or, one vehicle registered for example in the father's name and one in the son's name, separate policies must be maintained.</p> <p><b>C. Amending or Deleting Coverage on Vehicles with Lessees or Lienholders</b> Where optional physical damage coverage is being amended or deleted on a leased vehicle or a vehicle on which there is a lienholder, the Servicing Carrier must send a notice to the lessor or lienholder to advise of the coverage being amended or deleted and the effective date of the transaction.</p>	<ul style="list-style-type: none"> <li>Where an Insured has an owned vehicle, and is now obtaining a leased vehicle and disposing of the owned vehicle, the change to the vehicle and name of Insured may be made by endorsement, provided there is no change in the name of the Applicant, other than to add the lessor's name to the policy.</li> <li>In situations where the Insured has an owned vehicle and a leased vehicle, separate policies may not be necessary for each vehicle. <del>Where an insured has two or more vehicles leased from different leasing companies, a separate application is required for each vehicle.</del></li> <li>In situations where an Insured has two or more vehicles leased from different leasing companies, separate policies may not be necessary for each vehicle.</li> </ul> <p><b>Owned Vehicles</b></p> <p><b>Two or More Names as Registered Owner of the Vehicle:</b> Where an application is received for vehicle(s) registered in two names, such as Pat and Drew Doe, the application must be signed by both parties. In the event the policy is to be cancelled at the Insured's request, both signatures are required on the request for cancellation. If the situation is other than the Applicant and spouse, refer to the Servicing Carrier prior to quoting or binding to verify the rating.</p> <p><b>Two or More Vehicles Registered to Different Names:</b> If the Applicant has vehicles leased from different leasing companies or, one vehicle registered for example in the father's name and one in the son's name, separate policies must be maintained. Separate applications must be submitted for each policy.</p> <p><b>C. Amending or Deleting Coverage on Vehicles with Lessees or Lienholders</b> Where optional physical damage coverage is being amended or deleted on a leased vehicle or a vehicle on which there is a lienholder, the Servicing Carrier must send a notice to the lessor or lienholder to advise of the coverage being amended or deleted and the effective date of the transaction.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 217</p> <p>Policy Changes</p>	<p><b>D. Binding Coverage - Policy Changes</b> If the change involves a vehicle for which proof of insurance has been filed or is required, please also see Rule 227: Proof of Insurance. Before binding coverage the Agent/Broker must collect or assume responsibility for any indicated additional premium.</p> <p>Before optional physical damage coverage can be bound on a vehicle branded as 'salvage' or 'rebuilt' a valid vehicle registration and at the Servicing Carrier's discretion, a current safety certificate must be provided to the Servicing Carrier.</p> <p>NOTE: No policy shall be written for vehicles branded 'nonrepairable'.</p> <p><b>Procedure of notification</b></p> <ol style="list-style-type: none"> <li>1) The Agent's/Broker's procedure for reporting changes to the Servicing Carrier must be acceptable to the Carrier. The request for change must be made in writing and <b>specify the effective date and the effective time.</b></li> <li>2) Faxed or mailed policy change requests are acceptable.</li> <li>3) If the policy change request cannot be sent to the Servicing Carrier on the date the insured makes the request, it must be sent to the Servicing Carrier on the next working day.</li> <li>4) The Servicing Carrier shall normally issue any required endorsement, updated Certificate of Insurance (if required) and permanent liability card (if required) within 30 days of the effective date of the change.</li> <li>5) Coverage may not be shown as effective prior to the date and time that the request was received by the Agent/Broker from the insured, except when contractual coverage exists automatically under the policy and notice is given within the time permitted. A permissible policy change is in effect as of the time and date requested.</li> </ol>	<p><b>D. Binding Coverage - Policy Changes</b> If the change involves a vehicle for which proof of insurance has been filed or is required (Refer to Rule 227) <del>Proof of Insurance.</del> Before binding coverage the Agent/Broker must collect or assume responsibility for any indicated additional premium.</p> <p><del>Before optional physical damage coverage can be bound on a vehicle branded as 'salvage' or 'rebuilt' a valid vehicle registration and at the Servicing Carrier's discretion, a current safety certificate must be provided to the Servicing Carrier.</del></p> <p><del>NOTE: No policy shall be written for vehicles branded 'nonrepairable'.</del></p> <p><b>Procedure of notification</b></p> <ol style="list-style-type: none"> <li>1) The Agent's/Broker's procedure for reporting changes to the Servicing Carrier must be acceptable to the Carrier. The request for change must be made in writing and <b>specify the effective date and the effective time.</b></li> <li>2) Faxed or mailed policy change requests are acceptable.</li> <li>3) If the policy change request cannot be sent to the Servicing Carrier on the date the insured makes the request, it must be sent to the Servicing Carrier on the next working day.</li> <li>4) The Servicing Carrier shall normally issue any required endorsement, updated Certificate of Insurance (if required) and permanent liability card (if required) within 30 days of the effective date of the change.</li> <li>5) Coverage may not be shown as effective prior to the date and time that the request was received by the Agent/Broker from the insured, except when contractual coverage exists automatically under the policy and notice is given within the time permitted. A permissible policy change is in effect as of the time and date requested.</li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 217</p> <p>Policy Changes</p>	<p>6) Where a vehicle is being added or substituted, a copy of the valid vehicle registration will be required with the request for the policy change. If the registration cannot be submitted with the request for policy change, a copy of the registration must be submitted within 30 days of binding coverage.</p> <p>Where a copy of the registration is not provided, the following shall apply:</p> <ul style="list-style-type: none"> <li>The vehicle(s) shall be added or substituted at the correct premium.</li> <li>If any registration is not provided within 30 days of the date requested by the Servicing Carrier, the policy shall be cancelled by registered letter.</li> <li>If the missing registration(s) is provided before the cancellation takes effect, the policy may be reinstated.</li> <li>Agent/Broker may submit a new application for the vehicles meeting the registration requirement.</li> </ul> <p><b>E. Deletions of Vehicles and Coverages</b></p> <p>a) If the request for deletion is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) within 30 days of the date the deletion is to be effected, the deletion shall take effect at 12:01 a.m. on the date that it was requested to be effective. In the event that the deletion was specifically requested to be effective at a time other than 12:01 a.m., the deletion shall be effected at 12:01 a.m. the following day.</p> <p><i>For example:</i> The Insured requests deletion of the vehicle/coverage to be effective September 5. The deletion request is received by the Agent/Broker on September 20. The Servicing Carrier will issue the</p>	<p>6) Before optional physical damage coverage can be bound on a vehicle branded as 'salvage' or 'rebuilt' a valid vehicle registration and at the Servicing Carrier's discretion, a current safety certificate must be provided to the Servicing Carrier.</p> <p>NOTE: No policy shall be written for vehicles branded 'nonrepairable'.</p> <p>7) Where a vehicle is being added or substituted, a copy of the valid vehicle registration will be required with the request for the policy change. If the registration cannot be submitted with the request for policy change, a copy of the registration must be submitted within 30 days of binding coverage.</p> <p>Where a copy of the registration is not provided, the following shall apply:</p> <ul style="list-style-type: none"> <li>The vehicle(s) shall be added or substituted at the correct premium.</li> <li>If any registration is not provided within 30 days of the date requested by the Servicing Carrier, the policy shall be cancelled by registered letter.</li> <li>If the missing registration(s) is provided before the cancellation takes effect, the policy may be reinstated.</li> <li>Agent/Broker may submit a new application for the vehicles meeting the registration requirement.</li> </ul> <p><b>E. Deletions of Vehicles and Coverages</b></p> <p>a) If the request for deletion is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) within 30 days of the date the deletion is to be effected, the deletion shall take effect at 12:01 a.m. on the date that it was requested to be effective.-In the event that the deletion was specifically requested to be effective at a time other than 12:01 a.m., the deletion shall be effected at 12:01 a.m. the following day.</p> <p><i>For example:</i> The Insured requests deletion of the vehicle/coverage to be effective September 5. The deletion request is received by the Agent/Broker on September 20. The Servicing Carrier will issue the policy</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<b>Rule</b>	<b>Current Wording</b>	<b>Approved Wording</b>	<b>Change from Current</b>	<b>Premium impact on existing policies</b>
<p>Rule 217 Policy Changes</p>	<p>policy change effective 12:01 a.m. September 5. If the Insured requested the deletion to be effective at 3:40 p.m. on September 5, the Servicing Carrier will delete the vehicle/coverage effective 12:01 a.m. on September 6.</p> <p>b) If the request for deletion is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) more than 30 days after the date the deletion was requested to be effected, the deletion shall take effect at 12:01 a.m. on the date that the deletion request is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured).</p> <p><i>For example:</i> The Insured requests deletion of a vehicle/coverage to be effective September 5. The deletion request is received by the Agent/Broker on October 10. The Servicing Carrier will delete the vehicle/coverage effective 12:01 a.m. October 10.</p> <p><b>Note for a) and b)</b> If the date the request was received by the Agent/Broker is not evident the Agent/Broker will be asked to provide proof of the date received acceptable to the Servicing Carrier. If proof cannot be provided the request will be processed effective 12:01 a.m. on the date received by the Servicing Carrier.</p> <p>c) In the event that the <b>vehicle has been sold</b>, and a copy of the bill of sale satisfactory to the Servicing Carrier is produced, the vehicle shall be deleted the day after the vehicle is sold.</p> <p><i>For example:</i> The vehicle was sold June 5. The Servicing Carrier does not receive the request to delete until September 5. If the insured can produce a satisfactory bill of sale, the Servicing Carrier will delete the vehicle effective 12:01 a.m. June 6.</p>	<p>change effective 12:01 a.m. September 5. If the Insured requested the deletion to be effective at 3:40 p.m. on September 5, the Servicing Carrier will delete the vehicle/coverage effective 12:01 a.m. on September 6.</p> <p>b) If the request for deletion is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) more than 30 days after the date the deletion was requested to be effected, the deletion shall take effect at 12:01 a.m. on the date that the deletion request is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured).</p> <p><i>For example:</i> The Insured requests deletion of a vehicle/coverage to be effective September 5. The deletion request is received by the Agent/Broker on October 10. The Servicing Carrier will delete the vehicle/coverage effective 12:01 a.m. October 10.</p> <p><b>Note for a) and b)</b> If the date the request was received by the Agent/Broker is not evident the Agent/Broker will be asked to provide proof of the date received acceptable to the Servicing Carrier. If proof cannot be provided the request will be processed effective 12:01 a.m. on the date received by the Servicing Carrier.</p> <p>c) In the event that the <b>vehicle has been sold</b>, and a copy of the bill of sale satisfactory to the Servicing Carrier is produced, the vehicle shall be deleted the day after the vehicle is sold.</p> <p><i>For example:</i> The vehicle was sold June 5. The Servicing Carrier does not receive the request to delete until September 5. If the insured can produce a satisfactory bill of sale, the Servicing Carrier will delete the vehicle effective 12:01 a.m. June 6.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>



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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 217  Policy Changes	<p>d) In the event that a vehicle has been <b>written off</b> in a claim, deletion shall not be effected prior to the day after the loss occurred. If the request for vehicle deletion is received more than 30 days after the date of loss, the deletion shall be effected:</p> <p>i) The day after the salvage is signed over to the insurer; <b>or</b></p> <p>ii) The date the policy is no longer under the temporary substitute auto provision, if that date is later than the date salvage was signed over.</p> <p><i>For example:</i> The vehicle has been written off in a claim June 1. On September 1 the Servicing Carrier receives a request to delete the vehicle effective June 1. Upon checking with the claims department, the Servicing Carrier ascertains that salvage was signed over to the claims department on June 15. However, the insured had a rental vehicle covered under the policy's temporary substitute auto coverage until June 20. The Servicing Carrier will delete the vehicle effective 12:01 a.m. June 21.</p> <p>e) In the event the insured has placed coverage through the voluntary market, upon receipt of a copy of the replacing policy application or temporary liability card, the Servicing Carrier shall delete effective the date that replacement coverage took effect.</p>	<p>d) In the event that a vehicle has been <b>written off</b> in a claim, deletion shall not be effected prior to the day after the loss occurred. If the request for vehicle deletion is received more than 30 days after the date of loss, the deletion shall be effected:</p> <p>i) The day after the salvage is signed over to the Insurer; <b>or</b></p> <p>ii) The date the policy is no longer under the temporary substitute auto provision, if that date is later than the date salvage was signed over.</p> <p><i>For example:</i> The vehicle has been written off in a claim June 1. On September 1 the Servicing Carrier receives a request to delete the vehicle effective June 1. Upon checking with the claims department, the Servicing Carrier ascertains that salvage was signed over to the claims department on June 15. However, the insured had a rental vehicle covered under the policy's temporary substitute auto coverage until June 20. The Servicing Carrier will delete the vehicle effective 12:01 a.m. June 21.</p> <p>e) In the event the insured has placed coverage through the voluntary market, upon receipt of a copy of the replacing policy application or temporary liability card, the Servicing Carrier shall delete effective the date that replacement coverage took effect.</p>	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums
	Servicing Carriers shall proceed with deletion as outlined in a) or b) unless the Servicing Carrier is aware or is made aware, that the circumstances outlined in points c), d) or e) exist.	Servicing Carriers shall proceed with deletion as outlined in a) or b) unless the Servicing Carrier is aware or is made aware, that the circumstances outlined in points c), d) or e) exist.		
	<p><b>F. New or Replacement Driver</b></p> <p>If the change includes an additional or replacement driver, the Servicing Carrier shall be required to verify the driving history by ordering:</p>	<p><b>F. New or Replacement Driver</b></p> <p>If the change includes an additional or replacement driver, the Servicing Carrier shall be required to verify the driving history by ordering:</p>		

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 217</p> <p>Policy Changes</p>	<p>a) Driver Record Abstract must be obtained from the appropriate government department in each Canadian or U.S. jurisdiction in which the driver has been licensed in the previous three years. Driver Record Abstracts are not to be obtained on experience rated risks or for the operators of any Snow Vehicles, Dirt Bikes, All Terrain Vehicles or Antique Vehicles to be insured.</p> <p>b) Since the rating is determined from the vehicle history not the driver's history, there is no requirement that drivers are accident free on other vehicles and, consequently, Previous Insurance History on the additional or replacement driver(s) is not required.</p> <p>c) Insurance history is not required for Snow Vehicles, Dirt Bikes, All Terrain Vehicles or Antique Vehicles. See special instructions under Rule 239: Fleets.</p> <p>If the information is different from that reported, to the extent that the premium or coverage requires amendment, the Servicing Carrier shall promptly issue a correcting endorsement.</p> <p><b>G. Not Applicable</b></p> <p><b>H. Midterm Policy Change Premium Calculation</b> In regard to the period licensed, period of ownership, the period since the date of an accident, the period since the date of a conviction, the rating is always based on the position as at the effective date of the policy period, (or, in the case of a subsequent addition/substitution of a driver or addition of a vehicle as at the addition/substitution date). Midterm rerating is NOT permissible in respect of changes that occur in regard to those matters during the period of insurance merely because of the lapse of time. Midterm change due to age is permissible, provided a request is received by the Servicing Carrier within 30 days of the birthday. If the request is received after 30 days, then the change will be effective at 12.01am the date the Servicing Carrier receives the request, and back dating will not be permissible.</p>	<p>a) Driver Record Abstract must be obtained from the appropriate government department in each Canadian and/or U.S. jurisdiction in which the driver has been licensed in the previous three years.</p> <p>Driver Record Abstracts are not to be obtained on experience (fleet) rated risks <del>or for the operators of any Snow Vehicles, Dirt Bikes, All Terrain Vehicles or Antique Vehicles to be insured.</del></p> <p>b) Since the rating is determined from the vehicle history not the driver's history, there is no requirement that drivers are accident free on other vehicles and, consequently, previous insurance history on the additional or replacement driver(s) is not required.</p> <p><del>e) Insurance history is not required for Snow Vehicles, Dirt Bikes, All Terrain Vehicles or Antique Vehicles. See special instructions under Rule 239: Fleets.</del></p> <p>If the information is different from that reported, to the extent that the premium or coverage requires amendment, the Servicing Carrier shall promptly issue a correcting endorsement.</p> <p><b>G. Not Applicable</b></p> <p><b>G. Midterm Policy Change Premium Calculation</b> In regard to the period licensed, period of ownership, the period since the date of an accident, the period since the date of a conviction, the rating is always based on the position as at the effective date of the policy period, (or, in the case of a subsequent addition/substitution of a driver or addition of a vehicle as at the addition/substitution date). Midterm rerating is NOT permissible in respect of changes that occur in regard to those matters during the period of insurance merely because of the lapse of time. <del>Midterm change due to age is permissible, provided a request is received by the Servicing Carrier within 30 days of the birthday. If the request is received after 30 days, then the change will be effective at 12.01am the date the Servicing Carrier receives the request, and back dating will not be permissible.</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p> <p>This comment needs to be removed as Commercial risk; are not rated using age</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 217</p> <p>Policy Changes</p>	<p><b>Rates to be used</b></p> <p><b>Addition of a vehicle:</b> Rates in effect at the effective date of the transaction.</p> <p><b>Addition of a coverage or other midterm transactions:</b> Rates in effect at the start of the policy period.</p> <p><b>Method of premium calculation:</b> Premiums for midterm policy changes are calculated (pro rata) by using the Day Table except in the case of Snow Vehicles, Motorcycles/Mopeds and Antique Vehicles. For those vehicles, Short Term tables 3 and 4 are to be used for all coverages except Comprehensive/Specified Perils for which the Day Table is used.</p> <p><b>Minimum premiums for midterm changes:</b> A minimum additional premium of \$5 shall be charged for any transaction that includes one or more of the following, regardless of the period of insurance:</p> <ul style="list-style-type: none"> <li>• addition of a vehicle or a coverage</li> <li>• increase of a Liability limit</li> <li>• decrease of a deductible</li> </ul> <p><b>Note 1:</b> Any additional premium of <b>less</b> than \$5 may be waived by the Servicing Carrier unless mentioned above. Return premiums may not be waived.</p> <p><b>Note 2:</b> When a vehicle, not newly acquired, is substituted for another on the policy there will be a \$50 charge for each such substitution in excess of 2 in a 30 day period or more than 12 in a 12 month period.</p>	<p><b>Rates to be used</b></p> <p><b>Addition of a vehicle:</b> Rates in effect at the effective date of the transaction.</p> <p><b>Addition of a coverage or other midterm transactions:</b> Rates in effect at the start of the policy period.</p> <p><b>Method of premium calculation:</b> Premiums for midterm commercial automobile policy changes are calculated (pro rata) by using the Day Table. <del>except in the case of Snow Vehicles, Motorcycles/Mopeds and Antique Vehicles. For those vehicles, Short Term tables 3 and 4 are to be used for all coverages except Comprehensive/Specified Perils for which the Day Table is used.</del></p> <p><b>Minimum premiums for midterm changes:</b> A minimum additional premium of \$5 shall be charged for any transaction that includes one or more of the following, regardless of the period of insurance:</p> <ul style="list-style-type: none"> <li>• addition of a vehicle or a coverage</li> <li>• increase of a Liability limit</li> <li>• decrease of a deductible</li> </ul> <p><b>Note 1:</b> Any additional premium of <b>less</b> than \$5 may be waived by the Servicing Carrier unless mentioned above. Return premiums may not be waived.</p> <p><b>Note 2:</b> When a vehicle, not newly acquired, is substituted for another on the policy there will be a \$50 charge for each such substitution in excess of 2 in a 30 day period or more than 12 in a 12 month period.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 218</p> <p>Renewals</p>	<p><b>A. Before issuing a Renewal:</b> If the renewal involves a vehicle for which proof of insurance has been filed or is required – see Rule 227: Proof of Insurance.</p> <p><b>Experience Rated, Garage and Commercial Risks</b> may require the Agent/Broker to determine whether the information on record and/or coverages needs revision or updating.</p>	<p><b>A. Before issuing a Renewal:</b> If the renewal involves a vehicle for which proof of insurance has been filed or is required – see Rule 227: <del>Proof of Insurance.</del></p> <p>Individually rated or experience rated commercial risks may require the Agent/Broker to determine whether the information on record and/or coverages needs revision or updating.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 218 Renewals</p>	<p><b>A Driver Record Abstract</b> must be obtained for those risks where eligibility or rating is dependent upon driving history. These must be ordered on all drivers prior to every renewal (for six month policies every other renewal).</p> <p>Renewals shall only be offered on policies for annual or six month terms. NOTE: Any risk where abusive or threatening behaviour of the Insured/Applicant/Driver within the previous 3 years has created a safety concern for Facility Association staff, Servicing Carrier staff or a representative acting on behalf of either and circumstances have been reported to police shall be non-renewed.</p> <p><b>B. Not Applicable</b></p> <p><b>C. Accidents Occurring Between Renewal Process Date &amp; Effective Date</b> Once a renewal or offer to renew has been processed, and the Servicing Carrier receives notice of an at fault loss that occurred prior to the renewal's effective date, the Servicing Carrier shall amend the renewal rating accordingly.</p> <p><b>D. Renewal Processing</b></p> <p><b>1. Other than Direct Billing</b></p> <p><b>Servicing Carrier Responsibilities</b> The renewal documents shall be issued by the Servicing Carrier and must reach the Agent's/Broker's address no later than 30 days prior to the policy's current expiry date.</p> <p><b>Agent/Broker Responsibilities</b> Before releasing any renewal documents the Agent/Broker must collect or assume responsibility for the full renewal premium. In the case of experience (fleet) rated risks, where renewals may be late due to missing information, the Agent/Broker is responsible for the premium calculated at Driving Record 0. For other than experience rated risks, if the Servicing Carrier is unable to issue renewals in the required time period, the Agent/Broker must issue a temporary liability card to the insured and</p>	<p>A driver record abstract must be obtained for those risks where eligibility or rating is dependent upon driving history. These must be ordered on all drivers prior to every renewal (for six month policies every other renewal). (<i>Applicable to Alberta, New Brunswick, Newfoundland &amp; Labrador, Nova Scotia and Prince Edward Island</i>).</p> <p>Renewals shall only be offered on policies for annual or six month terms. <b>NOTE:</b> Any risk where abusive or threatening behaviour of the Insured/Applicant/Driver within the previous 3 years has created a safety concern for Facility Association staff, Servicing Carrier staff or a representative acting on behalf of either and circumstances have been reported to police shall be non-renewed.</p> <p><del><b>B. Not Applicable</b></del></p> <p><b>B. Accidents Occurring Between Renewal Process Date &amp; Effective Date</b> Once a renewal or offer to renew has been processed, and the Servicing Carrier receives notice of an at fault loss that occurred prior to the renewal's effective date, the Servicing Carrier shall amend the renewal rating accordingly.</p> <p><b>C. Renewal Processing</b></p> <p><b>1. Other than Direct Billing</b></p> <p><b>Servicing Carrier Responsibilities</b> The renewal documents shall be issued by the Servicing Carrier and must reach the Agent's/Broker's address no later than 30 days prior to the policy's current expiry date.</p> <p><b>Agent/Broker Responsibilities</b> Before releasing any renewal documents the Agent/Broker must collect or assume responsibility for the full renewal premium. In the case of experience (fleet) rated risks, where renewals may be late due to missing information, the Agent/Broker is responsible for the premium calculated at Driving Record 0. For other than experience rated risks, if the Servicing Carrier is unable to issue renewals in the required time period, the Agent/Broker must issue a temporary liability card to the insured and</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule 218 Renewals	<p>Collect a downpayment based on the estimated annual premium for the upcoming renewal term.</p> <p><b>Or</b> Obtain a fully completed premium finance contract together with the full downpayment required and promptly send that contract to the premium finance company.</p> <p><b>Renewal not accepted</b> If the renewal is not accepted by the Insured, the Agent/Broker must submit one of the following acceptable evidence of renewal refusal to the Servicing Carrier:</p> <ul style="list-style-type: none"> <li>a) Return all the renewal documents (including liability cards) to the Servicing Carrier; OR</li> <li>b) Written confirmation that the renewal has been returned complete with liability cards to the Agent/Broker AND that the documents were destroyed in the Agent/Broker’s office; OR</li> <li>c) Provide a signed (i.e. written, electronic or auto signature) request from the Insured to cancel the policy effective the renewal date.</li> </ul> <p>If the evidence of renewal refusal is received by the Servicing Carrier within 15 days of the renewal’s effective date, a full refund shall be credited to the Agent’s/Broker’s Facility Association account. If evidence of renewal refusal is not received within 15 days, the renewal shall be cancelled on a pro rata basis effective the date it is received by the Servicing Carrier. The Agent/Broker shall be responsible for earned premium or minimum retained premium whichever is greater.</p> <p>Renewals where acceptable evidence of refusal has been submitted to the Servicing Carrier for cancellation may not be reissued unless the Servicing Carrier receives instructions no later than the renewal’s effective date and the Agent/Broker collects or assumes responsibility for the full premium as outlined above.</p> <p>If the renewal date has passed and the insurance is again required, there must be a new application and a new policy issued.</p>	<p>Collect a downpayment based on the estimated annual premium for the upcoming renewal term.</p> <p><b>Or</b> Obtain a fully completed premium finance contract together with the full downpayment required and promptly send that contract to the premium finance company.</p> <p><b>Renewal not accepted</b> If the renewal is not accepted by the Insured, the Agent/Broker must submit one of the following acceptable evidence of renewal refusal to the Servicing Carrier:</p> <ul style="list-style-type: none"> <li>a) Return all the renewal documents (including liability cards) to the Servicing Carrier; OR</li> <li>b) Written confirmation that the renewal has been returned complete with liability cards to the Agent/Broker AND that the documents were destroyed in the Agent/Broker’s office; OR</li> <li>c) Provide a signed (i.e. written, electronic or auto signature) request from the Insured to cancel the policy effective the renewal date.</li> </ul> <p>If the evidence of renewal refusal is received by the Servicing Carrier within 15 days of the renewal’s effective date, a full refund shall be credited to the Agent’s/Broker’s Facility Association account. If evidence of renewal refusal is not received within 15 days, the renewal shall be cancelled on a pro rata basis effective the date it is received by the Servicing Carrier. The Agent/Broker shall be responsible for earned premium or minimum retained premium whichever is greater.</p> <p>Renewals where acceptable evidence of refusal has been submitted to the Servicing Carrier for cancellation may not be reissued unless the Servicing Carrier receives instructions no later than the renewal’s effective date and the Agent/Broker collects or assumes responsibility for the full premium as outlined above.</p> <p>If the renewal date has passed and the insurance is again required, there must be a new application and a new policy issued.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 218  Renewals	<p><b>2. Direct Billing Renewals</b></p> <p><b>Servicing Carrier Responsibilities</b></p> <p>a) For each policy an offer to renew shall be issued by the Servicing Carrier. The offer to renew must reach the insured’s last known address no later than 30 days prior to the policy’s current expiry date.</p> <p>b) The payment due date must be clearly indicated on the offer to renew and must be the same as the policy’s current expiry date.</p> <p>c) If the required premium is received by the Servicing Carrier no later than 15 days after the payment due date, the Servicing Carrier shall promptly issue the appropriate renewal documents to the insured.</p> <p>d) The renewal documents must not be released by the Servicing Carrier until the full premium is received or the required first payment is received on time by the Servicing Carrier (by first payment due date if a deferred premium payment plan is available). If this rule is followed, neither the Carrier nor the agent/broker incurs any responsibility for the premium. If the Servicing Carrier follows any unauthorized procedure, the Servicing Carrier will be responsible for the earned premium for the time on risk calculated on a pro rata basis and will be required to stop offering a Direct Bill option.</p> <p><b>Payment Not Received</b> If the required payment is not received by the Servicing Carrier within 15 days of the payment due date, the policy shall be treated as though it has expired and the Servicing Carrier shall advise the Agent/Broker accordingly within the following 10 days.</p>	<p><b>2. Direct Billing Renewals</b></p> <p><b>Servicing Carrier Responsibilities</b></p> <p>a) For each policy an offer to renew shall be issued by the Servicing Carrier. The offer to renew must reach the Insured’s last known address no later than 30 days prior to the policy’s current expiry date.</p> <p>b) The payment due date must be clearly indicated on the offer to renew and must be the same as the policy’s current expiry date.</p> <p>c) If the required premium is received by the Servicing Carrier no later than 15 days after the payment due date, the Servicing Carrier shall promptly issue the appropriate renewal documents to the Insured.</p> <p>d) The renewal documents must not be released by the Servicing Carrier until the full premium is received or the required first payment is received on time by the Servicing Carrier (by first payment due date if a deferred premium payment plan is available). If this rule is followed, neither the Carrier nor the agent/broker incurs any responsibility for the premium. If the Servicing Carrier follows any unauthorized procedure, the Servicing Carrier will be responsible for the earned premium for the time on risk calculated on a pro rata basis and will be required to stop offering a Direct Bill option.</p> <p><b>Payment Not Received</b> If the required payment is not received by the Servicing Carrier within 15 days of the payment due date, the policy shall be treated as though it has expired and the Servicing Carrier shall advise the Agent/Broker accordingly within the following 10 days.</p>	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums
Rule 219  Cancellations	<p><b>A. Mid-term Cancellation - Effective Date</b></p> <p><b>1. Received by Agent/Broker or Servicing Carrier within 30 days</b> If the request for a midterm cancellation is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) within 30 days of the date the cancellation is to be effected, and no effective time is</p>	<p><b>A. Mid-term Cancellation - Effective Date</b></p> <p><b>1. Received by Agent/Broker or Servicing Carrier within 30 days</b> If the request for a midterm cancellation is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) within 30 days of the date the cancellation is to be effected, and no effective time is requested, the</p>	Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums

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<p>Rule 219 Cancellations</p>	<p>requested, the cancellation shall take effect at 12:01 a.m. on the date it was requested to be effective. In the event that the cancellation was specifically requested to be effective at a time other than 12:01a.m., the cancellation shall be effected at 12:01 a.m. the following day.</p> <p><i>For example:</i> The Insured requests a cancellation of the policy to be effective August 5. The cancellation request is received by the Agent/Broker on August 20. The Servicing Carrier shall cancel the policy effective 12:01 a.m. August 5. If the Insured requested cancellation to be effective at 3:40 p.m. on August 5, the Servicing Carrier shall cancel the policy effective 12:01 a.m. on August 6.</p> <p><b>2. Received by Agent/Broker or Servicing Carrier after 30 days</b> If the request for cancellation is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) more than 30 days after the date the cancellation was requested to be effected, the cancellation shall take effect at 12:01 a.m. on the date that the cancellation request is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured).</p> <p><i>For example:</i> The Insured requests cancellation of the policy to be effective September 5. The cancellation request is received by the Agent/Broker on October 10. The Servicing Carrier shall cancel the policy effective 12:01 a.m. October 10.</p> <p><b>Note for 1 and 2</b> If the date the request was received by the Agent/Broker is not evident the Agent/Broker will be asked to provide proof of the date received acceptable to the Servicing Carrier. If proof cannot be provided the request will be processed effective 12:01 a.m. on the date received by the Servicing Carrier.</p> <p><b>3. Received by Servicing Carrier after 30 days and vehicle sold</b> In the event that the vehicle has been sold, and a copy of the bill of sale satisfactory to the Servicing Carrier is produced, the policy shall be cancelled the day after the vehicle is sold regardless of what that date might be.</p>	<p>cancellation shall take effect at 12:01 a.m. on the date it was requested to be effective. In the event that the cancellation was specifically requested to be effective at a time other than 12:01a.m., the cancellation shall be effected at 12:01 a.m. the following day.</p> <p><i>For example:</i> The Insured requests a cancellation of the policy to be effective August 5. The cancellation request is received by the Agent/Broker on August 20. The Servicing Carrier shall cancel the policy effective 12:01 a.m. August 5. If the Insured requested cancellation to be effective at 3:40 p.m. on August 5, the Servicing Carrier shall cancel the policy effective 12:01 a.m. on August 6.</p> <p><b>2. Received by Agent/Broker or Servicing Carrier after 30 days</b> If the request for cancellation is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured) more than 30 days after the date the cancellation was requested to be effected, the cancellation shall take effect at 12:01 a.m. on the date that the cancellation request is received by the Agent/Broker (or Servicing Carrier if received directly from the Insured).</p> <p><i>For example:</i> The Insured requests cancellation of the policy to be effective September 5. The cancellation request is received by the Agent/Broker on October 10. The Servicing Carrier shall cancel the policy effective 12:01 a.m. October 10.</p> <p><b>Note for 1 and 2</b> If the date the request was received by the Agent/Broker is not evident the Agent/Broker will be asked to provide proof of the date received acceptable to the Servicing Carrier. If proof cannot be provided the request will be processed effective 12:01 a.m. on the date received by the Servicing Carrier.</p> <p><b>3. Received by Servicing Carrier after 30 days and vehicle sold</b> In the event that the vehicle has been sold, and a copy of the bill of sale satisfactory to the Servicing Carrier is produced, the policy shall be cancelled the day after the vehicle is sold regardless of what that date might be.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule 219 Cancellations	<p><i>For example:</i> The vehicle was sold June 5. The Servicing Carrier does not receive the request to cancel until September 5. If the insured can produce a satisfactory bill of sale, the Servicing Carrier will cancel the policy effective 12:01 a.m. June 6.</p> <p><b>4. In the event of a total loss</b> In the event that a vehicle has been written off in a claim, cancellation shall be effected:</p> <p>a) The day after the salvage is signed over to the insurer, <b>or</b></p> <p>b) The date the policy is no longer providing coverage on a rental vehicle under the temporary substitute auto provision, if that date is later than the date salvage was signed over.</p> <p><i>For example:</i> The vehicle has been written off in a claim June 1. On September 1 the Servicing Carrier receives a request to cancel the policy effective June 1. Upon checking with the claims department, the Servicing Carrier ascertains that salvage was signed over to the claims department on June 15. However, the insured had a rental vehicle covered under the policy's temporary substitute auto coverage until June 20. The Servicing Carrier will cancel the policy effective 12:01 a.m. June 21.</p> <p><b>5. Coverage placed in Voluntary Market</b> In the event the insured has placed coverage through the voluntary market, upon receipt of a copy of the replacing policy application or temporary liability card, the Servicing Carrier shall cancel the policy effective the date that replacement coverage took effect.</p>	<p><i>For example:</i> The vehicle was sold June 5. The Servicing Carrier does not receive the request to cancel until September 5. If the insured can produce a satisfactory bill of sale, the Servicing Carrier will cancel the policy effective 12:01 a.m. June 6.</p> <p><b>4. In the event of a total loss</b> In the event that a vehicle has been written off in a claim, cancellation shall be effected:</p> <p>a) The day after the salvage is signed over to the Insurer, <b>or</b></p> <p>b) The date the policy is no longer providing coverage on a rental vehicle under the temporary substitute auto provision, if that date is later than the date salvage was signed over.</p> <p><i>For example:</i> The vehicle has been written off in a claim June 1. On September 1 the Servicing Carrier receives a request to cancel the policy effective June 1. Upon checking with the claims department, the Servicing Carrier ascertains that salvage was signed over to the claims department on June 15. However, the insured had a rental vehicle covered under the policy's temporary substitute auto coverage until June 20. The Servicing Carrier will cancel the policy effective 12:01 a.m. June 21.</p> <p><b>5. Coverage placed in Voluntary Market</b> In the event the Insured has placed coverage through the voluntary market, upon receipt of a copy of the replacing policy application or temporary liability card, the Servicing Carrier shall cancel the policy effective the date that replacement coverage took effect.</p>	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums
	<p>Servicing Carriers shall proceed with cancellation as outlined in points 1 or 2 unless the Servicing Carrier is aware or is made aware, that the circumstances outlined in points 3, 4 or 5 exist.</p>	<p>Servicing Carriers shall proceed with cancellation as outlined in points 1 or 2 unless the Servicing Carrier is aware or is made aware, that the circumstances outlined in points 3, 4 or 5 exist.</p>		
	<p><b>B. Policies with Lessors or Lienholders</b> If the policy is being cancelled at the insured's request, a release of interest must be obtained from the lessor or the lienholder. In the event the Servicing Carrier does not receive a release of interest from the lessor, a notice is to be sent to the lessor by registered mail to advise that the</p>	<p><b>B. Policies with Lessors or Lienholders</b> If the policy is being cancelled at the Insured's request, a release of interest must be obtained from the lessor or the lienholder. In the event the Servicing Carrier does not receive a release of interest from the lessor, a notice is to be sent to the lessor by registered mail to advise that the policy is being</p>		



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<p>Rule 219 Cancellations</p>	<p>policy is being cancelled and the effective date of cancellation. If no release is received from the lienholder, a notice is to be sent to the lienholder (registered mail is not required) to advise that the policy is being cancelled and the effective date of cancellation.</p> <p>If the policy is being cancelled at the Agent’s/Broker’s request or Servicing Carrier’s initiative by registered letter, a copy of the registered letter must be sent to the lessor or lienholder by registered mail.</p> <p><b>C. Where Proof of Insurance Has Been Filed</b> If proof of insurance has been filed, the notice period required by the authority must expire before cancellation can be effected, therefore the Servicing Carrier shall cancel the policy effective the date the notice period expires. (See Rule 227: Proof of Insurance.)</p> <p><b>D. Policy is Financed Through a Premium Finance Company</b> If a return premium is payable on a policy financed with a premium finance company, the gross refund is to be sent directly to the premium finance company <b>regardless of the reason</b> for cancellation. The Agent’s/Broker’s account shall be debited with the amount of the premium refund sent to the premium finance company.</p> <p><b>E. Cancellation – Procedures</b></p> <p><b>1. Cancellation at the request of the Insured or the Premium Finance Company – Broker Bill &amp; Direct Bill</b> Cancellation requested by the insured or the premium finance company under power of attorney must be made in writing in a format suitable to the Servicing Carrier.</p> <p>The Facility Association shall accept faxed signed and dated cancellation requests.</p> <p><b>The return premium shall be calculated as follows:</b> Motorcycles, Mopeds, Snow Vehicles, and Antique Vehicles use Short Term Table 3 or 4 for all coverages except Comprehensive/Specified Perils and Short Term Table 1 or</p>	<p>cancelled and the effective date of cancellation. If no release is received from the lienholder, a notice is to be sent to the lienholder (registered mail is not required) to advise that the policy is being cancelled and the effective date of cancellation.</p> <p>If the policy is being cancelled at the Agent’s/Broker’s request or Servicing Carrier’s initiative by registered letter, a copy of the registered letter must be sent to the lessor or lienholder by registered mail.</p> <p><b>C. Where Proof of Insurance Has Been Filed</b> If proof of insurance has been filed, the notice period required by the authority must expire before cancellation can be effected, therefore the Servicing Carrier shall cancel the policy effective the date the notice period expires. (<del>See Rule 227: Proof of Insurance.</del>)</p> <p><b>D. Policy is Financed Through a Premium Finance Company</b> If a return premium is payable on a policy financed with a premium finance company, the gross refund is to be sent directly to the Agent/Broker <b>regardless of the reason</b> for cancellation. The Agent/Broker <b>must</b> return the applicable refund premium to the premium finance company. The Agent’s/Broker’s account shall be debited with the amount of the premium refund sent to the premium finance company.</p> <p><b>E. Cancellation – Procedures</b></p> <p><b>1. Cancellation at the request of the Insured or the Premium Finance Company – Broker Bill &amp; Direct Bill</b> Cancellation requested by the insured or the premium finance company under power of attorney must be made in writing in a format suitable to the Servicing Carrier.</p> <p>The Facility Association shall accept faxed signed and dated cancellation requests.</p> <p><b>The return premium shall be calculated as follows:</b> <del>Motorcycles, Mopeds, Snow Vehicles, and Antique Vehicles use Short Term Table 3 or 4 for all coverages except Comprehensive/Specified Perils and Short Term Table 1 or 2</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 219 Cancellations</p>	<p>2 for Comprehensive/Specified Perils subject to any applicable minimum retained premium. All other vehicles being placed in the voluntary market calculate on a pro rata basis using the Day Table subject to any applicable minimum retained premium</p> <p>All other vehicles not being placed in the voluntary market use Short Term Table 1 or 2 subject to any applicable minimum retained premium.</p> <p><b>If the policy is on Broker Bill, the Servicing Carrier shall credit the Agent/Broker's account with the unearned premium refundable unless the premium is financed through a premium finance company.</b></p> <p><b>2. Cancellation at the request of the Agent/Broker – Broker Bill</b> <b>When additional premium cannot be collected on original quote</b> If the Agent/Broker cannot collect the additional premium arising from an increase to the premium originally quoted for new business:</p> <p>a) The Agent/Broker must advise the Servicing Carrier of the amount of premium collected and request that a notice of cancellation be issued to the insured, <b>or</b> b) The Agent/Broker must have the policy signed off. The Facility Association shall accept faxed signed cancellation requests.</p> <p>If the Agent/Broker reports non-payment of the additional premium within 30 days of receiving notice of those increases, the earned premium for cancellation shall be calculated pro rata on the Agent's/Broker's originally quoted premium. Otherwise, the earned premium shall be calculated pro rata on the revised premium. If a subsequent application is submitted by the same Agent/Broker to the same Servicing Carrier for substantially the same risk within 30 days of the effective date of cancellation of the</p>	<p><del>for Comprehensive/Specified Perils subject to any applicable minimum retained premium.</del> For commercial vehicles being placed in the voluntary market calculate on a pro rata basis using the Day Table subject to any applicable minimum retained premium</p> <p>For commercial vehicles, not being placed in the voluntary market use Short Term Table 1 or 2 subject to any applicable minimum retained premium.</p> <p><b>Note:</b> For Recreational vehicles used for commercial purposes, refer to the Recreational Vehicle section of the manual.</p> <p><b>If the policy is on Broker Bill, the Servicing Carrier shall credit the Agent's/Broker's account with the unearned premium refundable unless the premium is financed through a premium finance company.</b></p> <p><b>2. Cancellation at the request of the Agent/Broker – Broker Bill</b> <b>When additional premium cannot be collected on original quote</b> If the Agent/Broker cannot collect the additional premium arising from an increase to the premium originally quoted for new business:</p> <p>a) The Agent/Broker must advise the Servicing Carrier of the amount of premium collected and request that a notice of cancellation be issued to the insured, <b>or</b> b) The Agent/Broker must have the policy signed off. The Facility Association shall accept faxed signed cancellation requests.</p> <p>If the Agent/Broker reports non-payment of the additional premium within 30 days of receiving notice of those increases, the earned premium for cancellation shall be calculated pro rata on the Agent's/Broker's originally quoted premium. Otherwise, the earned premium shall be calculated pro rata on the revised premium. If a subsequent application is submitted by the same Agent/Broker to the same Servicing Carrier for substantially the same risk within 30 days of the effective date of cancellation of the first policy and, the Agent/Broker reports</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 219 Cancellations</p>	<p>first policy and, the Agent/Broker reports non-payment of additional premium, the earned premium shall be calculated pro rata on the revised premium. Note: For policies for which premium is paid direct to the Servicing Carrier and the Carrier initiates cancellation the words 'agent/broker' will be read to mean Servicing Carrier.</p> <p><b>When outstanding premium cannot be collected in all other cases</b></p> <p><b>Agent/Broker Responsibilities</b> If cancellation of a policy is requested by the Agent/Broker due to inability to collect the full policy/renewal premium or a subsequent additional premium, the Agent/Broker will be responsible for the time on risk charge which will be pro rata of the full premium.</p> <p>The Agent/Broker must advise the Servicing Carrier of the amount of premium collected and request that a notice of cancellation be issued to the insured.</p> <p><b>Servicing Carrier Responsibilities</b> The Servicing Carrier shall promptly issue a registered notice of cancellation in accordance with the Statutory Conditions. The earned premium for cancellation shall be calculated pro rata on the full term premium at the time of cancellation.</p> <p>When the Servicing Carrier issues a registered letter of cancellation, any unearned premium shall be refunded directly to the insured (unless the policy is financed through a premium finance company) and the Agent's/Broker's account shall be debited for the amount of the refund and credited for the unearned premium.</p> <p><b>3. Cancellation of Late Issued Renewals</b> If the Servicing Carrier is unable to issue renewals in the required time period, the Agent/Broker must issue a temporary liability card to the insured and collect a downpayment based on the estimated annual premium (or the estimated semi-annual premium for 6 month policies) for the upcoming renewal term.</p>	<p>non-payment of additional premium, the earned premium shall be calculated pro rata on the revised premium. Note: For policies for which premium is paid direct to the Servicing Carrier and the Carrier initiates cancellation the words 'Agent/Broker' will be read to mean Servicing Carrier.</p> <p><b>When outstanding premium cannot be collected in all other cases</b></p> <p><b>Agent/Broker Responsibilities</b> If cancellation of a policy is requested by the Agent/Broker due to inability to collect the full policy/renewal premium or a subsequent additional premium, the Agent/Broker will be responsible for the time on risk charge which will be pro rata of the full premium.</p> <p>The Agent/Broker must advise the Servicing Carrier of the amount of premium collected and request that a notice of cancellation be issued to the Insured.</p> <p><b>Servicing Carrier Responsibilities</b> The Servicing Carrier shall promptly issue a registered notice of cancellation in accordance with the Statutory Conditions. The earned premium for cancellation shall be calculated pro rata on the full term premium at the time of cancellation.</p> <p>When the Servicing Carrier issues a registered letter of cancellation, any unearned premium shall be refunded directly to the Insured (unless the policy is financed through a premium finance company) and the Agent's/Broker's account shall be debited for the amount of the refund and credited for the unearned premium.</p> <p><b>3. Cancellation of Late Issued Renewals</b> If the Servicing Carrier is unable to issue renewals in the required time period, the Agent/Broker must issue a temporary liability card to the Insured and collect a downpayment based on the estimated annual premium (or the estimated semi-annual premium for 6 month policies) for the upcoming renewal term.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 219 Cancellations</p>	<p>Once the renewal is issued, if the insured does not accept the renewal premium, the Agent/Broker shall advise the Servicing Carrier of the amount of premium collected and request that notice of cancellation be issued to the insured <b>or</b> shall have the insured sign off the policy.</p> <p>The Servicing Carrier shall then issue a registered letter of cancellation in accordance with the Statutory Conditions or issue the necessary cancellation documents. The earned premium shall be calculated pro rata based on the previous term premium.</p> <p><b>4. Flat Cancellation</b></p> <p><b>New Policy</b> Flat cancellation of a new policy is not allowed except as provided under Rule 219: Flat Cancellation Exceptions.</p> <p><b>Additional Premium Policy Change</b> Flat cancellation of an additional premium policy change is not allowed.</p> <p><b>Renewal</b> If evidence of renewal refusal is supplied by the Agent/Broker (per Rule 218) is received by the Servicing Carrier within 15 days of the renewal's effective date, a full refund shall be credited to the Agent's/Broker's Facility Association account. If evidence of renewal refusal is not received within 15 days, the renewal shall be cancelled on a pro rata basis effective the date it is received by the Servicing Carrier and the Agent/Broker shall be responsible for earned premium. A written request acceptable to the Servicing Carrier, for cancellation effective renewal date shall be accepted in lieu of evidence of renewal refusal.</p> <p><b>5. Cancellation of Renewals in Outlying Areas</b> No longer applicable</p> <p><b>6. Flat Cancellation Exceptions</b></p> <p>1) Any policy returned to the Servicing Carrier complete with liability cards, prior to the effective date of the policy, may be cancelled flat.</p>	<p>Once the renewal is issued, if the Insured does not accept the renewal premium, the Agent/Broker shall advise the Servicing Carrier of the amount of premium collected and request that notice of cancellation be issued to the Insured <b>or</b> shall have the Insured sign off the policy.</p> <p>The Servicing Carrier shall then issue a registered letter of cancellation in accordance with the Statutory Conditions or issue the necessary cancellation documents. The earned premium shall be calculated pro rata based on the previous term premium.</p> <p><b>4. Flat Cancellation</b></p> <p><b>New Policy</b> Flat cancellation of a new policy is not allowed except as provided under Rule 219: Flat Cancellation Exceptions.</p> <p><b>Additional Premium Policy Change</b> Flat cancellation of an additional premium policy change is not allowed.</p> <p><b>Renewal</b> If evidence of renewal refusal is supplied by the Agent/Broker (per Rule 218) is received by the Servicing Carrier within 15 days of the renewal's effective date, a full refund shall be credited to the Agent's/Broker's Facility Association account. If evidence of renewal refusal is not received within 15 days, the renewal shall be cancelled on a pro rata basis effective the date it is received by the Servicing Carrier and the Agent/Broker shall be responsible for earned premium. A written request acceptable to the Servicing Carrier, for cancellation effective renewal date shall be accepted in lieu of evidence of renewal refusal.</p> <p><del><b>5. Cancellation of Renewals in Outlying Areas</b></del> <del>No longer applicable</del></p> <p><b>5. Flat Cancellation Exceptions</b></p> <p>1) Any policy returned to the Servicing Carrier complete with liability cards, prior to the effective date of the policy, may be cancelled flat.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 219 Cancellations</p>	<p>2) Any policy returned to the Agent/Broker complete with liability cards and destroyed in the Agent/Broker's office, with written confirmation from the Agent/Broker provided to the Servicing Carrier, prior to the effective date of the policy, may be cancelled flat.</p> <p>3) If a cheque or electronic payment received for a new policy or renewal premium or, for the first installment thereof is not honoured by the financial institution, flat cancellation shall be allowed to the Agent/Broker provided that:</p> <p>a) the cheque was dated and issued on or before the effective date of the policy period concerned or the electronic payment was made on or before the effective of the policy period concerned; and</p> <p>b) the cheque was immediately deposited; and</p> <p>c) in the case of a first installment, the amount of the cheque or electronic payment was sufficient to meet the Servicing Carrier's requirement or if financed under a contract with a premium finance company the full down payment required under the terms of the contract; and</p> <p>d) The return of the cheque by the financial institution or dishonour of the electronic payment is promptly reported to the Servicing Carrier. A copy of the cheque front and back or copy of the dishonour notice must be provided to the Servicing Carrier.</p> <p><b>However, on the registered letter of cancellation to the insured, the Servicing Carrier shall request payment of the full pro rata time on risk charge.</b></p> <p><b>7. Cancellation initiated by the Servicing Carrier</b> <b>Non-Payment – Direct Bill</b> If premiums are paid directly to the Servicing Carrier, the Servicing Carrier may cancel an insurance policy for non-</p>	<p>2) Any policy returned to the Agent/Broker complete with liability cards and destroyed in the Agent/Broker's office, with written confirmation from the Agent/Broker provided to the Servicing Carrier, prior to the effective date of the policy, may be cancelled flat.</p> <p>3) If a cheque or electronic payment received for a new policy or renewal premium or, for the first installment thereof is not honoured by the financial institution, flat cancellation shall be allowed to the Agent/Broker provided that:</p> <p>a) the cheque was dated and issued on or before the effective date of the policy period concerned or the electronic payment was made on or before the effective of the policy period concerned; and</p> <p>b) the cheque was immediately deposited; and</p> <p>c) in the case of a first installment, the amount of the cheque or electronic payment was sufficient to meet the Servicing Carrier's requirement or if financed under a contract with a premium finance company the full down payment required under the terms of the contract; and</p> <p>d) The return of the cheque by the financial institution or dishonour of the electronic payment is promptly reported to the Servicing Carrier. A copy of the cheque front and back or copy of the dishonour notice must be provided to the Servicing Carrier.</p> <p><b>However, on the registered letter of cancellation to the insured, the Servicing Carrier shall request payment of the full pro rata time on risk charge.</b></p> <p><b>6. Cancellation initiated by the Servicing Carrier</b> <b>Non-Payment – Direct Bill</b> If premiums are paid directly to the Servicing Carrier, the Servicing Carrier may cancel an insurance policy for non-</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 219 Cancellations</p>	<p>payment of premium. The earned premium shall be calculated pro rata. <b>Other Circumstances</b> The Servicing Carrier may not otherwise cancel an insurance policy unless approval of such action is contained elsewhere in this manual or is obtained in the manner prescribed by the Association’s Board of Directors.</p> <p><b>F. Refund Calculation</b></p> <p><b>1. Insured’s Request</b> For a policy cancellation requested by or on behalf of the insured (e.g. requested by a premium finance company) the premium refund shall be calculated in accordance with the Short Term Tables, unless a pro rata cancellation is being allowed because the risk (excluding Motorcycles, Mopeds, Snow Vehicles and Antique Vehicles) is being placed in the voluntary market.</p> <p><b>2. Any Other Reason</b> Where the policy is being cancelled for any other reason (e.g. by registered letter) the premium refund shall be calculated on a pro rata basis using the Day Table.</p>	<p>payment of premium. The earned premium shall be calculated pro rata.</p> <p><b>Other Circumstances</b> The Servicing Carrier may not otherwise cancel an insurance policy unless approval of such action is contained elsewhere in this manual or is obtained in the manner prescribed by the Association’s Board of Directors.</p> <p><b>F. Refund Calculation</b></p> <p><b>1. Insured’s Request</b> For a policy cancellation requested by or on behalf of the Insured (e.g. requested by a premium finance company) the premium refund shall be calculated in accordance with the Short Term Tables, unless a pro rata cancellation is being allowed because the risk (<del>excluding Motorcycles, Mopeds, Snow Vehicles and Antique Vehicles</del>) is being placed in the voluntary market.</p> <p><b>2. Any Other Reason</b> Where the policy is being cancelled for any other reason (e.g. by registered letter) the premium refund shall be calculated on a pro rata basis using the Day Table.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 221 Time on Risk Tables</p>	<p><b>A. Pro Rata</b> <b>Calculation for Endorsements &amp; Cancellations</b> Using the Day Table on the next page:</p> <ol style="list-style-type: none"> <li>1. Determine the percent that corresponds to the policy’s expiry month and day. For example March 26 is .233. Express the policy’s expiry date in a decimal format by combining the year and the fraction. March 26, 1999 would become 1999.233.</li> <li>2. Determine the percent that corresponds to the effective date of the policy change or cancellation and express that date in a decimal format. If the effective date of policy change is November 20, 1998 that would be expressed as 1998.888. Note that if the effective date of change or cancellation is February 29, it should be treated as February 28.</li> </ol>	<p><b>A. Pro Rata</b> <b>Calculation for Endorsements &amp; Cancellations</b> Using the Day Table on the next page:</p> <ol style="list-style-type: none"> <li>1. Determine the percent that corresponds to the policy’s expiry month and day. For example March 26 is .233. Express the policy’s expiry date in a decimal format by combining the year and the fraction. March 26, 1999 would become 1999.233.</li> <li>2. Determine the percent that corresponds to the effective date of the policy change or cancellation and express that date in a decimal format. If the effective date of policy change is November 20, 1998 that would be expressed as 1998.888. Note that if the effective date of change or cancellation is February 29, it should be treated as February 28.</li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule 221  Time on Risk Tables	<p>3. Subtract the second number from the first. Policy expiry date 1999.233 Policy change date 1998.888 Refund/change percentage .345</p> <p>4. Where the policy is a six month policy, double the refund/change percentage.</p> <p>5. For a policy cancellation, the refund is calculated by multiplying the policy premium as of the cancellation date by the refund/change percentage. The policy premium is the full term premium for the coverage in force at the time of cancellation. Minimum retained premium must be taken into consideration.</p> <p>6. For a policy change, the additional/return premium is obtained by multiplying the full term premium for the change by the refund/change percentage.</p> <p><b>C. Short Term Tables</b></p> <p><b>1. Motorcycles, Mopeds, Antique Vehicles.</b> Use Short Term Table 3 for all coverages other than Comprehensive/Specified Perils which are subject to Short Term Table 1 or 2.</p> <p><b>2. Snow Vehicles</b> Use Short Term Table 4 for all coverages other than Comprehensive/Specified Perils which are subject to Short Term Table 1 or 2.</p> <p><b>3. All Other Vehicles</b> For a policy cancellation use Short Term Table 1 or 2. For a short term policy, use Short Term Table 1.</p> <p><b>Cancellation requested by or on behalf of Insured</b></p> <p>1. Referring to the Day Table calculate the number of days the policy has been in force.</p>	<p>3. Subtract the second number from the first. Policy expiry date 1999.233 Policy change date 1998.888 Refund/change percentage .345</p> <p>4. Where the policy is a six month policy, double the refund/change percentage.</p> <p>5. For a policy cancellation, the refund is calculated by multiplying the policy premium as of the cancellation date by the refund/change percentage. The policy premium is the full term premium for the coverage in force at the time of cancellation. Minimum retained premium must be taken into consideration.</p> <p>6. For a policy change, the additional/return premium is obtained by multiplying the full term premium for the change by the refund/change percentage.</p> <p><b>C. Short Term Tables</b></p> <p><del><b>1. Motorcycles, Mopeds, Antique Vehicles:</b> Use Short Term Table 3 for all coverages other than Comprehensive/Specified Perils which are subject to Short Term Table 1 or 2.</del></p> <p><del><b>2. Snow Vehicles</b> Use Short Term Table 4 for all coverages other than Comprehensive/Specified Perils which are subject to Short Term Table 1 or 2.</del></p> <p>Commercial Vehicles For a policy cancellation, use Short Term Table No. 1 or No. 2. For a short term policy, use Short Term Table 1.</p> <p><b>Cancellation requested by or on behalf of Insured</b></p> <p>1. Referring to the Day Table, calculate the number of days the policy has been in force.</p>	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums

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<p>Rule 221 Time on Risk Tables</p>	<p>2. Referring to Table No. 1 (in the case of an annual policy) or Table No. 2 (in the case of a six-month policy), determine the "Percentage of premium".</p> <p>3. Subtract that percentage from 100% to determine the "refund percentage".</p> <p>4. Apply the refund percentage to the full term policy premium as at the cancellation date. Minimum retained premium must be taken into consideration.</p> <p><b>Calculating premium for a Short Term policy:</b></p> <p>1. Referring to the Day Table, calculate the number of days the policy has been in force.</p> <p>2. Referring to Table No. 1, determine the "Percentage of premium".</p> <p>3. Apply that percentage to the annual premium. Minimum retained premium must be taken into consideration.</p> <p><b>D. Short Term Tables No. 3 and No. 4 (seasonal use vehicles)</b> These tables apply to all coverages except Comprehensive or Specified Perils for Motorcycles, Mopeds, Snow Vehicles and Antique Vehicles. For Comprehensive or Specified Perils coverage use Short Term Table No. 1 or No. 2 or a pro rata calculation, depending upon the circumstances.</p> <p>1. For each full month that insurance was provided, charge the corresponding "Percentage of annual premium" indicated below.</p> <p>2. For part of a month charge pro-rata of the percentage applicable to the complete month. For example, in respect of a motorcycle insurance that commences on June 7th: <b>30 days minus 6 days = 24; 24 divided by 30 = .8; 8 times 20% = 16% for the month of June.</b></p>	<p>2. Referring to Table No. 1 (in the case of an annual policy) or Table No. 2 (in the case of a six-month policy), determine the "Percentage of premium".</p> <p>3. Subtract that percentage from 100% to determine the "refund percentage".</p> <p>4. Apply the refund percentage to the full term policy premium as at the cancellation date. Minimum retained premium must be taken into consideration.</p> <p><b>Calculating premium for a Short Term policy:</b></p> <p>1. Referring to the Day Table, calculate the number of days the policy has been in force.</p> <p>2. Referring to Table No. 1, determine the "Percentage of premium".</p> <p>3. Apply that percentage to the annual premium. Minimum retained premium must be taken into consideration.</p> <p><del><b>D. Short Term Tables No. 3 and No. 4 (seasonal use vehicles)</b> These tables apply to all coverages except Comprehensive or Specified Perils for Motorcycles, Mopeds, Snow Vehicles and Antique Vehicles. For Comprehensive or Specified Perils coverage use Short Term Table No. 1 or No. 2 or a pro rata calculation, depending upon the circumstances.</del></p> <p><del>1. For each full month that insurance was provided, charge the corresponding "Percentage of annual premium" indicated below.</del></p> <p><del>2. For part of a month charge pro-rata of the percentage applicable to the complete month. For example, in respect of a motorcycle insurance that commences on June 7th: 30 days minus 6 days = 24; 24 divided by 30 = .8; 8 times 20% = 16% for the month of June.</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>



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<p>Rule 222</p> <p>Reinstatements</p>	<p><b>A. A policy may only be reinstated if:</b></p> <p>a) The Servicing Carrier receives instructions not later than <b>the day before</b> the cancellation takes effect. This includes instructions from a premium finance company. Where the Agent /Broker has not forwarded payments to a premium finance company, the policy cannot be reinstated. Cancellation takes effect at 12:01 am. E.g. If the policy is to be cancelled effective July 1, the request for reinstatement must be received by the Servicing Carrier before midnight June 30. If the cancellation has taken effect, the policy cannot be reinstated and a new application must be completed. Any unpaid earned premium under the policy due to the Servicing Carrier must be paid with the new application.</p> <p>b) The policy was cancelled for non-payment, and the full required premium is received (by cash, money order or certified cheque from the insured) or there is written confirmation from the Agent/Broker assuming full responsibility for that premium. Where a refund cheque accompanied the registered letter, the amount of the refund cheque must also be obtained from the insured (by cash, money order or certified cheque) or the Agent/Broker shall assume full responsibility for that amount.</p> <p><b>B. When a policy is reinstated</b> When a policy is reinstated, the Servicing Carrier shall issue a notice of reinstatement. If necessary, the Agent/Broker or Servicing Carrier shall issue a temporary or permanent liability card. If proof of insurance was cancelled, the necessary proof of insurance shall be reissued.</p>	<p><b>A. A policy may only be reinstated if:</b></p> <p>a) The Servicing Carrier receives instructions not later than <b>the day before</b> the cancellation takes effect. This includes instructions from a premium finance company. Where the Agent /Broker has not forwarded payments to a premium finance company, the policy cannot be reinstated. Cancellation takes effect at 12:01 am. E.g. If the policy is to be cancelled effective July 1, the request for reinstatement must be received by the Servicing Carrier before midnight June 30. If the cancellation has taken effect, the policy cannot be reinstated and a new application must be completed. Any unpaid earned premium under the policy due to the Servicing Carrier must be paid with the new application.</p> <p>b) The policy was cancelled for non-payment, and the full required premium is received (by cash, money order or certified cheque from the Insured) or there is written confirmation from the Agent/Broker assuming full responsibility for that premium. Where a refund cheque accompanied the registered letter, the amount of the refund cheque must also be obtained from the Insured (by cash, money order or certified cheque) or the Agent/Broker shall assume full responsibility for that amount.</p> <p><b>B. When a policy is reinstated</b> When a policy is reinstated, the Servicing Carrier shall issue a notice of reinstatement. If necessary, the Agent/Broker or Servicing Carrier shall issue a temporary or permanent liability card. If proof of insurance was cancelled, the necessary proof of insurance shall be reissued.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>												
<p>Rule 223</p> <p>Service Fee Schedule (Commission)</p>	<p><b>The commission rates are:</b></p> <table style="margin-left: 40px;"> <thead> <tr> <th></th> <th style="text-align: center;">Experience Rated</th> <th style="text-align: center;">Individually Rated</th> </tr> </thead> <tbody> <tr> <td><b>Commercial Vehicles</b></td> <td></td> <td></td> </tr> <tr> <td>Long haul vehicles (including trailers) Classes 61-64, 99</td> <td style="text-align: center;">6%</td> <td style="text-align: center;">6%</td> </tr> <tr> <td>Classes 33-36, 41-49, 53-55</td> <td style="text-align: center;">7.5%</td> <td style="text-align: center;">10%</td> </tr> </tbody> </table>		Experience Rated	Individually Rated	<b>Commercial Vehicles</b>			Long haul vehicles (including trailers) Classes 61-64, 99	6%	6%	Classes 33-36, 41-49, 53-55	7.5%	10%	<p>Not applicable</p>	<p>Information already listed in General Section. This is a duplication will be removed</p>	<p>This will not impact premiums</p>
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<p>Rule 225</p> <p>Definition of Accident</p>	<p><b>A. What Is A Chargeable Accident</b></p> <p>A chargeable (at fault) accident is an occurrence resulting in damage to persons or property arising out of the ownership, use or operation of a vehicle, in consequence of which:</p> <ol style="list-style-type: none"> <li>1. An amount has been paid or would have been paid but for the existence of provincial Direct Compensation laws or agreements, <b>Or</b></li> <li>2. A loss remains unsettled or unpaid, <b>Or</b></li> <li>3. A civil suit is pending <b>in respect of</b> Liability, Collision or the Collision portion of All Perils coverage</li> </ol> <p>A chargeable accident is always taken into account in rating even if there was no insurance in effect or the loss was repaid to the insurer by or on behalf of the insured or if the insured chose not to present the claim.</p> <p><b>B. What Is Not A Chargeable Accident</b></p> <p>An occurrence shall not be regarded as a chargeable accident if:</p> <ol style="list-style-type: none"> <li>1. The insured’s degree of fault is determined as zero under the relevant provincial fault determination laws or agreements or dispute resolution mechanism.</li> <li>2. Damage to the applicant’s vehicle <ol style="list-style-type: none"> <li>a) resulted from the vehicle being struck by an unidentified vehicle and is reported to the police within 24 hours;</li> <li>b) occurred while the vehicle was legally parked and is reported to police within 24 hours;</li> <li>c) resulted from collision with a wild or domestic animal;</li> <li>d) is legally recoverable from the owner or driver of an uninsured or unidentified automobile.</li> </ol> </li> </ol>	<p><b>A. What Is A Chargeable Accident</b></p> <p>A chargeable (at fault) accident is an occurrence resulting in damage to persons or property arising out of the ownership, use or operation of a vehicle, in consequence of which:</p> <ol style="list-style-type: none"> <li>1. An amount has been paid or would have been paid but for the existence of provincial Direct Compensation laws or agreements, <b>or</b></li> <li>2. A loss remains unsettled or unpaid, <b>or</b></li> <li>3. A civil suit is pending <b>in respect of</b> Liability, Collision or the Collision portion of All Perils coverage <i>*(No Fault Benefits Schedule (Accident Benefits) Ontario only)*</i></li> </ol> <p>A chargeable accident is always taken into account in rating even if there was no insurance in effect or the loss was repaid to the Insurer by or on behalf of the insured or if the Insured chose not to present the claim.</p> <p><b>B. What Is Not A Chargeable Accident</b></p> <p>An occurrence shall not be regarded as a chargeable accident if:</p> <ol style="list-style-type: none"> <li>1. The Insured’s degree of fault is determined as zero under the relevant provincial fault determination laws or agreements or dispute resolution mechanism.</li> <li>2. Damage to the Applicant’s vehicle <ol style="list-style-type: none"> <li>a) resulted from the vehicle being struck by an unidentified vehicle and is reported to the police within 24 hours;</li> <li>b) occurred while the vehicle was legally parked and is reported to police within 24 hours;</li> <li>c) resulted from collision with a wild or domestic animal;</li> <li>d) is legally recoverable from the owner or driver of an uninsured or unidentified automobile.</li> </ol> </li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule 225  Definition of Accident	<p><b>Note:</b> The words "loss(es)" and "claim(s)" where used in this manual are considered to have the same meaning as the word "accident." The words "at fault" and "chargeable" where used in this manual are considered to have the same meaning.</p> <p><b>C. How To Allocate Chargeable Accidents</b> No accident shall be used more than once in determining the premium for vehicles insured through Facility Association by the same Servicing Carrier (whether or not on the same policy).</p> <p>There is no requirement that drivers be accident free on other vehicles. The rating of the commercial vehicle is determined from the vehicle history not the driver's history.</p> <p>If the driver involved in the accident is removed from the policy, the accident shall continue to be assigned to the vehicle on which it occurred.</p> <p>A chargeable accident will affect the rating of Liability, DCPD and Collision coverages.</p> <p>At new business, where there are multiple vehicles and multiple drivers insured on a policy, any claims shall be assigned to the vehicle involved in the claim or one for which it has been substituted. At renewal, any at fault accidents which occurred during the policy term shall be assigned to the vehicle on which they occurred.</p> <p><i>For example:</i> A new application is received. Applicant is principal operator of vehicle 1 and has had 2 losses on vehicle 1 and 1 loss on vehicle 2. Employee is principal operator of vehicle 2 and has had 1 loss on vehicle 1 and 1 loss on vehicle 2. For purposes of allocating accidents, the 3 accidents involving vehicle 1 will be allocated to vehicle 1 and the 2 accidents involving vehicle 2 will be allocated to vehicle 2.</p> <p>The term 'vehicle' includes 'one for which it has been substituted'.</p>	<p><b>Note:</b> The words "loss(es)" and "claim(s)" where used in this manual are considered to have the same meaning as the word "accident." The words "at fault" and "chargeable" where used in this manual are considered to have the same meaning.</p> <p><b>C. How To Allocate Chargeable Accidents</b> No accident shall be used more than once in determining the premium for vehicles insured through FA with any Servicing Carrier whether or not on the same policy.</p> <p>There is no requirement that drivers be accident free on other vehicles. The rating of the commercial vehicle is determined from the vehicle history not the driver's history.</p> <p>If the driver involved in the accident is removed from the policy, the accident shall continue to be assigned to the vehicle on which it occurred.</p> <p>A chargeable accident will affect the rating of the Liability, DCPD (<i>not available in Northwest Territories, Nunavut and Yukon</i>) and Collision coverages. (<i>For Ontario only, Accident Benefits and Uninsured Automobile is also affected</i>).</p> <p>At new business, where there are multiple vehicles and multiple drivers insured on a policy, any claims shall be assigned to the vehicle involved in the claim or one for which it has been substituted. At renewal, any at fault accidents which occurred during the policy term shall be assigned to the vehicle on which they occurred.</p> <p><i>For example:</i> A new application is received. Applicant is principal operator of vehicle 1 and has had 2 losses on vehicle 1 and 1 loss on vehicle 2. Employee is principal operator of vehicle 2 and has had 1 loss on vehicle 1 and 1 loss on vehicle 2. For purposes of allocating accidents, the 3 accidents involving vehicle 1 will be allocated to vehicle 1 and the 2 accidents involving vehicle 2 will be allocated to vehicle 2.</p> <p><del>The term 'vehicle' includes 'one for which it has been substituted'.</del></p>	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums

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<p>Rule 225</p> <p>Definition of Accident</p>	<p>The following table illustrates how chargeable accidents are to be applied in the rating of other types of vehicles if they cannot be assigned to the vehicle actually involved</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Type of vehicle involved in the accident</th> <th style="text-align: center;">Type of vehicle to which the accident can be applied</th> </tr> </thead> <tbody> <tr> <td>Private Passenger</td> <td>Private Passenger, Motorhome, Light Commercial, Taxi or Garage</td> </tr> <tr> <td>Light Commercial</td> <td>Commercial, Private Passenger, Motorhome or Garage</td> </tr> <tr> <td>Commercial</td> <td>Commercial or Garage</td> </tr> <tr> <td>Public (excluding Taxi)</td> <td>Public (excluding Taxi)</td> </tr> <tr> <td>Taxi</td> <td>Taxi or Private Passenger</td> </tr> <tr> <td>Motorhome</td> <td>Motorhome, Private Passenger or Light Commercial</td> </tr> <tr> <td>Motorcycle</td> <td>Motorcycle</td> </tr> <tr> <td>Garage</td> <td>Garage</td> </tr> <tr> <td>All Terrain or Snow Vehicle</td> <td>All Terrain or Snow Vehicle</td> </tr> </tbody> </table> <p><b>Note:</b> "Type of vehicle" means the section of the manual in which the vehicle was or would have been rated.</p> <p><i>For example:</i> A pickup truck is rated as a private passenger vehicle used for pleasure only and the insured had an at fault accident. The insured is now going to begin using the vehicle for commercial purposes. The accident that occurred while the vehicle was rated for personal use will continue to be applied when the insured begins driving the vehicle for commercial use.</p> <p>Where an at fault accident is being charged against a vehicle showing on the policy and that vehicle is deleted from the policy or mandatory coverage on that vehicle is</p>	Type of vehicle involved in the accident	Type of vehicle to which the accident can be applied	Private Passenger	Private Passenger, Motorhome, Light Commercial, Taxi or Garage	Light Commercial	Commercial, Private Passenger, Motorhome or Garage	Commercial	Commercial or Garage	Public (excluding Taxi)	Public (excluding Taxi)	Taxi	Taxi or Private Passenger	Motorhome	Motorhome, Private Passenger or Light Commercial	Motorcycle	Motorcycle	Garage	Garage	All Terrain or Snow Vehicle	All Terrain or Snow Vehicle	<p>The following table illustrates how chargeable accidents are to be applied in the rating of other types of vehicles if they cannot be assigned to the vehicle actually involved</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Type of vehicle involved in the accident</th> <th style="text-align: center;">Type of vehicle to which the accident can be applied</th> </tr> </thead> <tbody> <tr> <td>Private Passenger</td> <td>Private Passenger, Motor Home, Light Commercial, Taxi or Garage (Car Dealer)</td> </tr> <tr> <td>Light Commercial</td> <td>Commercial, Private Passenger, Motorhome or Garage (Car Dealer)</td> </tr> <tr> <td>Heavy Commercial</td> <td>Heavy Commercial or Garage (Car Dealer)</td> </tr> <tr> <td>Public (excluding Taxi)</td> <td>Public (excluding Taxi Class 7A,7B, 7C)</td> </tr> <tr> <td>Taxi</td> <td>Taxi or Private Passenger</td> </tr> <tr> <td>Motor Home</td> <td>Motor Home, Private Passenger or Light Commercial</td> </tr> <tr> <td>Motorcycle</td> <td>Motorcycle</td> </tr> <tr> <td>Garage</td> <td>Garage</td> </tr> <tr> <td>All Terrain Vehicle or Snow Vehicle</td> <td>All Terrain Vehicle, Snow Vehicle</td> </tr> </tbody> </table> <p><b>Note:</b> "Type of vehicle" means the section of the manual in which the vehicle was or would have been rated.</p> <p><del><i>For example:</i> A pickup truck is rated as a private passenger vehicle used for pleasure only and the insured had an at fault accident. The insured is now going to begin using the vehicle for commercial purposes. The accident that occurred while the vehicle was rated for personal use will continue to be applied when the insured begins driving the vehicle for commercial use.</del></p> <p>Where an at-fault accident is being charged against a vehicle showing on the policy and that vehicle is deleted from the policy, the at-fault accident shall be re-assigned on a remaining vehicle effective the date the vehicle was deleted.</p>	Type of vehicle involved in the accident	Type of vehicle to which the accident can be applied	Private Passenger	Private Passenger, Motor Home, Light Commercial, Taxi or Garage (Car Dealer)	Light Commercial	Commercial, Private Passenger, Motorhome or Garage (Car Dealer)	Heavy Commercial	Heavy Commercial or Garage (Car Dealer)	Public (excluding Taxi)	Public (excluding Taxi Class 7A,7B, 7C)	Taxi	Taxi or Private Passenger	Motor Home	Motor Home, Private Passenger or Light Commercial	Motorcycle	Motorcycle	Garage	Garage	All Terrain Vehicle or Snow Vehicle	All Terrain Vehicle, Snow Vehicle	<p>FA is reviewing rules in the Commercial Section. 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<p>Rule 225</p> <p>Definition of Accident</p>	<p>removed or suspended, the at fault accident shall be re-assigned on the following basis:</p> <ul style="list-style-type: none"> <li>- to a remaining vehicle with active mandatory coverage i.e. not deleted or suspended</li> <li>- to the vehicle that produces the highest premium where there is more than one remaining vehicle</li> <li>- effective the date coverage on the original vehicle was deleted or suspended</li> </ul>	<p>Where an at-fault accident is being charged against a vehicle and more than one vehicle exists on the policy or in instances where mandatory coverage on that vehicle are removed/suspended, the at-fault accident shall be re-assigned as follows:</p> <ul style="list-style-type: none"> <li>• to a remaining vehicle with active mandatory coverage i.e. not deleted or suspended.</li> <li>• to the vehicle that produces the highest premium where there is more than one remaining vehicle.</li> </ul>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 226</p> <p>Accident and Conviction</p>	<p>These surcharges are applicable to Liability (including Passenger Liability), DCPD and Collision. These surcharges are not to be applied to coverages which are experience (fleet) rated.</p> <p><b>A. Accidents</b> Accident surcharges are assessed in accordance with the Surcharge Schedule for chargeable accidents that occurred during the 36 months immediately preceding the effective date of the commencement of the insurance.</p> <p><b>1. At New Business</b> No accident shall be used more than once in determining the premium for vehicles insured through Facility Association by the same Servicing Carrier (whether or not on the same policy).</p> <p>Accidents arising from the ownership of any vehicle other than the described vehicle are not to be considered.</p> <p><i>For example:</i> The insured owns a business in which three commercial vehicles are driven by employees. Two of the commercial vehicles are insured in the voluntary market; the other is insured in FA. There have been 2 accidents on each of the vehicles in the voluntary market, none of which arose from the use or operation of the vehicle by the insured himself. There have been 3 accidents on the vehicle insured in FA. The accidents that occurred on the vehicles insured in the voluntary market are not used to calculate the accident surcharge on the vehicle insured in FA, as long as they are rated under another inforce automobile policy.</p>	<p>These surcharges are applicable to Liability, DCPD and Collision. These surcharges are not to be applied to coverages which are experience (fleet) rated.</p> <p><b>A. Accidents</b> Accident surcharges are assessed in accordance with the surcharges schedule for chargeable accidents that occurred during the 36 months immediately preceding the effective date of the commencement of the insurance.</p> <p><b>1. At New Business</b> No accident shall be used more than once in determining the surcharges for vehicles insured through FA by any Servicing Carrier, whether or not on the same policy.</p> <p>Accidents arising from the ownership of any vehicle other than the described vehicle are not to be considered.</p> <p><i>For example:</i> The Insured owns a business in which three commercial vehicles are driven by employees. Two of the commercial vehicles are insured in the voluntary market; the other is insured in FA. There have been 2 accidents on each of the vehicles in the voluntary market, none of which arose from the use or operation of the vehicle by the Insured. There have been 3 accidents on the vehicle insured in FA. The accidents that occurred on the vehicles insured in the voluntary market are not used to calculate the accident surcharge on the vehicle insured in FA, as long as they are rated under another inforce automobile policy.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 226</p> <p>Accident and Conviction</p>	<p>Where the term 'described vehicle' is used, it includes a vehicle substituted for it.</p> <p>Accidents arising out of the use or operation of other vehicles for which another listed driver is responsible shall not be considered. There is no requirement that drivers are accident free on other vehicles – the rating is determined from the vehicle history not the driver's history.</p> <p><b>a) One vehicle on the policy</b> Consider accidents that involved the described vehicle or a vehicle substituted for it.</p> <p><i>For example:</i> Applicant has had 1 at fault accident on the described vehicle and 1 accident on a neighbour's car. Employee had 1 at fault accident on own vehicle insured elsewhere but has now sold that vehicle. Only the accident on the described vehicle shall be considered.</p> <p><b>b) One driver and two or more vehicles</b> Accidents that involve one of the described vehicles shall be assigned to that vehicle. Accidents arising out of the use or operation of any other vehicle by the applicant or any other listed operator shall not be considered.</p> <p><i>For example:</i> There are two commercial vehicles on the policy; applicant is the only operator. There has been one accident on commercial vehicle 1 and one accident on commercial vehicle 2. Applicant also had two accidents on a pleasure vehicle insured elsewhere. The claims on the commercial vehicles are rated on the vehicles on which they occurred. The two accidents on the vehicle insured elsewhere are not considered.</p> <p><b>c) Two or more drivers and two or more vehicles</b> Each driver is to be assigned as principal operator on the vehicle he/she most frequently drives. Accidents that involve one of the described vehicles shall be assigned to that vehicle. Accidents arising out of the use or operation of any other vehicle by the applicant or any other listed operator shall not be considered.</p>	<p>Where the term 'described vehicle' is used, it includes a vehicle substituted for it.</p> <p>Accidents arising out of the use or operation of other vehicles for which another listed driver is responsible shall not be considered. There is no requirement that drivers are accident free on other vehicles – the rating is determined from the vehicle history not the driver's history.</p> <p><b>a) One vehicle on the policy</b> Consider accidents that involved the described vehicle or a vehicle substituted for it.</p> <p><i>For example:</i> Applicant has had 1 at fault accident on the described vehicle and 1 accident on a neighbour's car. Employee had 1 at fault accident on own vehicle insured elsewhere but has now sold that vehicle. Only the accident on the described vehicle shall be considered.</p> <p><b>b) One driver and two or more vehicles</b> Accidents that involve one of the described vehicles shall be assigned to that vehicle. Accidents arising out of the use or operation of any other vehicle by the Applicant or any other listed operator shall not be considered.</p> <p><i>For example:</i> There are two commercial vehicles on the policy; Applicant is the only operator. There has been one accident on commercial vehicle 1 and one accident on commercial vehicle 2. Applicant also had two accidents on a pleasure vehicle insured elsewhere. The claims on the commercial vehicles are rated on the vehicles on which they occurred. The two accidents on the vehicle insured elsewhere are not considered.</p> <p><b>c) Two or more drivers and two or more vehicles</b> Each driver is to be assigned as principal operator on the vehicle they most frequently drive. Accidents that involve one of the described vehicles shall be assigned to that vehicle. Accidents arising out of the use or operation of any other vehicle by the Applicant or any other listed operator shall not be considered.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 226 Accident and Conviction</p>	<p><i>For example:</i> There are two commercial vehicles on the policy and two operators. Applicant is principal operator of vehicle 1 and has had one accident on vehicle 1 and one accident on his personal vehicle insured elsewhere. Employee is principal operator of vehicle 2 on which there have been two accidents. On vehicle 1 count only the accident that occurred on the described vehicle. The accident on the personal vehicle insured elsewhere is not to be considered. On vehicle 2 count both accidents as they occurred on the described vehicle.</p> <p><b>2. At Renewal (for surcharge only)</b> At the time of renewal, the accident record shall be updated. Any accidents that occurred more than 36 months prior to renewal date shall be excluded and all accidents that occurred during the expiring term that involved the following shall be added:</p> <p>a) The described vehicle (regardless of driver).</p> <p>b) Other vehicles but were the subject of claims under this policy.</p> <p><b>B. Convictions</b> Conviction surcharges shall be assessed for traffic offences (as hereinafter described) for which the insured was convicted in the 36 months immediately preceding the commencement of the period of insurance.</p> <p><b>1. How to apply conviction surcharges</b> No conviction record shall be used more than once to determine conviction surcharges for vehicles insured in FA by the same Servicing Carrier, whether or not insured on the same policy.</p> <p>If convictions for impaired driving and failure or refusal to take a breath or blood test relate to the same occurrence, they shall be considered as one conviction.</p> <p>Convictions for road offences shall not be used in the rating of off road vehicles (e.g. Snow Vehicles, All Terrain Vehicles) and vice versa. Surcharges shall not be assessed on private type trailers as described under Recreational Vehicles.</p>	<p><i>For example:</i> There are two commercial vehicles on the policy and two operators. Applicant is principal operator of vehicle 1 and has had one accident on vehicle 1 and one accident on his personal vehicle insured elsewhere. Employee is principal operator of vehicle 2 on which there have been two accidents. On vehicle 1 count only the accident that occurred on the described vehicle. The accident on the personal vehicle insured elsewhere is not to be considered. On vehicle 2 count both accidents as they occurred on the described vehicle.</p> <p><b>2. At Renewal (for surcharge only)</b> At the time of renewal, the accident record shall be updated. Any accidents that occurred more than 36 months prior to renewal date shall be excluded and all accidents that occurred during the expiring term that involved the following shall be added:</p> <p>a) The described vehicle (regardless of driver).</p> <p>b) Other vehicles but were the subject of claims under this policy.</p> <p><b>B. Convictions</b> Conviction surcharges shall be assessed for traffic offences (as hereinafter described) for which the insured was convicted in the 36 months immediately preceding the commencement of the period of insurance.</p> <p><b>1. How to apply conviction surcharges</b> No conviction record shall be used more than once to determine conviction surcharges for vehicles insured in FA by any Servicing Carrier, whether or not insured on the same policy.</p> <p>If convictions for impaired driving and failure or refusal to take a breath or blood test relate to the same occurrence, they shall be considered as one conviction.</p> <p><del>Convictions for road offences shall not be used in the rating of off road vehicles (e.g. Snow Vehicles, All Terrain Vehicles) and vice versa.</del></p> <p><del>Surcharges shall not be assessed on private type trailers as described under Recreational Vehicles.</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>



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<p>Rule 226</p> <p>Accident and Conviction</p>	<p><b>a) One vehicle and more than one driver</b> The conviction record of all persons who are listed drivers of the vehicle shall be reviewed to establish which conviction record develops the highest surcharge percentage in accordance with the Surcharge Schedule for convictions and/or the lowest driving record. That conviction record shall be used in calculating the maximum driving record and the conviction surcharge.</p> <p><b>b) More than one vehicle and more than one driver</b> Each driver shall be allocated to the vehicle they drive most and that driver's conviction record shall be considered in relation only to that vehicle.</p> <p><b>c) One driver and more than one vehicle</b> The driver's conviction record shall be applied to the vehicle that produces the highest premium prior to the application of any accident or conviction surcharges.</p>	<p><b>a) One vehicle and more than one driver</b> The conviction record of all listed drivers of the vehicle will be reviewed to establish the driving record and conviction surcharge (in accordance with the conviction surcharge schedule). The listed driver that generates the highest premium impact will be used.</p> <p><b>b) More than one vehicle and more than one driver</b> Each driver shall be allocated to the vehicle they drive most and that driver's conviction record shall be considered in relation only to that vehicle.</p> <p><b>c) One driver and more than one vehicle</b> The driver's conviction record shall be applied to the vehicle that produces the highest premium prior to the application of any accident or conviction surcharges.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 227</p> <p>Proof of Insurance Where Notice of Cancellation or Deletion is Required</p>	<p>1. The Agent/Broker is authorized to issue proof of insurance on behalf of the Servicing Carrier in the form of the Servicing Carrier's standard certificate or a CSIO-approved Certificate of Insurance, with a notice of cancellation period not exceeding 15 days.</p> <p>a) If a notice of cancellation period exceeding 15 days is required, the Agent/Broker is to obtain approval from the Servicing Carrier prior to certificate issuance.</p> <p>b) Certificates must be issued only on a Described Automobiles basis. Should proof be required on a Blanket Basis, refer to item #4 below.</p> <p>c) Copies of all certificates issued by the Agent/Broker shall be submitted to the Servicing Carrier within one (1) business day for acceptance and documentation.</p> <p>d) The Servicing Carrier is ultimately responsible to ensuring that all proof of insurance issued by the Agent/Broker is acceptable and reflects the limits of the policy. The Servicing Carrier will promptly reissue any certificate originally issued by the Agent/Broker, where indicated coverage differs from the policy or where the notice of cancellation period was not previously approved by Underwriting.</p>	<p>1. The Agent/Broker is authorized to issue proof of insurance on behalf of the Servicing Carrier in the form of the Servicing Carrier's standard certificate or a CSIO-approved Certificate of Insurance, with a notice of cancellation period not exceeding 15 days.</p> <p>a) If a notice of cancellation period exceeding 15 days is required, the Agent/Broker is to obtain approval from the Servicing Carrier prior to certificate issuance.</p> <p>b) Certificates must be issued only on a Described Automobiles basis. Should proof be required on a Blanket Basis, refer to item #4 below.</p> <p>c) Copies of all certificates issued by the Agent/Broker shall be submitted to the Servicing Carrier within one (1) business day for acceptance and documentation.</p> <p>d) The Servicing Carrier is ultimately responsible to ensuring that all proof of insurance issued by the Agent/Broker is acceptable and reflects the limits of the policy. The Servicing Carrier will promptly reissue any certificate originally issued by the Agent/Broker, where indicated coverage differs from the policy or where the notice of cancellation period was not previously approved by Underwriting.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 227</p> <p>Proof of Insurance Where Notice of Cancellation or Deletion is Required</p>	<p>2. The Servicing Carrier is responsible for the completion of any non-standard certificates (i.e. certificates that are to be completed on a non-CSIO approved form), Out-of-Province, U.S. or Other filings.</p> <p style="padding-left: 20px;">a) The Agent/Broker must specify to the Servicing Carrier if proof of insurance (e.g. a financial responsibility certificate) must be issued or filed with a Local, Provincial, Federal or U.S. authority.</p> <p style="padding-left: 20px;">b) Where vehicles are operated in the U.S., Agents/Brokers must confirm with the Insured's if proof of insurance is to be filed and, if so, in what amount.</p> <p>3. If proof of insurance is issued by the Servicing Carrier, a copy must be supplied to the Agent/Broker for their records.</p> <p>4. Proof of insurance must only be issued on a 'Described Automobile' basis. Proof may not be issued or filed on a 'Blanket Basis' (i.e. without specifying the insured vehicles), only if the authority concerned permits no alternative. In that case, the Facility Association's form of 'Indemnification and Hold Harmless Agreement' must be fully completed, and include the signatures of the Applicant and a witness. The completed form is to be kept on file with the Servicing Carrier.</p> <p>5. Parties requiring proof cannot be added as additional named Insureds on the policy. The certificate showing proof of insurance guarantees to the Party that the vehicle is insured. This is the full extent of the guarantee.</p> <p>6. Should the Servicing Carrier have any concern with the coverages or limits being guaranteed when asked to use a certificate prescribed by the organization or authority with whom the certificate is being filed, the Servicing Carrier should contact Facility Association Head Office.</p> <p><b>A. Financial Responsibility Certificate</b> A temporary liability card may be issued for an applicant who requires the filing of a financial responsibility certificate before he/she may be licensed to drive, provided a fully completed and signed application is</p>	<p>2. The Servicing Carrier is responsible for the completion of any non-standard certificates (i.e. certificates that are to be completed on a non-CSIO approved form), Out-of-Province, U.S. or Other filings.</p> <p style="padding-left: 20px;">a) The Agent/Broker must specify to the Servicing Carrier if proof of insurance (e.g. a financial responsibility certificate) must be issued or filed with a Local, Provincial, Federal or U.S. authority.</p> <p style="padding-left: 20px;">b) Where vehicles are operated in the U.S., Agents/Brokers must confirm with the Insured's if proof of insurance is to be filed and, if so, in what amount.</p> <p>3. If proof of insurance is issued by the Servicing Carrier, a copy must be supplied to the Agent/Broker for their records.</p> <p>4. Proof of insurance must only be issued on a 'Described Automobile' basis. Proof may not be issued or filed on a 'Blanket Basis' (i.e. without specifying the insured vehicles), only if the authority concerned permits no alternative. In that case, the Facility Association's form of 'Indemnification and Hold Harmless Agreement' must be fully completed, and include the signatures of the Applicant and a witness. The completed form is to be kept on file with the Servicing Carrier.</p> <p>5. Parties requiring proof cannot be added as additional named Insureds on the policy. The certificate showing proof of insurance guarantees to the Party that the vehicle is insured. This is the full extent of the guarantee.</p> <p>6. Should the Servicing Carrier have any concern with the coverages or limits being guaranteed when asked to use a certificate prescribed by the organization or authority with whom the certificate is being filed, the Servicing Carrier should contact Facility Association Head Office.</p> <p><b>A. Financial Responsibility Certificate</b> A temporary liability card may be issued for an Applicant who requires the filing of a financial responsibility certificate before they may be licensed to drive, provided a fully completed and signed application is submitted for the applicant at the time the temporary liability card is issued.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 227</p> <p>Proof of Insurance Where Notice of Cancellation or Deletion is Required</p>	<p>submitted for the applicant at the time the temporary liability card is issued. Details of the licence subsequently obtained must be reported promptly to the Servicing Carrier.</p> <p><b>B. Renewal or Offer to Renew</b> If a renewal or offer to renew is issued where proof of insurance has been issued or filed and the renewal is not required, the Servicing Carrier must be notified in sufficient time to file a notice of cancellation in accordance with the applicable authority’s requirements. Otherwise the Agent/Broker/Insured shall be responsible for time on risk charges.</p> <p><b>C. Policy Cancellation, Vehicle Deletion,</b> <b>1. Registered Letter</b> Where proof of insurance has been issued or filed and the policy is to be cancelled, the cancellation of coverages to which the proof of insurance relates shall be processed in accordance with the Statutory Conditions.</p> <p><b>The notice of cancellation for the authority concerned must be issued on the same day as the notice of cancellation to the insured. However, as a result of the authority’s requirements the effective date of cancellation may be different.</b></p> <p><i>For example:</i> The registered letter of cancellation for the policy is issued on June 1 for both the insured and the provincial authority. For the insured, cancellation shall take effect 15 days from the date the registered letter is received at the post office to which it was addressed. Let’s say June 19. The provincial authority requires 30 days notice of cancellation. The effective date of cancellation for the authority shall be June 30. If the insured had a Comprehensive loss on June 25, the policy would not respond. If however, the insured had a Liability loss on June 25, the policy may have to respond as the proof of insurance provides that Liability coverage is in effect until cancelled on June 30.</p> <p><b>2. Insured’s Request</b> Where proof of insurance has been issued or filed, and the vehicle is to be deleted from the policy or the policy is to</p>	<p>Details of the licence subsequently obtained must be reported promptly to the Servicing Carrier.</p> <p><b>B. Renewal or Offer to Renew</b> If a renewal or offer to renew is issued where proof of insurance has been issued or filed and the renewal is not required, the Servicing Carrier must be notified in sufficient time to file a notice of cancellation in accordance with the applicable authority’s requirements. Otherwise the Agent/Broker/Insured shall be responsible for time on risk charges.</p> <p><b>C. Policy Cancellation, Vehicle Deletion,</b> <b>1. Registered Letter</b> Where proof of insurance has been issued or filed and the policy is to be cancelled, the cancellation of coverages to which the proof of insurance relates shall be processed in accordance with the Statutory Conditions.</p> <p><b>The notice of cancellation for the authority concerned must be issued on the same day as the notice of cancellation to the Insured. However, as a result of the authority’s requirements the effective date of cancellation may be different.</b></p> <p><i>For example:</i> The registered letter of cancellation for the policy is issued on June 1 for both the Insured and the provincial authority. For the Insured, cancellation shall take effect 15 days from the date the registered letter is received at the post office to which it was addressed. Let’s say June 19. The provincial authority requires 30 days notice of cancellation. The effective date of cancellation for the authority shall be June 30. If the Insured had a Comprehensive loss on June 25, the policy would not respond. If however, the Insured had a Liability loss on June 25, the policy may have to respond as the proof of insurance provides that Liability coverage is in effect until cancelled on June 30.</p> <p><b>2. Insured’s Request</b> Where proof of insurance has been issued or filed, and the vehicle is to be deleted from the policy or the policy is to be</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 227</p> <p>Proof of Insurance Where Notice of Cancellation or Deletion is Required</p>	<p>be cancelled, the cancellation of coverages to which the proof of insurance relates shall be processed after taking into consideration the period of notice required by the authority.</p> <p><b>The effective date of cancellation or deletion shall be the same for both the insured and the authority concerned.</b></p> <p><i>For example:</i> The insured requests cancellation of the policy to be effective June 1. The provincial authority requires 30 days notice of cancellation. The notice to the provincial authority is sent on June 5. The effective date of cancellation for the insured will be July 5.</p> <p><b>D. Filing Liability Limits</b> The filing should always be made for the limit required by law even if the policy actually shows a higher limit.</p> <p>Where a vehicle requires filings in multiple jurisdictions, the filing should be made showing only the limits required in that jurisdiction. The policy should be written with the lowest limits necessary to meet all requirements.</p> <p><i>For example:</i> In one jurisdiction a filing for a vehicle requires a split limit of \$1,000,000 road hazard and \$1,000,000 passenger hazard. A filing for a \$5,000,000 combined limit is also required in another jurisdiction for the same vehicle. The policy must be issued with a \$5,000,000 inclusive limit. One filing should be made showing the split limits of \$1,000,000 and \$1,000,000. The other filing should be made showing the \$5,000,000 limit.</p> <p>Where a filing is to be made for a leased vehicle, the filing should be made in the name of the lessee only.</p> <p><b>E. Processing Fees for Filings</b> Please contact your Servicing Carrier for a schedule of fees which will be charged on a 100% cost recovery basis. <b>Any charge required by the authority concerned shall be in addition to, and separate from, the Processing Fees.</b></p>	<p>cancelled, the cancellation of coverages to which the proof of insurance relates shall be processed after taking into consideration the period of notice required by the authority.</p> <p><b>The effective date of cancellation or deletion shall be the same for both the Insured and the authority concerned.</b></p> <p><i>For example:</i> The Insured requests cancellation of the policy to be effective June 1. The provincial authority requires 30 days notice of cancellation. The notice to the provincial authority is sent on June 5. The effective date of cancellation for the insured will be July 5.</p> <p><b>D. Filing Liability Limits</b> The filing should always be made for the limit required by law even if the policy actually shows a higher limit.</p> <p>Where a vehicle requires filings in multiple jurisdictions, the filing should be made showing only the limits required in that jurisdiction. The policy should be written with the lowest limits necessary to meet all requirements.</p> <p><i>For example:</i> In one jurisdiction a filing for a vehicle requires a split limit of \$1,000,000 road hazard and \$1,000,000 passenger hazard. A filing for a \$5,000,000 combined limit is also required in another jurisdiction for the same vehicle. The policy must be issued with a \$5,000,000 inclusive limit. One filing should be made showing the split limits of \$1,000,000 and \$1,000,000. The other filing should be made showing the \$5,000,000 limit.</p> <p>Where a filing is to be made for a leased vehicle, the filing should be made in the name of the lessee only.</p> <p><b>E. Processing Fees for Filings</b> Please contact your Servicing Carrier for a schedule of fees which will be charged on a 100% cost recovery basis. <b>Any charge required by the authority concerned shall be in addition to, and separate from, the processing fees.</b></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 228</p> <p>Out of Province Exposure</p>	<p>Any commercial or interurban vehicle that is operated in the U.S., or another Canadian jurisdiction, is subject to a surcharge (or discount).</p> <p>The surcharge does not apply where the vehicle is used for personal use only and proof of insurance is not required.</p> <p>Refer to Rule 200.D for a list of Supplementary Underwriting documents that may be required on vehicles traveling outside of the jurisdiction of registration, including into the U.S.</p> <p>If the Named Insured(s) has no prior insurance, refer to Rule 204.G: No Prior Insurance with Out-of-Province including U.S. Exposure.</p> <p><b>A. Outside Province Exposure Surcharge (excluding Interurban Vehicles)</b></p> <p><b><i>For Interurban vehicles (Class 61, 62, 63, 64, 99), refer to Rule 228.C to determine the applicable surcharges.</i></b></p> <p>The percentage of exposure outside of the Province, including the U.S., will be determined based on the International Fuel Tax Agreement (IFTA) assessment reports from the last four (4) quarters immediately preceding the effective date of the policy or endorsement.</p> <p>If the Named Insured does not participate in IFTA, please contact your Servicing Carrier for the documents required to confirm the percentage of exposure outside the Province, including U.S. exposure.</p> <p>If this exposure is 5.0% or less of total mileage, a 5% surcharge will apply to Liability, Accident Benefits, Uninsured Automobile, DCPD and END 44.</p>	<p>Any commercial or interurban vehicle that is operated in the U.S., or another Canadian jurisdiction, is subject to a surcharge (or discount).</p> <p>The surcharge does not apply where the vehicle is used for personal use only and proof of insurance is not required.</p> <p>Refer to Rule 200.D for a list of Supplementary Underwriting documents that may be required on vehicles traveling outside of the jurisdiction of registration, including into the U.S.</p> <p>If the Named Insured(s) has no prior insurance, refer to Rule 204.G: No Prior Insurance with Out-of-Province including U.S. Exposure.</p> <p><b>NOTE:</b> If the Named Insured has not previously traveled outside of the Province or into the U.S., the vehicle(s) shall be underwritten with <b>75% Out of Province or U.S. Exposure surcharge</b>. This applies to both Commercial and Interurban Vehicles.</p> <p><b>A. Outside Province Exposure Surcharge (excluding Interurban Vehicles)</b></p> <p><b><i>For Interurban vehicles (Class 61, 62, 63, 64, 99), refer to Rule 228.C to determine the applicable surcharges.</i></b></p> <p>The percentage of exposure outside of the Province, including the U.S., will be determined based on the International Fuel Tax Agreement (IFTA) assessment reports from the last four (4) quarters immediately preceding the effective date of the policy or endorsement.</p> <p>If the Named Insured does not participate in IFTA, please contact your Servicing Carrier for the documents required to confirm the percentage of exposure outside the Province, including U.S. exposure.</p> <p><del>If this exposure is 5.0% or less of total mileage, a 5% surcharge will apply to Liability, Accident Benefits, Uninsured Automobile, DCPD and END 44.</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule 228  Out of Province Exposure	<p><b>NOTE:</b> Where vehicles are operated in the U.S., Insureds must be asked whether or not proof of insurance must be filed and, if so, in what amount. If eligible, U.S. Filings will be completed using the minimum FMCSA required limit based on the type of carriage, commodity transported and State required.</p> <p><b>Liability, Accident Benefits, Uninsured Automobile, DCPD, END 44</b>                      For each percentage point of total mileage in the U.S. or applicable Canadian jurisdiction, surcharge 1% of the applicable premium.</p> <p><i>For example:</i></p> <table border="1" data-bbox="317 800 919 963"> <thead> <tr> <th>Outside Province Exposure</th> <th>Applicable Surcharge</th> </tr> </thead> <tbody> <tr> <td>Up to 5%</td> <td>5%</td> </tr> <tr> <td>10%</td> <td>10%</td> </tr> <tr> <td>25%</td> <td>25%</td> </tr> <tr> <td>50%</td> <td>50%</td> </tr> </tbody> </table> <p><b>Optional Physical Damage</b>                      For each percentage point of total mileage in the U.S. or applicable Canadian jurisdiction, surcharge .50% of the applicable premium.</p> <p><i>For example:</i></p> <table border="1" data-bbox="317 1141 898 1279"> <thead> <tr> <th>Outside Province Exposure</th> <th>Applicable Surcharge</th> </tr> </thead> <tbody> <tr> <td>10%</td> <td>5%</td> </tr> <tr> <td>25%</td> <td>12.5%</td> </tr> <tr> <td>50%</td> <td>25%</td> </tr> </tbody> </table> <p><b>B. Currency Differential Surcharge (Excluding Interurban Vehicles)</b>                      Whenever proof of insurance is required by U.S. authorities, a currency differential surcharge is added to the Liability premium to provide for the potential additional loss arising from the payment of a claim in U.S. dollars.</p>	Outside Province Exposure	Applicable Surcharge	Up to 5%	5%	10%	10%	25%	25%	50%	50%	Outside Province Exposure	Applicable Surcharge	10%	5%	25%	12.5%	50%	25%	<p><b>NOTE:</b> Where vehicles are operated in the U.S., Insureds must be asked whether or not proof of insurance must be filed and, if so, in what amount. If eligible, U.S. Filings will be completed using the <u>minimum</u> FMCSA required limit based on the type of carriage, commodity transported and State required.</p> <p><b>Liability, Accident Benefits, Uninsured Automobile, DCPD, END 44</b>                      If this exposure is 5.0% or less of total mileage in the U.S. or applicable Canadian jurisdiction, a 5% surcharge will apply to Liability, Accident Benefits, Uninsured Automobile, DCPD and END 44.</p> <p>If this exposure is over 5.0% of total mileage in the U.S. or applicable Canadian jurisdiction, surcharge 1% of the applicable premium</p> <p><i>For example:</i></p> <table border="1" data-bbox="972 800 1575 963"> <thead> <tr> <th>Outside Province Exposure</th> <th>Applicable Surcharge</th> </tr> </thead> <tbody> <tr> <td>Up to 5%</td> <td>5%</td> </tr> <tr> <td>10%</td> <td>10%</td> </tr> <tr> <td>25%</td> <td>25%</td> </tr> <tr> <td>50%</td> <td>50%</td> </tr> </tbody> </table> <p><b>Optional Physical Damage</b>                      For each percentage point of total mileage in the U.S. or applicable Canadian jurisdiction, surcharge .50% of the applicable premium.</p> <p><i>For example:</i></p> <table border="1" data-bbox="972 1141 1554 1304"> <thead> <tr> <th>Outside Province Exposure</th> <th>Applicable Surcharge</th> </tr> </thead> <tbody> <tr> <td>5%</td> <td>2.5%</td> </tr> <tr> <td>10%</td> <td>5%</td> </tr> <tr> <td>25%</td> <td>12.5%</td> </tr> <tr> <td>50%</td> <td>25%</td> </tr> </tbody> </table> <p><b>B. Currency Differential Surcharge (Excluding Interurban Vehicles)</b>                      Whenever proof of insurance is required by U.S. authorities, a currency differential surcharge is added to the Liability premium to provide for the potential additional loss arising from the payment of a claim in U.S. dollars.</p>	Outside Province Exposure	Applicable Surcharge	Up to 5%	5%	10%	10%	25%	25%	50%	50%	Outside Province Exposure	Applicable Surcharge	5%	2.5%	10%	5%	25%	12.5%	50%	25%	FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums
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<p>Rule 228</p> <p>Out of Province Exposure</p>	<p>The currency differential is the rate of exchange being charged for the U.S. dollar, to the nearest cent, as at the date the premium is calculated by the Servicing Carrier for policy issuance. The Servicing Carrier shall use the Bank of Canada closing rate from the previous published day..</p> <p><b>The surcharge percentage is calculated by means of the following formula:</b></p> <p><b>Currency differential x Percentage of U.S. Exposure</b></p> <p><i>For example:</i> The rate of exchange for the U.S. dollar is 1.3085 Canadian. Therefore the currency differential is 0.31. The vehicle travels outside the Province 50% of the time. Of that 50% total Outside Province Exposure the vehicle travels into the U.S. 25% of the time.</p> <p><b>Currency differential surcharge:</b> <b>0.31 X 25% = 7.75%</b></p> <p><b>The currency differential surcharge is</b></p> <ol style="list-style-type: none"> <li>Applied only to the Liability premium, not DCPD.</li> <li>Not subject to a minimum surcharge.</li> <li>This surcharge is an additional surcharge and not to be compounded.</li> </ol> <p><i>Example:</i> The Liability premium is \$1,000</p> <p>The percentage of Outside Province Exposure is: 50% The percentage of U.S. Exposure is: 25% The Currency Differential Surcharge is: 7.75%</p> <p><i>Note: In this example, the Currency Differential Surcharge is calculated based on the U.S. Exposure of 25%</i></p> <table border="0"> <tr> <td>Base Premium</td> <td align="right">\$1,000</td> </tr> <tr> <td>Outside Province Exposure Surcharge (\$1,000 x 0.5)</td> <td align="right">\$500</td> </tr> <tr> <td>Currency Differential (\$1,000 x 0.0775)</td> <td align="right">\$78</td> </tr> <tr> <td><b>Total Liability premium</b></td> <td align="right"><b>\$1,578</b></td> </tr> </table>	Base Premium	\$1,000	Outside Province Exposure Surcharge (\$1,000 x 0.5)	\$500	Currency Differential (\$1,000 x 0.0775)	\$78	<b>Total Liability premium</b>	<b>\$1,578</b>	<p>The currency differential is the rate of exchange being charged for the U.S. dollar, to the nearest cent, as at the date the premium is calculated by the Servicing Carrier for policy issuance. The Servicing Carrier shall use the Bank of Canada closing rate from the previous published day..</p> <p><b>The surcharge percentage is calculated by means of the following formula:</b></p> <p><b>Currency differential x Percentage of U.S. Exposure</b></p> <p><i>For example:</i> The rate of exchange for the U.S. dollar is 1.3085 Canadian. Therefore the currency differential is 0.31. The vehicle travels outside the Province 50% of the time. Of that 50% total Outside Province Exposure the vehicle travels into the U.S. 25% of the time.</p> <p><b>Currency differential surcharge:</b> <b>0.31 X 25% = 7.75%</b></p> <p><b>The currency differential surcharge is</b></p> <ol style="list-style-type: none"> <li>Applied only to the Liability premium, not DCPD.</li> <li>Not subject to a minimum surcharge.</li> <li>This surcharge is an additional surcharge and not to be compounded.</li> </ol> <p><i>Example:</i> The Liability premium is \$1,000</p> <p>The percentage of Outside Province Exposure is: 50% The percentage of U.S. Exposure is: 25% The Currency Differential Surcharge is: 7.75%</p> <p><i>Note: In this example, the Currency Differential Surcharge is calculated based on the U.S. Exposure of 25%</i></p> <table border="0"> <tr> <td>Base Premium</td> <td align="right">\$1,000</td> </tr> <tr> <td>Outside Province Exposure Surcharge (\$1,000 x 0.5)</td> <td align="right">\$500</td> </tr> <tr> <td>Currency Differential (\$1,000 x 0.0775)</td> <td align="right">\$78</td> </tr> <tr> <td><b>Total Liability premium</b></td> <td align="right"><b>\$1,578</b></td> </tr> </table>	Base Premium	\$1,000	Outside Province Exposure Surcharge (\$1,000 x 0.5)	\$500	Currency Differential (\$1,000 x 0.0775)	\$78	<b>Total Liability premium</b>	<b>\$1,578</b>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
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<p>Rule 228</p> <p>Out of Province Exposure</p>	<p>4. In addition to the Servicing Carrier’s fee for filing proof of insurance.</p> <p>5. Payable only when proof of insurance is required by U.S. authorities.</p> <p>6. The combined dollar value of the Currency Differential Surcharge and the Outside Province exposure surcharge is subject to a minimum of \$50 per policy term.</p> <p><i>For example:</i> Using the example above, the dollar value of the Outside Province exposure surcharge is \$500 and the dollar value of the Currency Differential Surcharge is \$78. The total combined dollar value is \$578, well exceeding the minimum required.</p> <p><b>C. Interurban Outside Province Exposure Surcharge (Excluding Commercial Vehicles)</b></p> <p>The percentage of exposure outside the Province, including the U.S., will be determined based on the International Fuel Tax Agreement (IFTA) assessment reports from the last four (4) quarters immediately preceding the effective date of the policy or endorsement.</p> <p>If the Named Insured does not participate in IFTA, please contact your Servicing Carrier for the documents required to confirm the percentage of exposure outside the Province, including U.S. exposure.</p> <p><b>NOTE:</b> Where vehicles are operated in the U.S., Insureds must be asked whether or not proof of insurance must be filed and, if so, in what amount. If eligible, U.S. Filings will be completed using the <u>minimum</u> FMCSA required limit based on the type of carriage, commodity transported and State required.</p> <p>The surcharges applicable to Interurban Vehicles (Class 61, 62, 63, 64 and 99) traveling outside of the jurisdiction of registration is based on the <u>total mileage</u> reported in Canada and the U.S., and shall be calculated as follows.</p>	<p>4. In addition to the Servicing Carrier’s fee for filing proof of insurance.</p> <p>5. Payable only when proof of insurance is required by U.S. authorities.</p> <p>6. The combined dollar value of the Currency Differential Surcharge and the Outside Province exposure surcharge is subject to a minimum of \$50 per policy term.</p> <p><i>For example:</i> Using the example above, the dollar value of the Outside Province exposure surcharge is \$500 and the dollar value of the Currency Differential Surcharge is \$78. The total combined dollar value is \$578, well exceeding the minimum required.</p> <p><b>C. Interurban Outside Province Exposure Surcharge (Excluding Commercial Vehicles)</b></p> <p>The percentage of exposure outside the Province, including the U.S., will be determined based on the International Fuel Tax Agreement (IFTA) assessment reports from the last four (4) quarters immediately preceding the effective date of the policy or endorsement.</p> <p>If the Named Insured does not participate in IFTA, please contact your Servicing Carrier for the documents required to confirm the percentage of exposure outside the Province, including U.S. exposure.</p> <p><b>NOTE:</b> Where vehicles are operated in the U.S., Insureds must be asked whether or not proof of insurance must be filed and, if so, in what amount. If eligible, U.S. Filings will be completed using the <u>minimum</u> FMCSA required limit based on the type of carriage, commodity transported and State required.</p> <p>The surcharges applicable to Interurban Vehicles (Class 61, 62, 63, 64 and 99) traveling outside of the jurisdiction of registration is based on the <u>total mileage</u> reported in Canada and the U.S., and shall be calculated as follows.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>



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<p>Rule 228</p> <p>Out of Province Exposure</p>	<p><b>Step 1: Determine the Canadian Out of Province Exposure.</b></p> <p>The Canadian Out of Province exposure is determined by how often the vehicle travels outside the jurisdiction of registration <u>within Canada</u>.</p> <p><b>a) If Canadian Out of Province Exposure (Operating outside Atlantic Provinces and Quebec) is <u>50% or less</u>:</b></p> <p>Where an Interurban vehicle is registered in Prince Edward Island and reports 50% or less of its total <u>Canadian mileage</u> traveling <b>outside the Atlantic Provinces</b> (New Brunswick, Newfoundland &amp; Labrador, Nova Scotia, Prince Edward Island) <b>and Quebec</b>, surcharge 1% per percentage (%) of exposure applies to the total Canadian mileage.</p> <p><i>Example:</i></p> <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: center;">Canadian Out of Province Exposure</th> <th style="text-align: center;">Applicable Canadian Mileage Surcharge</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">5%</td> <td style="text-align: center;">5%</td> </tr> <tr> <td style="text-align: center;">10%</td> <td style="text-align: center;">10%</td> </tr> <tr> <td style="text-align: center;">25%</td> <td style="text-align: center;">25%</td> </tr> <tr> <td style="text-align: center;">50%</td> <td style="text-align: center;">50%</td> </tr> </tbody> </table> <p><b>b) If Canadian Out of Province Exposure (Operating outside Atlantic Provinces and Quebec) is <u>over 50%</u>:</b></p> <p>Any Interurban vehicle registered in Prince Edward Island that reports more than 50% of its total mileage <b>outside the Atlantic Provinces</b> (New Brunswick, Newfoundland &amp; 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<p>Rule 229</p> <p>Claims</p>	<p>Every accident, loss or claim that comes to the knowledge of the Agent/Broker in regard to his Facility Association policies must immediately be reported in the manner prescribed by the Servicing Carrier.</p> <p><b>1. Snow Vehicles and All Terrain Vehicles (with or without END 9) on Ice/Water</b></p> <p><b>The following scenarios shall be considered Comprehensive losses:</b></p> <p>An insured drives a Snow Vehicle or All Terrain Vehicle on a frozen lake and hits open water.</p>	<p>Every accident, loss or claim that comes to the knowledge of the Agent/Broker in regard to the Insured's Facility Association policy must immediately be reported in the manner prescribed by the Servicing Carrier.</p> <p><del><b>1. Snow Vehicles and All Terrain Vehicles (with or without END 9) on Ice/Water</b></del></p> <p><del><b>The following scenarios shall be considered Comprehensive losses:</b></del></p> <p><del>An insured drives a Snow Vehicle or All Terrain Vehicle on a frozen lake and hits open water.</del></p>	<p>Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 229 Claims</p>	<p>An insured drives a Snow Vehicle or All Terrain Vehicle on a frozen lake. The ice cracks and the Snow Vehicle or All Terrain Vehicle sinks to the bottom.</p> <p>A Snow Vehicle or All Terrain Vehicle is parked on ice. The ice cracks under the machine and it sinks to the bottom.</p> <p><b>2. Collision with Animals</b> Losses involving Collision with animals, both wild and domestic, shall be paid under Comprehensive coverage. If the policy does not afford Comprehensive coverage but does provide Collision coverage, the loss shall be paid under Collision coverage and be regarded as not at fault.</p>	<p><del>An insured drives a Snow Vehicle or All Terrain Vehicle on a frozen lake. The ice cracks and the Snow Vehicle or All Terrain Vehicle sinks to the bottom.</del></p> <p><del>A Snow Vehicle or All Terrain Vehicle is parked on ice. The ice cracks under the machine and it sinks to the bottom.</del></p> <p><b>2. Collision with Animals</b> Losses involving Collision with animals, both wild and domestic, shall be paid under Comprehensive coverage. If the policy does not afford Comprehensive coverage but does provide Collision coverage, the loss shall be paid under Collision coverage and be regarded as not at fault.</p>	<p>This section of the rule is listed under Rule 428 in the Recreational section of the vehicle, which is the correct location for this part.</p>	<p>This will not impact premiums</p>
<p>Rule 231 Suspension and Reinstatement of Coverages - END 16/17</p>	<p>Liability, DCPD, Accident Benefits, Uninsured Automobile and Collision as they relate to the <b>use and operation</b> of the described vehicles, new vehicles or temporary substitute vehicles may be suspended by means of END 16.</p> <p>This endorsement leaves in place Comprehensive or Specified Perils coverage if present on the policy as well as the coverages mentioned above as they relate to the <b>ownership</b> of the vehicle. This means that END 16 does not suspend coverages related to 'drive other vehicles'; while a pedestrian; or while the vehicle is in storage. This endorsement is available on private passenger and commercial vehicles. Coverage is reinstated by means of END 17.</p> <p>No refund is allowed in respect of Comprehensive and Specified Perils.</p> <p>If Liability and Accident Benefits coverages are removed or suspended twice in a year, then removal of these coverages is not permitted until the following renewal. It is not necessary to remove the licence plate from the vehicle while these coverages are removed or suspended.</p>	<p>Liability, DCPD (<i>not available in Northwest Territories, Nunavut and Yukon</i>), Accident Benefits, Uninsured Automobile (<i>not available in Alberta, Northwest Territories, Nunavut and Yukon</i>) and Collision as they relate to the <b>use and operation</b> of the described vehicles, new vehicles or temporary substitute vehicles may be suspended by means of END 16.</p> <p>This endorsement leaves in place Comprehensive or Specified Perils coverage if present on the policy as well as the coverages mentioned above as they relate to the <b>ownership</b> of the vehicle. This means that END 16 does not suspend coverages related to 'drive other vehicles'; while a pedestrian; or while the vehicle is in storage. This endorsement is available on private passenger and commercial vehicles. Coverage is reinstated by means of END 17.</p> <p>No refund is allowed in respect of Comprehensive and Specified Perils.</p> <p>If Liability, DCPD (<i>not available in Northwest Territories and Nunavut and Yukon</i>) and Accident Benefits coverages are removed or suspended twice in one year, then removal of those coverages a third time will not be permitted until the following renewal. It is not necessary to remove the licence plate from the vehicle while coverage is removed or suspended.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies																										
<p>Rule 231</p> <p>Suspension and Reinstatement of Coverages - END 16/17</p>	<p><b>END 16/17 is not available for the following:</b></p> <ol style="list-style-type: none"> <li>1. Vehicles for which proof of insurance is issued or filed.</li> <li>2. Experience rated risks</li> <li>3. Recreational vehicles rated in the Recreational Vehicle Section</li> <li>4. Vehicles that were never intended to be driven.</li> <li>5. Vehicles held for sale whether or not on an auto dealer's lot.</li> </ol> <p><b>Rating</b> The refund for the period of cancellation is calculated according to the table printed on the END 16 form.</p> <p>In no event shall a refund be granted for any suspension period of less than sixty (60) consecutive days.</p>	<p><b>END 16/17 is not available for the following:</b></p> <ol style="list-style-type: none"> <li>1. Vehicles for which proof of insurance is issued or filed.</li> <li>2. Experience rated risks</li> <li>3. Recreational vehicles rated in the Recreational Vehicle Section</li> <li>4. Vehicles that were never intended to be driven.</li> <li>5. Vehicles held for sale whether or not on an auto dealer's lot.</li> </ol> <p><b>Rating</b> The refund for the period of coverage suspension/cancellation is calculated according to the table below (<i>except Ontario</i>):</p> <table border="1" data-bbox="974 656 1619 1036"> <thead> <tr> <th>Period of Suspension/Cancellation</th> <th>% of Annual Premium</th> </tr> </thead> <tbody> <tr> <td>Less than 45 days**</td> <td>Nil</td> </tr> <tr> <td>Less than 2 months</td> <td>Nil</td> </tr> <tr> <td>45 days and less than 2 ½ months**</td> <td>15%</td> </tr> <tr> <td>2 months and less than 2 ½ months</td> <td>15%</td> </tr> <tr> <td>2 ½ months and less than 3 months</td> <td>19%</td> </tr> <tr> <td>3 months and less than 3 ½ months</td> <td>22%</td> </tr> <tr> <td>3 ½ months and less than 4 months</td> <td>26%</td> </tr> <tr> <td>4 months and less than 4 ½ months</td> <td>30%</td> </tr> <tr> <td>4 ½ months and less than 5 months</td> <td>34%</td> </tr> <tr> <td>5 months and less than 5 ½ months</td> <td>38%</td> </tr> <tr> <td>5 ½ months and less than 6 months</td> <td>41%</td> </tr> <tr> <td>6 months or more</td> <td>45%</td> </tr> </tbody> </table> <p><i>**Applies to Alberta only</i></p> <p>In no event shall a refund be granted for any suspension period of less than forty five (45) consecutive days (<i>Applies to Alberta and Ontario only</i>) or sixty (60) consecutive days.</p>	Period of Suspension/Cancellation	% of Annual Premium	Less than 45 days**	Nil	Less than 2 months	Nil	45 days and less than 2 ½ months**	15%	2 months and less than 2 ½ months	15%	2 ½ months and less than 3 months	19%	3 months and less than 3 ½ months	22%	3 ½ months and less than 4 months	26%	4 months and less than 4 ½ months	30%	4 ½ months and less than 5 months	34%	5 months and less than 5 ½ months	38%	5 ½ months and less than 6 months	41%	6 months or more	45%	<p>Upon review of END 16. FA noticed that not all jurisdictions have the table printed on the forms anymore. Information was verified and a table was created to be added to the manual.</p>	<p>This will not impact premiums</p>
Period of Suspension/Cancellation	% of Annual Premium																													
Less than 45 days**	Nil																													
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<p>Rule 232</p> <p>Suspension of Operator's Licence</p>	<p>The following provisions apply in the event of the suspension, cancellation or lapse of an operator's licence, or where a driver is unlicensed. These provisions apply whether END 28A (Excluded Driver) is being added to the policy at the request of the insured or by the Servicing Carrier because of the above mentioned circumstances.</p>	<p>The following provisions apply in the event of the suspension, cancellation or lapse of an operator's licence, or the right to obtain a licence of a person who is recorded as a driver of a vehicle to which the insurance applies, or where a driver is unlicensed. These provisions apply whether END 28/28A/28(C)) is being added to the policy at the request of the Insured or by the Servicing Carrier because of the below mentioned circumstances.</p> <p><b>NOTE:</b></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings</p>	<p>This will not impact premiums</p>																										

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 232</p> <p>Suspension of Operator's Licence</p>	<p><b>A. If there is no other driver of the vehicle</b></p> <ol style="list-style-type: none"> <li>1. An application for insurance of the vehicle shall be declined by the Agent/Broker.</li> <li>2. If the situation is discovered after the policy has been issued, the Servicing Carrier shall cancel the policy by registered letter.</li> <li>3. The time on risk charge for the period to expiration of notice of cancellation will be pro rata of the premium applicable to the risk as submitted.</li> <li>4. If the situation is discovered as a result of enquiries prior to the renewal date, the Servicing Carrier shall issue a notice of nonrenewal.</li> </ol> <p><b>Note:</b> Where the Insured's licence is suspended, the Insured shall be permitted to place the vehicle in storage and suspend or remove moving coverages. See Rule 201: Minimum Coverage.</p> <p><b>B. If there is another licensed driver of the vehicle (It is assumed that the person concerned will not drive without a valid licence.)</b></p> <ol style="list-style-type: none"> <li>1. The Servicing Carrier shall issue END 28A (Excluded Driver Endorsement) for that person.</li> <li>2. If that person being a driver affected the rating of the insurance, the insurance shall be re-rated to remove that person as a driver but any accidents that occurred while that person was driving shall continue to be taken into account in rating.</li> </ol>	<p>END 28 is applicable in New Brunswick, Northwest Territories, Nunavut and Yukon. END 28A is applicable in Newfoundland &amp; Labrador, Nova Scotia Ontario and Prince Edward Island. END 28(C) is applicable in Alberta.</p> <p><b>A. If there is no other driver of the vehicle</b></p> <ol style="list-style-type: none"> <li>1. An application for insurance of the vehicle shall be declined by the Agent/Broker.</li> <li>2. If the situation is discovered after the policy has been issued, the Servicing Carrier shall cancel the policy by registered letter.</li> <li>3. If the situation is discovered as a result of enquiries prior to the renewal date, the Servicing Carrier shall issue a notice of non-renewal.</li> <li>4. The time on risk charge for the period to expiration of notice of cancellation will be pro rata of the premium applicable to the risk as submitted.</li> </ol> <p><b>Note:</b> Where the Insured's licence is suspended, the Insured shall be permitted to place the vehicle in storage and suspend or remove moving coverages. See Rule 201: Minimum Coverage.</p> <p><b>B. If there is another licensed driver of the vehicle (It is assumed that the person concerned will not drive without a valid licence.)</b></p> <ol style="list-style-type: none"> <li>1. The Servicing Carrier shall issue END 28A (<del>Excluded Driver Endorsement</del>) for that person.</li> <li>2. If that person being a driver affected the rating of the insurance, the insurance shall be re-rated to remove that person as a driver but any accidents that occurred while that person was driving shall continue to be taken into account in rating.</li> </ol> <p><b>C. If the person concerned does drive without a valid licence (This rule is applicable to Newfoundland &amp; Labrador, Nova Scotia, Ontario and Prince Edward Island)</b></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 232</p> <p>Suspension of Operator's Licence</p>	<p><b>C. Unsigned END 28A</b></p> <p>If END 28A (Excluded Driver) is not signed, END 28A shall be deleted and the policy shall be re-rated as though there was no END 28A.</p> <p>NOTE: Where a contract evidenced by a motor vehicle liability policy names an excluded driver, the insurer is not liable to any person under the contract or under the Insurance Act or the regulations for loss or damage that occurs while the excluded driver is driving an automobile insured under the contract.</p>	<p>If discovered after the policy has been issued, END 28A shall remain on the Owner's Policy. If the excluded driver drives the car and has an accident, the vehicle will be considered uninsured and there will be no coverage provided by this policy.</p> <p><b>D. Unsigned END 28A</b></p> <p>If END 28A (<del>Excluded Driver</del>) is not signed, END 28A shall be deleted and the policy shall be re-rated as though there was no END 28A.</p> <p>NOTE: Where a contract evidenced by a motor vehicle liability policy names an excluded driver, the insurer is not liable to any person under the contract or under the Insurance Act or the regulations for loss or damage that occurs while the excluded driver is driving an automobile insured under the contract. <i>(Applicable to Prince Edward Island only).</i></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 233</p> <p>Home-made Vehicles / Reconstruction / Imported Right Hand Drive / Imported Vehicles</p>	<p>The following provisions apply to right hand drive, imported vehicles and any vehicle that has been constructed, reconstructed or restored other than by a recognized manufacturer of such a vehicle.</p> <p><b>This rule does not apply to vehicles with a manufacturer assigned VIN and a status of rebuilt which are to be rated using CLEAR rate groups.</b></p> <p><b>A. Liability, DCPD, Accident Benefits</b></p> <p>No coverages are permissible until the following is provided to the Servicing Carrier:</p> <ol style="list-style-type: none"> <li>1. A valid vehicle registration and at the Servicing Carrier's discretion, a certificate of roadworthiness or mechanical fitness acceptable to the Servicing Carrier</li> </ol> <p>And</p> <ol style="list-style-type: none"> <li>2. For vehicles valued \$15,000 or more, an appraisal acceptable to the Servicing Carrier at the Applicant's expense to enable the proper rating group to be determined. Vehicles valued under \$15,000 are rated based on value provided by the Insured.</li> </ol>	<p>The following provisions apply to right hand drive, imported vehicles and any vehicle that has been constructed, reconstructed or restored other than by a recognized manufacturer of such a vehicle.</p> <p>This rule does not apply to vehicles with a manufacturer assigned VIN and a status of rebuilt which are to be rated using CLEAR rate groups.</p> <p><b>A. Liability, DCPD (Not available in Northwest Territories, Nunavut and Yukon) and Accident Benefits</b></p> <p>No coverages are permissible until the following is provided to the Servicing Carrier:</p> <ol style="list-style-type: none"> <li>1. A valid vehicle registration and at the Servicing Carrier's discretion, a certificate of roadworthiness or mechanical fitness acceptable to the Servicing Carrier</li> </ol> <p>and</p> <ol style="list-style-type: none"> <li>2. For vehicles valued \$15,000 or more, an appraisal acceptable to the Servicing Carrier at the Applicant's expense to enable the proper rating group to be determined. Vehicles valued under \$15,000 are rated based on value provided by the Insured.</li> </ol>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>



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<p>Rule 233</p> <p>Home-made Vehicles / Reconstruction / Imported Right Hand Drive / Imported Vehicles</p>	<p>These certificates must accompany the application to the Servicing Carrier.</p> <p>3. Rate group 10 is to be used for Accident Benefits where vehicles are rated by value.</p> <p>4. The insurance shall be subject to END 19 (Limited the Amount Paid for Loss or Damage Coverages) which must be attached to the policy and a copy signed by the Insured. END 19A (Agreed Value of Automobiles) is not available.</p> <p><b>B. Optional Physical Damage Coverage</b></p> <p>1. No optional physical damage coverage (for any value) will be available for:</p> <p>a) 'Home-Made'/Reconstructed Vehicles until the construction, reconstruction, restoration has been completed and the mechanical fitness and value of the vehicle has been substantiated by a certificate from an independent appraiser or a recognized authority on such matters, acceptable to the Servicing Carrier.</p> <p>b) Right Hand Drive and Imported Vehicles until value of the vehicle has been substantiated by a certificate from an independent appraiser or a recognized authority on such matters, acceptable to the Servicing Carrier.</p> <p>2. The premium is based on the appraised amount.</p> <p>3. The insurance shall be subject to END 19 (Limiting the Amount Paid for Loss or Damage Coverages) which must be attached to the policy and a copy signed by the Insured. END 19A (Agreed Value of Automobiles) is not available.</p>	<p>These certificates must accompany the application to the Servicing Carrier.</p> <p>3. Charge the normal rate for the type of vehicle concerned for Accident Benefits.</p> <p>4. The insurance shall be subject to END 19 (<del>Limited the Amount Paid for Loss or Damage Coverages</del>) which must be attached to the policy and a copy signed by the Insured. END 19A (<del>Agreed Value of Automobiles</del>) is not available.</p> <p><b>B. Optional Physical Damage Coverage</b></p> <p>1. No optional physical damage coverage (for any value) will be available for:</p> <p>a) 'Home-Made'/Reconstructed Vehicles until the construction, reconstruction, restoration has been completed and the mechanical fitness and value of the vehicle has been substantiated by a certificate from an independent appraiser or a recognized authority on such matters, acceptable to the Servicing Carrier.</p> <p>b) Imported right hand drive and imported vehicles until value of the vehicle has been substantiated by a certificate from an independent appraiser or a recognized authority on such matters, acceptable to the Servicing Carrier.</p> <p>2. The premium is based on the appraised amount.</p> <p>3. The insurance shall be subject to END 19 (<del>Limiting the Amount Paid for Loss or Damage Coverages</del>) which must be attached to the policy and a copy signed by the Insured. END 19A (<del>Agreed Value of Automobiles</del>) is not available.</p>	<p>Commercial vehicles do not have rate groups. This remark has been changed to reflect that.</p> <p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 234</p> <p>Vehicles Used Outside Jurisdiction of Registration</p>	<p>When a Named Insured takes up permanent residence, or registers the business in another jurisdiction, the Named Insured is required to register the vehicle(s) in the new jurisdiction. The existing policy must be cancelled (pro rata) and new insurance obtained in the new jurisdiction. Facility Association shall not provide insurance for vehicles that are never operated in the jurisdiction in which they were registered.</p>	<p>When a Named Insured takes up permanent residence, or registers the business in another jurisdiction, the Named Insured is required to register the vehicle(s) in the new jurisdiction. The existing policy must be cancelled (pro rata) and new insurance obtained in the new jurisdiction. Facility Association shall not provide insurance for vehicles that are never operated in the jurisdiction in which they were registered.</p>	<p>FA is reviewing rules in the Commercial Section.</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 234</p> <p>Vehicles Used Outside Jurisdiction of Registration</p>	<p>When a vehicle is registered in one jurisdiction but garaged or chiefly used in another, the following is to be used as a guide for rating purposes:</p> <ol style="list-style-type: none"> <li>1. The vehicle must be insured on a policy from the jurisdiction where it is legally registered, even if the vehicle is chiefly used in another jurisdiction.</li> <li>2. If it is known in which territory the vehicle is being used and there are FA premiums for that territory, then the appropriate FA premiums for that territory must be used.</li> <li>3. If the vehicle is operated outside Prince Edward Island, including into the U.S., Prince Edward Island rates and a surcharge apply. Refer to Rule 228: Outside Prince Edward Island Exposure to determine the surcharges applicable.</li> </ol>	<p>When a vehicle is registered in one jurisdiction but garaged or chiefly used in another, the following is to be used as a guide for rating purposes:</p> <ol style="list-style-type: none"> <li>1. The vehicle must be insured on a policy from the jurisdiction where it is legally registered, even if the vehicle is chiefly used in another jurisdiction.</li> <li>2. If it is known in which territory the vehicle is being used and there are FA premiums for that territory, then the appropriate FA premiums for that territory must be used.</li> <li>3. If the vehicle is operated outside the jurisdiction, which it is registered, including into the U.S., Rates for that jurisdiction are applied along with a surcharge Refer to Rule 228: <del>Outside Province Exposure</del> to determine the surcharges applicable.</li> </ol>	<p>Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 235</p> <p>Purchasing Vehicles in Jurisdiction Where FA Does Not Operate</p>	<p>When an insured acquires a new vehicle and all vehicles owned by the insured are covered under a POL 1, coverage is automatically provided for the newly acquired vehicle if the insurer is notified of the acquisition within 14 days.</p> <p>When the insured:</p> <ol style="list-style-type: none"> <li>a) acquires a vehicle in the U.S. and brings it to Canada to a jurisdiction in which FA operates, or</li> <li>b) acquires a vehicle in a jurisdiction in Canada in which FA does not operate;</li> </ol> <p>FA shall if necessary, issue a short term policy to provide coverage while the vehicle is in transit (under a transit authority permit) before it is registered in the jurisdiction of residence. The short term policy shall only be provided for a period of time sufficient to allow the vehicle to be driven from the point of purchase to the residence of the owner. This should correspond to the period of time the transit permit is valid.</p> <p>When the insured comes through Customs, the vehicle must be declared and the insured will be provided with the appropriate forms to complete and submit to the provincial registry so that the vehicle may be registered. A new application can then be submitted for a 6 or 12 month policy if required.</p>	<p>When an Insured acquires a new vehicle and all vehicles owned by the Insured are covered under a POL 1, coverage is automatically provided for the newly acquired vehicle if the Insurer is notified of the acquisition within 14 days.</p> <p>When the Insured:</p> <ol style="list-style-type: none"> <li>a) acquires a vehicle in the U.S. and brings it to Canada to a jurisdiction in which FA operates, or</li> <li>b) acquires a vehicle in a jurisdiction in Canada in which FA does not operate;</li> </ol> <p>FA shall if necessary, issue a short term policy to provide coverage while the vehicle is in transit (under a transit authority permit) before it is registered in the jurisdiction of residence. The short term policy shall only be provided for a period of time sufficient to allow the vehicle to be driven from the point of purchase to the residence of the owner. This should correspond to the period of time the transit permit is valid.</p> <p>When the Insured comes through Customs, the vehicle must be declared and the Insured will be provided with the appropriate forms to complete and submit to the provincial registry so that the vehicle may be registered. A new application can then be submitted for a 6 or 12 month policy if required.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies				
<p>Rule 235</p> <p>Purchasing Vehicles in Jurisdiction Where FA Does Not Operate</p>	<p>Where an individual or company has a business that includes the purchasing of vehicles in the U.S. or jurisdictions where FA does not operate for shipment back to a Canadian FA jurisdiction for resale, coverage must be provided by means of a garage policy for Automobile Dealers.</p> <p><b>Premium Calculation</b> The premium is to be calculated in accordance with Short Term tables subject to minimum premium.</p> <p>Private passenger vehicles are to be rated class 01 or 08-19 using the appropriate driving record. There is no surcharge for Outside Prince Edward Island exposure.</p> <p>The territory to be used is the territory where the insured resides.</p> <p>Commercial vehicles classified as light are to be rated class 36. Commercial vehicles classified as heavy are to be rated class 44. Driving record is 0. 100% Outside Prince Edward Island Exposure Surcharge applies.</p>	<p>Where an individual or company has a business that includes the purchasing of vehicles in the U.S. or jurisdictions where FA does not operate for shipment back to a Canadian FA jurisdiction for resale, coverage must be provided by means of a garage policy for Automobile Dealers.</p> <p><b>Premium Calculation</b> The premium is to be calculated in accordance with Short Term tables subject to minimum premium.</p> <p><del>Private passenger vehicles are to be rated class 01 or 08-19 using the appropriate driving record. There is no surcharge for Outside Prince Edward Island exposure.</del></p> <p>Commercial vehicles classified as light are to be rated class 36. Commercial vehicles classified as heavy are to be rated class 44. Driving record is 0 and 100% Outside Province or Territory Exposure Surcharge applies.</p> <p>The territory to be used is the territory where the insured resides.</p>	<p>Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>				
<p>Rule 236</p> <p>Short Term Rentals- - Unspecified Lessees – Leases of 30 Days or Less and Ride and Share</p>	<p><b>A. Short-Term Rentals-Unspecified Lessees-Leases of 30 days or less – Class 7M</b></p> <p>Use POL 1 and END 5c.</p> <p>Insurance is provided on a specified vehicle/per vehicle basis and use of END 21a/b is not permitted. Use of END 44 is not permitted.</p> <p><b>Coverages/Premiums</b> <b>1. Liability, DCPD, Optional Physical Damage</b></p> <p><b>Class of Vehicle</b> <span style="float:right"><b>Premium</b></span> Private Passenger Vehicles <span style="float:right">250% of 07/0 rate</span></p> <p>Commercial Vehicles Light Trucks <span style="float:right">200% of 43/0 rate</span></p>	<p><b>A. Short-Term Rentals-Unspecified Lessees-Leases of 30 days or less – Class 7M</b></p> <p>Use POL 1 and END 5C.</p> <p>Insurance is provided on a specified vehicle/per vehicle basis and use of END 21A or END 21B is not permitted. Use of END 44/44R is not permitted.</p> <p><b>Coverages/Premiums</b> <b>1. Liability, DCPD (Not applicable for Northwest Territories, Nunavut and Yukon) and Optional Physical Damage</b></p> <table border="1" data-bbox="974 1393 1650 1451"> <thead> <tr> <th>Class of Vehicle</th> <th>Premium</th> </tr> </thead> <tbody> <tr> <td>Private Passenger Vehicles</td> <td>250% of 07/0 rate</td> </tr> </tbody> </table>	Class of Vehicle	Premium	Private Passenger Vehicles	250% of 07/0 rate	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
Class of Vehicle	Premium							
Private Passenger Vehicles	250% of 07/0 rate							

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<p>Rule 236 Short Term Rentals- - Unspecified Lessees – Leases of 30 Days or Less and Ride Sharing</p>	<table border="0"> <tr> <td>Heavy Trucks</td> <td>200% of 45/0 rate</td> </tr> <tr> <td>Tractors/Trailers</td> <td>175% of 64/0 rate</td> </tr> <tr> <td>Motor Homes and Vehicles with mounted Camper Unit Liability, DCPD</td> <td>250% of 07/0 rate</td> </tr> <tr> <td>Optional Physical Damage</td> <td>250% of normal rate</td> </tr> <tr> <td>Private Type Trailers BI PD</td> <td>Non Pleasure rate plus \$15 Normal rate</td> </tr> <tr> <td>Optional Physical Damage</td> <td>250% of normal rate</td> </tr> <tr> <td>Motorcycles &amp; Mopeds</td> <td>250% of Driving Record 0 rate applicable to Age 16-20</td> </tr> <tr> <td>Snow Vehicles</td> <td>250% of normal rate</td> </tr> <tr> <td>All Terrain Vehicles</td> <td>250% of normal rate</td> </tr> <tr> <td>Any other vehicle</td> <td>Refer to Servicing Carrier</td> </tr> </table> <p>NOTE: No DCPD premium is applicable to private trailers and camper units.</p>	Heavy Trucks	200% of 45/0 rate	Tractors/Trailers	175% of 64/0 rate	Motor Homes and Vehicles with mounted Camper Unit Liability, DCPD	250% of 07/0 rate	Optional Physical Damage	250% of normal rate	Private Type Trailers BI PD	Non Pleasure rate plus \$15 Normal rate	Optional Physical Damage	250% of normal rate	Motorcycles & Mopeds	250% of Driving Record 0 rate applicable to Age 16-20	Snow Vehicles	250% of normal rate	All Terrain Vehicles	250% of normal rate	Any other vehicle	Refer to Servicing Carrier	<table border="1"> <tr> <td colspan="2"><i>Commercial Vehicles</i></td> </tr> <tr> <td>Light Trucks</td> <td>200% of 43/0 rate</td> </tr> <tr> <td>Heavy Trucks</td> <td>200% of 45/0 rate</td> </tr> <tr> <td>Tractors/Trailers</td> <td>175% of 64/0 rate</td> </tr> <tr> <td colspan="2"><i>Private Type Trailers</i></td> </tr> <tr> <td>Liability</td> <td>Non Pleasure rate plus \$15</td> </tr> <tr> <td>Optional Physical Damage</td> <td>250% of normal rate</td> </tr> <tr> <td colspan="2"><i>Motor Homes</i></td> </tr> <tr> <td>Liability</td> <td>250% of 07/0 rate</td> </tr> <tr> <td>DCPD</td> <td>250% of 07/0 rate</td> </tr> <tr> <td>Optional Physical Damage</td> <td>250% of normal rate</td> </tr> <tr> <td colspan="2"><i>Vehicles with mounted Camper Unit</i></td> </tr> <tr> <td>Liability</td> <td>250% of 07/0 rate</td> </tr> <tr> <td>Optional Physical Damage</td> <td>250% of normal rate</td> </tr> <tr> <td>Motorcycles &amp; Moped</td> <td>250% of Driving Record 0 rate applicable to Age 16-20</td> </tr> <tr> <td>Snow Vehicles</td> <td>250% of normal rate</td> </tr> <tr> <td>All Terrain Vehicles</td> <td>250% or normal rate</td> </tr> <tr> <td><i>Any other vehicle</i></td> <td><i>Refer to Servicing Carrier</i></td> </tr> </table>	<i>Commercial Vehicles</i>		Light Trucks	200% of 43/0 rate	Heavy Trucks	200% of 45/0 rate	Tractors/Trailers	175% of 64/0 rate	<i>Private Type Trailers</i>		Liability	Non Pleasure rate plus \$15	Optional Physical Damage	250% of normal rate	<i>Motor Homes</i>		Liability	250% of 07/0 rate	DCPD	250% of 07/0 rate	Optional Physical Damage	250% of normal rate	<i>Vehicles with mounted Camper Unit</i>		Liability	250% of 07/0 rate	Optional Physical Damage	250% of normal rate	Motorcycles & Moped	250% of Driving Record 0 rate applicable to Age 16-20	Snow Vehicles	250% of normal rate	All Terrain Vehicles	250% or normal rate	<i>Any other vehicle</i>	<i>Refer to Servicing Carrier</i>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
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	<p><b>2. Accident Benefits, Uninsured Automobile</b> Charge the normal rate for the type of vehicle concerned.</p>	<p><b>NOTE:</b> No DCPD premium is applicable on Private Trailers and Camper Units. Refer to Rule 212 when rating Commercial Trailers.</p>																																																										
	<p><b>B. Ride Sharing – Class 7N</b> Applicable where a vehicle is used in connection with a vehicle-sharing service, or peer-to-peer rental company.  Use POL 1 and END 5C. Insurance is provided on a specified vehicle/per vehicle basis and use of END 21A/B is not permitted. Use of END 44 is not permitted</p>	<p><b>2. Accident Benefits, Uninsured Automobile (Not applicable for Alberta, Northwest Territories, Nunavut and Yukon)</b> Charge the normal rate for the type of vehicle concerned. <b>B. Ride Sharing – Class 7N</b> Applicable where a vehicle is used in connection with a vehicle-sharing service, or peer-to-peer rental company.</p>																																																										
	<p>Rate as Short-Term Rental (as outlined in Section A above) and code as Class 7N.</p>	<p>Use POL 1 and END 5C. Insurance is provided on a specified vehicle/per vehicle basis and use of END 21A or END 21B is not permitted. Use of END 44/44R is not permitted.</p>																																																										
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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 237</p> <p>Long Term Leases – Specified Lessees – Leases Exceeding 30 Days</p>	<p><b>A. Application</b> The lessee must complete an FA application form. The name and address of the applicant/lessee and the name and address of the lessor must be shown where required on the application form.</p> <p><b>B. Policy</b> Use POL 1 with END 5. The name and address of the lessor and the name and address of the lessee must appear on the policy declaration page.</p> <p><b>C. Rating</b> The vehicle is rated as if owned by the lessee.</p>	<p><b>A. Application</b> The lessee must complete a current approved Standard or Facility Association Application Form. The name and address of the Applicant/lessee and the name and address of the lessor must be shown where required on the application form.</p> <p><b>B. Policy</b> Use POL 1 with END 5. The name and address of the lessor and the name and address of the lessee must appear on the policy declaration page.</p> <p><b>C. Rating</b> The vehicle is rated as if owned by the lessee.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 238</p> <p>Driver Training Vehicles</p>	<p>All Driver Training Vehicles (regardless of vehicle type) shall be rated based on the trainer and that individual’s experience. These vehicles shall not be rated for the trainee.</p> <p>Use POL 1 with END 6D. This endorsement extends the Liability section of the policy to cover the applicant’s liability for student drivers/observers.</p> <p><b>A. Driving Record</b> Driving record is to be calculated in accordance with the section of the manual that applies to a similar class of vehicle, subject to a maximum of Driving Record 3. Clear record earned on a similar vehicle which was not previously used for driver training, shall be applied when determining the driving record for driver training vehicles.</p> <p><i>For example:</i> The insured opens a driver training school and either uses his own car or buys another car to use as a driver training vehicle. The insured has no previous experience with driver training and is 5 years accident free. According to the rules in the Private Passenger section the insured is entitled to Driving Record 5. Therefore the insured is entitled to Driving Record 3 on the driver training vehicle. If the insured had never owned a tractor trailer and purchased one to use for driver training, the driving record entitlement would be 0 according to the rules in the Commercial section.</p>	<p>All Driver Training Vehicles (regardless of vehicle type) shall be rated based on the trainer and that individual’s experience. These vehicles shall not be rated for the trainee.</p> <p>Use POL 1 with END 6D. This endorsement extends the Liability section of the policy to cover the applicant’s liability for student drivers/observers.</p> <p><b>A. Driving Record</b> Driving record is to be calculated in accordance with the section of the manual that applies to a similar class of vehicle, subject to a maximum of Driving Record 3. Clear record earned on a similar vehicle which was not previously used for driver training, shall be applied when determining the driving record for driver training vehicles.</p> <p><i>For example:</i> The Insured opens a driver training school and either uses their own truck to use as a driver training vehicle. The Insured has no previous experience with driver training and is 5 years accident free. According to the rules in Private Passenger section the insured is entitled to Driving Record 5. Therefore this section, the Insured is entitled to Driving Record 3 on the driver training vehicle. If the Insured had never owned a truck and purchased one to use for driver training, the driving record entitlement would be 0 according to the rules in the Commercial section.</p>	<p>FA is Reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 238</p> <p>Driver Training Vehicles</p>	<p><b>B. Vehicle used solely for Driver Training</b> Calculate the premium as follows, add any applicable accident and conviction surcharges, and then apply the surcharges indicated in the Driver Training Surcharge Table.</p> <p><b>Private Passenger Vehicles:</b> Rate as Class 07</p> <p><b>Commercial Vehicles:</b> Light – Rate as Class 36; Heavy – Rate as Class 44</p> <p><b>Public Vehicles (Buses, etc.):</b> <b>Private Passenger Type Vehicles:</b> Rate as Class 07</p> <p><b>Other Vehicles:</b> Light Rate as Class 36; Heavy Rate as Class 44</p> <p><b>Recreational Vehicles:</b> Rate at non-pleasure rates</p> <p><b>C. Vehicles used for Driver Training in addition to some other use</b></p> <ol style="list-style-type: none"> <li>1. Calculate the premium as though the vehicle is used solely for driver training.</li> <li>2. Calculate the premium as though the vehicle were used solely for the 'other use'. <i>For example:</i> If the vehicle is used for driving to and from work less than 17 km one way, use Class 02.</li> <li>3. Add the dollar value of the driver training surcharge calculated in step 1 to the premium calculated in step 2.</li> <li>4. Compare the premium in step 1 to the premium calculated through steps 2 and 3 and use the higher of the two.</li> </ol> <p><i>For example:</i> <b>Step 1</b> The vehicle is a private passenger vehicle and using class 07, the total premium is \$700. The Liability premium is</p>	<p><b>B. Vehicle used solely for Driver Training</b> Calculate the premium as follows, add any applicable accident and conviction surcharges, and then apply the surcharges indicated in the Driver Training Surcharge Table.</p> <p><b>Private Passenger Vehicles:</b> Rate as Class 07 (Driving Records 0, 1, 2, 3 only).</p> <p><b>Commercial Vehicles:</b> Light – Rate as Class 36; Heavy – Rate as Class 44</p> <p><b>Public Vehicles (Buses, etc.):</b> <b>Private Passenger Type Vehicles:</b> Rate as Class 07</p> <p><b>Other Vehicles:</b> Light Rate as Class 36; Heavy Rate as Class 44</p> <p><b>Recreational Vehicles:</b> Rate at non-pleasure rates</p> <p><b>C. Vehicles used for Driver Training in addition to some other use</b></p> <ol style="list-style-type: none"> <li>1. Calculate the premium as though the vehicle is used solely for driver training.</li> <li>2. Calculate the premium as though the vehicle were used solely for the 'other use'. <i>For example:</i> <del>If the vehicle is used for driving to and from work less than 17 km one use Class 02.</del> If the vehicle is used for retail delivery of auto parts, use Class 43.</li> <li>3. Add the dollar value of the driver training surcharge calculated in step 1 to the premium calculated in step 2.</li> <li>4. Compare the premium in step 1 to the premium calculated through steps 2 and 3 and use the higher of the two.</li> </ol> <p><i>For example:</i> <b>Step 1</b> The vehicle is a light commercial vehicle and using Class 36, <del>private passenger vehicle and using class 07,</del> the total</p>	<p>FA is Reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions.</p>	<p>This will not impact premiums</p>

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<p>Rule 238  Driver Training Vehicles</p>	<p>\$200. The vehicle is equipped with dual controls so a surcharge of 35% is applied to the Liability premium for a surcharge of \$70. The total policy premium calculated in step 1 is therefore \$770.</p> <p><b>Step 2</b> The driver training use is part time and the insured also uses the vehicle to drive to and from another job. Therefore a premium of \$400 is calculated by rating the vehicle as Class 02.</p> <p><b>Step 3</b> The premium in Step 2 is \$400 and we add to that the surcharge premium of \$70 calculated in Step 1.</p> <p><b>Step 4</b> Use the higher of the results from Step 1 (\$770) or Step 3 (\$470).</p> <p><b>D. Driver Training Vehicle Surcharge Table</b> <b>1. Vehicles used only for Secondary School, College or University training courses.</b></p> <table border="1" data-bbox="310 1024 953 1138"> <thead> <tr> <th>Coverage</th> <th>Equipped with dual controls</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>Liability/DCPD</td> <td>35%</td> <td>135%</td> </tr> <tr> <td>Collision</td> <td>0%</td> <td>75%</td> </tr> </tbody> </table>	Coverage	Equipped with dual controls	Other	Liability/DCPD	35%	135%	Collision	0%	75%	<p>premium is \$700. The Liability premium is \$200. The vehicle is equipped with dual controls so a surcharge of 35% is applied to the Liability premium for a surcharge of \$70. The total policy premium calculated in step 1 is therefore \$770.</p> <p><b>Step 2</b> The driver training use is part time and the Insured also uses the vehicle for retail delivery of auto parts; therefore, a premium of \$1000 is calculated by rating the vehicle as Class 43. <del>to drive to and from another job. Therefore a premium of \$400 is calculated by rating the vehicle as Class 02.</del></p> <p><b>Step 3</b> The premium in Step 2 is \$1,000 and we add to that the surcharge premium of \$70 calculated in Step 1.</p> <p><b>Step 4</b> Use the higher of the results from Step 1 (\$770) or Step 3 (\$1,070).</p> <p><b>D. Driver Training Vehicle Surcharge Table</b> <b>1. Vehicles used only for Secondary School, College or University training courses.</b></p> <table border="1" data-bbox="970 1024 1520 1308"> <thead> <tr> <th>Coverage</th> <th>Equipped with Dual Controls</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>Liability</td> <td>35%</td> <td>135%</td> </tr> <tr> <td>Accident Benefits</td> <td>0%</td> <td>0%</td> </tr> <tr> <td>DCPD*</td> <td>35%</td> <td>135%</td> </tr> <tr> <td>Collision</td> <td>0%</td> <td>75%</td> </tr> <tr> <td>Other Coverages</td> <td>0%</td> <td>0%</td> </tr> </tbody> </table> <p><b>*DCPD Surcharge Applicable to All Jurisdictions except in Northwest Territories, Nunavut and Yukon where DCPD coverage is not available.</b></p>	Coverage	Equipped with Dual Controls	Other	Liability	35%	135%	Accident Benefits	0%	0%	DCPD*	35%	135%	Collision	0%	75%	Other Coverages	0%	0%	<p>FA is Reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
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Rule 239  Fleets	<p><b>A. Definition</b></p> <p>A fleet is a group of 10 or more self-propelled vehicles under common ownership or management and used for business, commercial, or public transportation. Vehicles on a long-term lease are considered the equivalent of owned in determining whether or not a risk is a fleet. The applicant must have had 120 months of Liability insurance in the past 12 months i.e. 10 vehicles with Liability</p>	<p><b>A. Definition</b></p> <p>A fleet is:</p> <ul style="list-style-type: none"> <li>• A group of 10 or more self-propelled vehicles;</li> <li>• Under Common ownership or management;</li> <li>• Used for business (incl. Class 07 and vehicles used for dual purposes), commercial or public transportation;</li> <li>• Includes vehicles on a long term lease;</li> <li>• The Applicant must have had 120 months of Liability insurance in the past 12 months i.e. 10 vehicles with Liability coverage for the past year, regardless of the number of policies on which those vehicles were insured.</li> </ul> <p><del>A fleet is a group of 10 or more self-propelled vehicles under common ownership or management and used for business, commercial, or public transportation. Vehicles on a long term lease are considered the equivalent of owned in determining whether or not a risk is a fleet. The applicant must have had 120 months of Liability insurance in the past 12 months i.e. 10 vehicles with Liability coverage for the past year,</del></p>	FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions	This will not impact premiums																														



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<p>Rule 239 Fleets</p>	<p>coverage for the past year, regardless of the number of policies on which those vehicles were insured.</p> <p><i>For example:</i> If the insured owned 10 vehicles and leased (on a long term basis) 1 vehicle that were insured for Liability for the past 12 months, the insured has 132 months of Liability insurance. If the insured only had 9 vehicles insured for Liability in that period, there would only be 108 months of Liability insurance and the policy would not be experience rated.</p> <p>The 120 months is established on the basis of vehicles the insured has owned or leased from others. The applicant may be required to provide proof of vehicle registration and ownership. Vehicles that are leased for more than 30 days to others are not to be considered unless those vehicles are leased to one lessee and meet the definition of a fleet.</p> <p>Vehicles that the insured leases from others must be insured on a separate policy with the same expiry date as the policy for owned vehicles. If the policy for owned vehicles and the policy for the leased vehicles are insured through FA whether or not with the same Servicing Carrier, the policies shall be experience rated. If however, one policy is insured in the voluntary market and the other policy is insured through FA, the FA policy shall only be experience rated if there has been 120 months of liability insurance in the past 12 months for the vehicles insured by FA. If the policy does qualify for experience rating, only the experience on the vehicles insured by FA shall be used to promulgate the rate.</p> <p>The months of Liability insurance for vehicles whose rates are derived from a Class 07 base and for commercial vehicles rated as private passenger (because of dual use), are included in the 120 month calculation. The months of</p>	<p><del>regardless of the number of policies on which those vehicles were insured.</del></p> <p><del><i>For example:</i> If the insured owned 10 vehicles and leased (on a long term basis) 1 vehicle that were insured for Liability for the past 12 months, the insured has 132 months of Liability insurance. If the insured only had 9 vehicles insured for Liability in that period, there would only be 108 months of Liability insurance and the policy would not be experience rated.</del></p> <p><del>The 120 months is established on the basis of vehicles the insured has owned or leased from others. The applicant may be required to provide proof of vehicle registration and ownership. Vehicles that are leased for more than 30 days to others are not to be considered unless those vehicles are leased to one lessee and meet the definition of a fleet.</del></p> <p>Notes:</p> <ul style="list-style-type: none"> <li>• The Applicant is required to provide proof of vehicle registration and ownership.</li> <li>• Vehicles that are leased for more than 30 days to others are not to be considered unless those vehicles are leased to one lessee and meet the definition of a fleet.</li> </ul> <p><del>Vehicles that the insured leases from others must be insured on a separate policy with the same expiry date as the policy for owned vehicles. If the policy for owned vehicles and the policy for the leased vehicles are insured through FA whether or not with the same Servicing Carrier, the policies shall be experience rated. If however, one policy is insured in the voluntary market and the other policy is insured through FA, the FA policy shall only be experience rated if there has been 120 months of liability insurance in the past 12 months for the vehicles insured by FA. If the policy does qualify for experience rating, only the experience on the vehicles insured by FA shall be used to promulgate the rate.</del></p> <p><del>The months of Liability insurance for vehicles whose rates are derived from a Class 07 base and for commercial vehicles rated as private passenger (because of dual use), are included in the 120 month calculation. The months of Liability insurance on personal use recreational vehicles and private</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 239 Fleets	<p>Liability insurance on personal use recreational vehicles and private passenger vehicles solely used for pleasure (no driving to and from work for the applicant's business) is not included in the 120 month calculation. However, once it has been established that a risk is to be experience rated, private passenger vehicles other than those rated 07 shall be added (with any claims) on the policy and in the experience rating.</p> <p>Where a new fleet is being submitted to FA consisting of vehicles which are a sub-group of a voluntary market fleet and there is no verification of which claims involved which vehicles, the FA formula shall take into account the claims that occurred on all vehicles. It is the responsibility of the Agent/Broker/Insured to provide the claim history documentation for the vehicles to be insured through FA. Where a vehicle(s) on an existing fleet is being newly insured through FA, the claim history shall follow the vehicle(s).</p> <p>Vehicles under 'common management' will be considered where the Named Insured has assumed full responsibility for the payment of insurance premiums and agreement is in place between the Named Insured and Vehicle Owner, demonstrating the following:</p> <ol style="list-style-type: none"> <li>1. the Named Insured is responsible for the assignment of driver schedules and routes, ensuring compliance with hours of work regulations <b>and</b></li> <li>2. The Named Insured maintains records of and deems acceptable all drivers who may operate a Vehicle <b>and</b></li> <li>3. Vehicles and all associated drivers adhere to the vehicle and driver safety standards of the Named Insured, <b>and</b></li> <li>4. Vehicles and all associated drivers adhere to the Named Insured means and methods of work, including risk management practices, code of conduct, training and service standards, <b>and</b></li> <li>5. Failure to adhere to any of the above will result in the termination of the agreement between the Named Insured and Vehicle Owner.</li> </ol> <p>A signed 'Facility Association Common Management Attestation', signed by the Named Insured and a copy of</p>	<p><del>passenger vehicles solely used for pleasure (no driving to and from work for the applicant's business) is not included in the 120 month calculation. However, once it has been established that a risk is to be experience rated, private passenger vehicles other than those rated 07 shall be added (with any claims) on the policy and in the experience rating.</del></p> <p><del>Where a new fleet is being submitted to FA consisting of vehicles which are a sub-group of a voluntary market fleet and there is no verification of which claims involved which vehicles, the FA formula shall take into account the claims that occurred on all vehicles. It is the responsibility of the Agent/Broker/Insured to provide the claim history documentation for the vehicles to be insured through FA. Where a vehicle(s) on an existing fleet is being newly insured through FA, the claim history shall follow the vehicle(s).</del></p> <p>Vehicles under 'common management' will be considered where the Named Insured has assumed full responsibility for the payment of insurance premiums and agreement is in place between the Named Insured and Vehicle Owner, demonstrating the following:</p> <ol style="list-style-type: none"> <li>1. The Named Insured is responsible for the assignment of driver schedules and routes, ensuring compliance with hours of work regulations <b>and</b></li> <li>2. The Named Insured maintains records of and deems acceptable all drivers who may operate a Vehicle <b>and</b></li> <li>3. Vehicles and all associated drivers adhere to the vehicle and driver safety standards of the Named Insured, <b>and</b></li> <li>4. Vehicles and all associated drivers adhere to the Named Insured means and methods of work, including risk management practices, code of conduct, training and service standards, <b>and</b></li> <li>5. Failure to adhere to any of the above will result in the termination of the agreement between the Named Insured and Vehicle Owner.</li> </ol> <p>A signed 'Facility Association Common Management Attestation', signed by the Named Insured and a copy of the</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 239  Fleets	<p>the common management agreement must accompany all new business applications. A copy of the common management agreement will be required on subsequent renewals to maintain experience rating. The Servicing Carrier reserves the right to deny experience rating in the event the above criteria are not met, and fails to otherwise meet other fleet rating criteria outlined under Rule 239.</p> <p><b>B. Fleet Rating</b></p> <p>Fleets are subject to experience rating as of the commencement date of each policy period. If the fleet is insured in FA by two or more policies issued by one or more Servicing Carriers, the policies must have a common expiry date so as to facilitate experience rating.</p> <p>Experience rating includes the following:</p> <ul style="list-style-type: none"> <li>• All losses (At-Fault and Not-at-fault) are taken into account in rating even if there was no insurance in effect or the loss was repaid to the Insurer by or on behalf of the Insured or if the Insured chose not to present the claim;</li> <li>• Claims (paid by the previous Insurer, reimbursed to the previous Insurer or paid by the Insured) outside the coverage on the application;</li> <li>• Any amount paid back by the Insured due to an END 8 on the policy with the prior Insurer;</li> <li>• Claims falling within a specific deductible not offered by FA e.g. on an occurrence basis regardless of the coverage involved in the loss;</li> <li>• Amounts above FA deductibles when the prior Insurer had higher deductibles;</li> <li>• Losses falling within any special agreements with the prior Insurer.</li> </ul>	<p>common management agreement must accompany all new business applications. A copy of the common management agreement will be required on subsequent renewals to maintain experience rating. The Servicing Carrier reserves the right to deny experience rating in the event the above criteria are not met, and fails to otherwise meet other fleet rating criteria outlined under Rule 239.</p> <p><b>B. Fleet Rating</b> Fleet policies may only be issued on an annual basis.</p> <p>Fleets are subject to experience rating as of the commencement date of each policy period. If the fleet is insured in FA by two or more policies issued by one or more Servicing Carriers, the policies must have a common expiry date so as to facilitate experience rating.</p> <p>Experience rating includes the following:</p> <ul style="list-style-type: none"> <li>• All losses (At-Fault and Not-at-fault) are taken into account in rating even if there was no insurance in effect or the loss was repaid to the Insurer by or on behalf of the Insured or if the Insured chose not to present the claim;</li> <li>• Claims (paid by the previous Insurer, reimbursed to the previous Insurer or paid by the Insured) outside the coverage on the application;</li> <li>• Any amount paid back by the Insured due to an END 8 on the policy with the prior Insurer;</li> <li>• Claims falling within a specific deductible not offered by FA e.g. on an occurrence basis regardless of the coverage involved in the loss;</li> <li>• Amounts above FA deductibles when the prior Insurer had higher deductibles;</li> <li>• Losses falling within any special agreements with the prior Insurer.</li> </ul>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 239 Fleets</p>	<p>NOTE: Full experience details must be obtained directly from the prior Insurer to ensure all information on the risk is provided.</p> <p>Fleets are to be written on a specified vehicle basis not on a blanket or receipts basis, therefore the use of END 21a and 21b is not permitted.</p> <p><b>Midterm Rating</b> If vehicles being added to a fleet insured through FA were previously on another fleet with the same common ownership or management as the FA fleet, these added vehicles are subject to experience rating as outlined in Rule 239:B. Fleet Rating.</p> <p>Midterm rating is not permissible for changes that occur (i.e. revision of claim reserves) during the policy term merely because of the lapse of time.</p> <p>If it is discovered during a policy term that a risk is a fleet it shall be experience rated at the time of next renewal. If more than one policy qualifies for fleet rating, the fleet policy shall be issued effective the renewal date of the earliest expiring policy, based on the information for all vehicles. The remaining vehicles shall be added to the fleet at the expiry date of their policies.</p> <p>If the insurance is written by more than one Servicing Carrier, each policy upon expiry shall be subject to experience rating and shall be insured to the common expiry date.</p>	<p>NOTE: Full experience details must be obtained directly from the prior Insurer to ensure all information on the risk is provided.</p> <p>Fleets are to be written on a specified vehicle basis not on a blanket or receipts basis, therefore the use of END 21a and 21b is not permitted.</p> <p>If a risk insured through FA meets the definition of a fleet, any vehicles added to the policy will be experience rated. The policy including any subsequent renewals will remain experience rated until the risk no longer meets the definition of fleet.</p> <p>Where a new fleet is being submitted to FA and there is no verification of which claims involved which vehicles, the FA formula shall take into account the claims that occurred on all vehicles. It is the responsibility of the Agent/Broker/Insured to provide the claim history documentation for the vehicles to be insured through FA.</p> <p><b>Midterm Rating</b> <del>If vehicles being added to a fleet insured through FA were previously on another fleet with the same common ownership or management as the FA fleet, these added vehicles are subject to experience rating as outlined in Rule 239:B. Fleet Rating.</del></p> <p>Midterm rating is not permissible for changes that occur (i.e. revision of claim reserves) during the policy term merely because of the lapse of time.</p> <p>If it is discovered during a policy term that a risk is a fleet it shall be experience rated at the time of next renewal. If more than one policy qualifies for fleet rating, the fleet policy shall be issued effective the renewal date of the earliest expiring policy, based on the information for all vehicles. The remaining vehicles shall be added to the fleet at the expiry date of their policies.</p> <p><del>If the insurance is written by more than one Servicing Carrier, each policy upon expiry shall be subject to experience rating and shall be insured to the common expiry date.</del></p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 239 Fleets</p>	<p><b>Optional Physical Damage Coverage</b> Vehicles may not be covered for Comprehensive/Specified Perils only.</p> <p>The Collision portion of All Perils and Collision coverage shall be regarded as the same coverage for the purposes of determining the number of months of coverage, similarly, the portion of All Perils and, Comprehensive and Specified Perils shall be regarded as the same coverage.</p> <p>Where Collision claims that have occurred in the past three years cannot be allocated to specific vehicles, the claims shall be assigned to the highest rated vehicles, one to each in descending order.</p> <p><b>C. Loss Information</b> Any reserve change for a loss in any previous term shall be added to the incurred losses of the policy term in which the reserve was changed.</p> <p><i>For example:</i> The new policy term will be May 1, 1999 to May 1, 2000. The insured had 2 losses between May 1, 1998 and May 1, 1999. The insured had 2 losses between May 1, 1997 and May 1, 1998. The insured had no losses between May 1, 1996 and May 1, 1997 but in September 1996 there was a \$20,000 reserve increase on a claim that occurred in 1994. When listing the losses that occurred in the 2nd Prior Year (25-36 months) on the Automobile Fleet Schedule, the \$20,000 reserve must be entered.</p> <p><b>D. New Applications</b></p> <p><b>1. Forms required for Fleet Submissions</b></p> <p>a) Facility Association application The application form fully completed and signed. Under vehicle items show "Fleet Policy".</p> <p>b) Automobile Fleet Schedule All vehicles including trailers for which insurance is required must be fully described.</p> <p>c) Fleet Vehicle Count Calculation</p>	<p><b>Optional Physical Damage Coverage</b> Vehicles may not be covered for Comprehensive/Specified Perils only.</p> <p>The Collision portion of All Perils and Collision coverage shall be regarded as the same coverage for the purposes of determining the number of months of coverage, similarly, the portion of All Perils and, Comprehensive and Specified Perils shall be regarded as the same coverage.</p> <p>Where Collision claims that have occurred in the past three years cannot be allocated to specific vehicles, the claims shall be assigned to the highest rated vehicles, one to each in descending order.</p> <p><b>C. Loss Information</b> Any reserve change for a loss in any previous term shall be added to the incurred losses of the policy term in which the reserve was changed.</p> <p><del><i>For example:</i> The new policy term will be May 1, 1999 to May 1, 2000. The insured had 2 losses between May 1, 1998 and May 1, 1999. The insured had 2 losses between May 1, 1997 and May 1, 1998. The insured had no losses between May 1, 1996 and May 1, 1997 but in September 1996 there was a \$20,000 reserve increase on a claim that occurred in 1994. When listing the losses that occurred in the 2nd Prior Year (25-36 months) on the Automobile Fleet Schedule, the \$20,000 reserve must be entered.</del></p> <p><b>D. New Applications</b></p> <p><b>1. Forms required for Fleet Submissions</b></p> <p>a) Facility Association application The application form fully completed and signed. Under vehicle items show "Fleet Policy".</p> <p>b) Automobile Fleet Schedule All vehicles including trailers for which insurance is required must be fully described.</p> <p>c) Fleet Rating Information Statement or Commercial Vehicle Supplement</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 239 Fleets</p>	<p>Must be completed to determine the number of vehicles insured by coverage.</p> <p>d) Fleet Rating Information Statement This form provides additional information about the risk.</p> <p>e) Any additional supplements such as drivers list, taxi questionnaire.</p> <p><b>2. Incomplete Fleet submission forms</b> If the necessary information required by the Servicing Carrier to properly rate the policy is not received within 15 days of the intended effective date, the policy shall be issued at the quoted premium and cancelled by registered letter.</p> <p><b>3. The Applicant must understand that:</b> The risk is bound from the effective date shown and an earned premium shall be charged.</p> <p>The application is subject to the Facility Association fleet rating formula and the resulting premium may be substantially greater than the base premium quoted by the Agent/Broker.</p> <p>If proof of insurance is required by U.S. authorities, a Currency differential surcharge shall be applied to the Liability premium (road hazard, passenger hazard). See Rule 228: Outside Prince Edward Island Exposure.</p> <p>The Servicing Carrier may require payment of additional fees if proof of insurance has to be issued. See Rule 227: Proof of Insurance. Fleets cannot be issued with a term of 6 months. The applicant(s) must sign and date all documentation where indicated.</p> <p><b>4. Agent/Broker responsibilities:</b> Submit all fully completed and signed fleet submission forms. Items on the binder application dealing with specific vehicles are to be answered 'Fleet Policy'. Incomplete forms shall be returned for completion resulting in policy issuance delays.</p>	<p>This form provides additional information about the risk.</p> <p>d) Any additional supplements such as drivers list, taxi questionnaire.</p> <p><b>2. Incomplete Fleet submission forms</b> If the necessary information required by the Servicing Carrier to properly rate the policy is not received within 15 days of the intended effective date, the policy shall be issued at the quoted premium and cancelled by registered letter.</p> <p><b>3. The Applicant must understand that:</b> The risk is bound from the effective date shown and an earned premium shall be charged.</p> <p>The application is subject to the Facility Association fleet rating formula and the resulting premium may be substantially greater than the base premium quoted by the Agent/Broker.</p> <p>If proof of insurance is required by U.S. authorities, a currency differential surcharge shall be applied to the Liability premium (<del>road hazard, passenger hazard</del>). See Rule 228: Outside Province/Territory Exposure.</p> <p>The Servicing Carrier may require payment of additional fees if proof of insurance has to be issued. See Rule 227: <del>Proof of Insurance</del>. <del>Fleets cannot be issued with a term of 6 months.</del></p> <p><del>The applicant(s) must sign and date all documentation where indicated.</del></p> <p><b>4. Agent/Broker responsibilities:</b> Submit all fully completed and signed fleet submission forms. Items on the binder application dealing with specific vehicles are to be answered 'Fleet Policy'. Incomplete forms shall be returned for completion resulting in policy issuance delays.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 239 Fleets</p>	<p>Premiums are to be calculated at Driving Record 0 and must include the Outside Prince Edward Island Exposure Surcharge if applicable.</p> <p>If the manual does not provide information for rating a particular risk, the Servicing Carrier will assist the Agent/Broker in establishing a method of rating. The Servicing Carrier will also assist in determining rate groups which are not published.</p> <p>Collect from the applicant the premium quoted at driving record 0 or arrange a premium finance contract. The Agent/Broker is responsible for the pro rata earned premium based on the correct premium calculation at Driving Record 0 in the event of non-payment by the insured.</p> <p>Issue temporary (30 day) liability cards for each self-propelled vehicle listed on the Fleet Schedule as of the date coverage was bound. It is not permissible to use a "blanket" wording of any kind.</p> <p>A premium must be quoted and the risk bound before the fleet is submitted.</p> <p><b>5. Servicing Carrier responsibilities:</b> The Servicing Carrier shall not provide quotations or accept fleet submissions which have not been bound.</p> <p>Upon receipt of the properly completed documents the Servicing Carrier shall verify the information and loss history of the risk with the previous carrier as required and ensure prompt issuance of the policy documents.</p> <p><b>6. If the revised premium is not acceptable:</b> If a promulgated fleet rating is not acceptable to the applicant, the coverages shall be cancelled without charge if all temporary liability cards are returned and received by the Servicing Carrier no later than the intended effective date (the date coverage was bound).</p>	<p>Premiums are to be calculated at Driving Record 0 and must include the Outside Province/Territory Exposure Surcharge if applicable.</p> <p>If the manual does not provide information for rating a particular risk, the Servicing Carrier will assist the Agent/Broker in establishing a method of rating. The Servicing Carrier will also assist in determining rate groups which are not published.</p> <p>Collect from the Applicant the premium quoted at Driving Record 0 or arrange a premium finance contract. The Agent/Broker is responsible for the pro rata earned premium based on the correct premium calculation at Driving Record 0 in the event of non-payment by the Insured.</p> <p>Issue temporary (30 day) liability cards for each self-propelled vehicle listed on the Fleet Schedule as of the date coverage was bound. It is not permissible to use a "blanket" wording of any kind.</p> <p>A premium must be quoted and the risk bound before the fleet is submitted.</p> <p><b>5. Servicing Carrier responsibilities:</b> The Servicing Carrier shall not provide quotations or accept fleet submissions which have not been bound.</p> <p>Upon receipt of the properly completed documents the Servicing Carrier shall verify the information and loss history of the risk with the previous carrier as required and ensure prompt issuance of the policy documents.</p> <p><b>6. If the revised premium is not acceptable:</b> If a promulgated fleet rating is not acceptable to the Applicant, the coverages shall be cancelled without charge if the policy is cancelled by the Applicant <del>all temporary liability cards are returned and received by the Servicing Carrier</del> no later than the intended effective date (the date coverage was bound).</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

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<p>Rule 239 Fleets</p>	<p>Where the temporary liability cards are not received by the intended effective date and the Agent/Broker reports non-payment of the additional premium within 30 days of receiving notice of the additional premium, the earned premium for cancellation shall be calculated pro rata on the quoted premium calculated at Driving Record 0. Otherwise the earned premium shall be calculated pro rata on the promulgated fleet rating</p> <p><i>For example:</i> The Agent/Broker bound coverage as of June 1 and quoted the applicant a premium of \$10,000 at Driving Record 0. On June 20, the Agent/Broker receives the fleet policy from the Servicing Carrier. The fleet has been promulgated at a premium of \$12,000. The Agent/Broker advises the insured of the premium increase and the insured advises they want to cancel the policy. On July 18, the Agent/Broker advises the insurer to cancel the policy for non-payment. Because the request for cancellation was received within 30 days of June 20, the earned premium will be calculated pro rata on a premium of \$10,000.</p> <p>If a fleet rate has been established and the policy is cancelled because the applicant rejects the premium, where a new application is submitted within 30 days of the cancellation of the fleet policy, either covering the same vehicles, or covering less than 10 vehicles individually rated, and the applicant still has at least 10 vehicles insured under different FA policies, then the premium will be quoted at the full rate and not the individual vehicle premium.</p> <p><i>For example:</i> Using the above example, on September 1, the Agent/Broker resubmits substantially the same fleet for the same insured to the Servicing Carrier, quoting a premium of \$10,000 at Driving Record 0. The policy is issued at a premium of \$12,000 and the Agent/Broker receives it on September 22. The insured again rejects the additional premium and the Agent/Broker requests cancellation for non-payment on October 10. The earned premium will be calculated pro rata on a premium of \$12,000.</p>	<p>After the effective date, where the temporary liability cards are not received by the intended effective date and the Agent/Broker reports non-payment of the additional premium within 30 days of receiving notice of the additional premium, the earned premium for cancellation shall be calculated pro rata on the quoted premium calculated at Driving Record 0. Otherwise the earned premium shall be calculated pro rata on the promulgated fleet rating.</p> <p><i>For example:</i> The Agent/Broker bound coverage as of June 1 and quoted the applicant a premium of \$10,000 at Driving Record 0. On June 20, the Agent/Broker receives the fleet policy from the Servicing Carrier. The fleet has been promulgated at a premium of \$12,000. The Agent/Broker advises the insured of the premium increase and the insured advises they want to cancel the policy. On July 18, the Agent/Broker advises the insurer to cancel the policy for non-payment. Because the request for cancellation was received within 30 days of June 20, the earned premium will be calculated pro rata on a premium of \$10,000.</p> <p>If a fleet rate has been established and the policy is cancelled because the Applicant rejects the premium, where a new application is submitted within 30 days will remain fleet rated. Individually rating the vehicle will not be permitted unless the risk no longer meets the definition of a fleet. of the cancellation of the fleet policy, either covering the same vehicles, or covering less than 10 vehicles individually rated, and the applicant still has at least 10 vehicles insured under different FA policies, then the premium will be quoted at the full rate and not the individual vehicle premium.</p> <p><i>For example:</i> Using the above example, on September 1, the Agent/Broker resubmits substantially the same fleet for the same insured to the Servicing Carrier, quoting a premium of \$10,000 at Driving Record 0. The policy is issued at a premium of \$12,000 and the Agent/Broker receives it on September 22. The insured again rejects the additional premium and the Agent/Broker requests cancellation for non-payment on October 10. The earned premium will be calculated pro rata on a premium of \$12,000.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p> <p>refer to Rule 215 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 215 will be removing from this section</p>	<p>This will not impact premiums</p>



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<p>Rule 239</p> <p>Fleets</p>	<p><b>7. Premium Calculation</b></p> <p><b>Liability</b> Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</p> <p><b>Public Vehicle - Road Hazard and Passenger Hazard</b></p> <p>a) Enter the premium applicable to the minimum statutory limit for Road Hazard.</p> <p>b) If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I., show each premium separately.</p> <p><i>For example:</i></p> <p>a) The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</p> <p>b) The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</p>	<p><b>7. Premium Calculation</b></p> <p><b>Note:</b></p> <ul style="list-style-type: none"> <li>Refer to Rule 215 on rating of experience (fleet) rated risk.</li> <li>For other classes of business, refer to the appropriate section of the manual.</li> </ul> <p><b>Liability</b> <del>Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</del></p> <p><b>Public Vehicle - Road Hazard and Passenger Hazard</b></p> <p><del>a) Enter the premium applicable to the minimum statutory limit for Road Hazard.</del></p> <p><del>b) If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I., show each premium separately.</del></p> <p><i>For example:</i></p> <p><del>a) The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</del></p> <p><del>b) The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</del></p>	<p>Refer to Rule 215 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 215 will be removing from this section</p>	<p>This will not impact premiums</p>

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 239  Fleets	<p>c) If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</p> <p><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22). <b>Every other vehicle</b> Enter the premium applicable to the statutory minimum limit.</p> <p><b>Physical Damage</b></p> <p><b>All Perils</b> No longer available <b>All other coverages</b> Enter premium and deductibles where indicated.</p> <p><b>Premium Totals</b></p> <p><b>Liability</b></p> <ol style="list-style-type: none"> <li>1. Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</li> <li>2. Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</li> <li>3. Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</li> <li>4. Add the final total under each Table to the total derived from adding together all other premiums.</li> </ol> <p><b>All Other Coverages</b> Total the premiums in each column.</p> <p><b>E. Renewals</b> Prior to the expiry of experience rated insurance, the Servicing Carrier may ask the Agent/Broker to have certain forms completed to update the information on record.</p>	<p><del>e) If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</del></p> <p><del><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22).</del></p> <p><del><b>Every other vehicle</b> Enter the premium applicable to the statutory minimum limit.</del></p> <p><del><b>Physical Damage</b></del></p> <p><del><b>All Perils</b> No longer available <b>All other coverages</b> Enter premium and deductibles where indicated.</del></p> <p><del><b>Premium Totals</b></del></p> <p><del><b>Liability</b></del></p> <ol style="list-style-type: none"> <li><del>1. Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</del></li> <li><del>2. Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</del></li> <li><del>3. Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</del></li> <li><del>4. Add the final total under each Table to the total derived from adding together all other premiums.</del></li> </ol> <p><del><b>All Other Coverages</b> Total the premiums in each column.</del></p> <p><del><b>E. Renewals</b> Prior to the expiry of experience rated insurance, the Servicing Carrier may ask the Agent/Broker to have certain forms completed to update the information on record. Such a request will usually be made well in advance of the expiry date because of the need to issue the renewal</del></p>	<p>Refer to Rule 215 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 215 will be removing from this section</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
Rule 239 Fleets	<p>Such a request will usually be made well in advance of the expiry date because of the need to issue the renewal policy/certificate/offer-to- renew before the insurance expires.</p> <p>The appropriate renewal documents shall not be issued unless and until the required forms, properly completed, have been returned.</p> <p>Fleet renewals cannot be issued with 6 month terms. Annual renewals only will be issued. Policies currently having 6 month terms will be renewed as annual policies on their next renewal.</p>	<p>policy/certificate/offer-to- renew before the insurance expires.</p> <p>The appropriate renewal documents shall not be issued unless and until the required forms, properly completed, have been returned.</p> <p><del>Fleet renewals cannot be issued with 6 month terms. Annual renewals only will be issued. Policies currently having 6 month terms will be renewed as annual policies on their next renewal.</del></p>	Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums
Rule 241 Carrying Explosives	<p>The standard policy exclusion for carrying explosives may be modified to permit carriage of specified explosives only, by adding END 4a. END 4a can be applied to all coverages or limited to the mandatory coverages.</p> <p>An Explosive Questionnaire must be completed and signed by the applicant and submitted to the Servicing Carrier.</p> <p>1. A commercial type vehicle operated by an explosive manufacturer or dealer shall be rated in accordance with the Commercial section of the manual.</p> <p>2. For any other vehicle there shall be an additional charge applied to the vehicle premium. Contact your Servicing Carrier for the amount of the additional premium.</p>	<p>The standard policy exclusion for carrying explosives may be modified to permit carriage of specified explosives only, by adding END 4a/4A/4(A). END 4a/4A/4(A) can be applied to all coverages or limited to the mandatory coverages.</p> <p>An Explosive Questionnaire must be completed and signed by the Applicant and submitted to the Servicing Carrier.</p> <p>1. A commercial type vehicle operated by an explosive manufacturer or dealer shall be rated in accordance with the Commercial Section of the manual.</p> <p>2. For any other vehicle there shall be an additional charge applied to the vehicle premium. Contact your Servicing Carrier for the amount of the additional premium.</p>	Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums
Rule 242 Carrying Radioactive Material	<p>The standard policy exclusion for carrying radioactive material may be modified to permit the carriage of specified radioactive material only, by adding END 4b. END 4b can be applied to all coverages or limited to the mandatory coverages.</p> <p>A Radioactive Materials Questionnaire must be completed and signed by the applicant and submitted to the Servicing Carrier. An additional charge shall be applied to the vehicle premium.</p> <p>Contact your Servicing Carrier for the amount of the additional premium.</p>	<p>The standard policy exclusion for carrying radioactive material may be modified to permit the carriage of specified radioactive material only, by adding END 4b/4B/4(B). END 4b/4B/4(B) can be applied to all coverages or limited to the mandatory coverages.</p> <p>A Radioactive Materials Questionnaire must be completed and signed by the applicant and submitted to the Servicing Carrier. An additional charge shall be applied to the vehicle premium.</p> <p>Contact your Servicing Carrier for the amount of the additional premium.</p>	FA is Reviewing rules in the Commercial Section. Aims to harmonize and simplify the wordings across all jurisdictions	This will not impact premiums

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

<b>Rule</b>	<b>Current Wording</b>	<b>Approved Wording</b>	<b>Change from Current</b>	<b>Premium impact on existing policies</b>
Rule 243  Endorsements Applicable to POL 1 (Owner's Policy)  END 30	Excluding Operation of Attached Machinery Excludes Liability and Accident Benefits coverage in respect of the ownership or use of machinery or apparatus mounted on or attached to the vehicle, while at the site of such use.END30may not be used in conjunction with END 31	<b>Excluding Operation of Attached Machinery</b> Excludes Liability and Accident Benefits coverage in respect of the ownership or use of machinery or apparatus mounted on or attached to the vehicle, while at the site of such use.END30may not be used in conjunction with END 31  The description of the machinery or apparatus shall read: "all or any machinery or apparatus designed to perform a function additional to and separate from the function of travel" Where the equipment is used on a public road and the vehicle is subject to compulsory automobile insurance, the END 30 must exclude only non road use of the equipment by adding "while the vehicle is not being used upon a public highway".	Information is moved from Rule 214	This will not impact premiums
Rule 243  Endorsements Applicable to POL 1 (Owner's Policy)  END 37	END 37 - Limitation to Automobile Sound and Electronic Communication Equipment. Provides that, in the event of loss or damage by theft or attempted theft, the maximum amount of insurance for the equipment or the actual cash value is \$1,500 in total.	END 37 - Limitation to Automobile Sound and Electronic Communication Equipment. Provides that, in the event of loss or damage by theft or attempted theft, the maximum amount of insurance for the equipment or the actual cash value is \$1,500 in total.  Where a vehicle is insured for Comprehensive or Specified Perils, this endorsement must be added if the Insured does not wish to purchase additional coverage.  This endorsement must be signed by the Insured.	Information has been moved from section with Commonly Used Endorsements	This will not impact premiums
<b>PUBLIC SECTION</b>				
Rule 312  Endorsements	<b>END 20 - Loss of Use</b> Facility Association does not provide this coverage for Public Vehicles. <b>After Market Sound and Electronic Communication Equipment</b> Where the vehicle is equipped with sound or electronic communication equipment, other than factory installed equipment, application of either END 37 or END 38 is mandatory in those jurisdictions where the endorsements and the END 38 rate have been approved. See Endorsement Section.	<b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b> <b>Rule 338: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER'S POLICY)</b>  This is how it will be labelled in the manual after approval: Rule 312: Not Applicable	FA is reviewing rules in the Commercial Section.  These sections are a duplication	This will not impact premiums

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 312</p> <p>Endorsements</p>	<p><b>END 37 - Limitation to Automobile Sound and Electronic Communication Equipment</b> This endorsement limits the amount of coverage on such equipment to \$1,500. Where a vehicle is covered for Comprehensive or Specified Perils, this endorsement must be added if the applicant does not wish to purchase additional coverage. The endorsement must be signed by the insured.</p> <p><b>END 38 - Increased Limit, Automobile Sound and Electronic Communication Equipment</b> Where a vehicle is covered for Comprehensive or Specified Perils, and the applicant wishes to purchase additional coverage for the equipment, this endorsement may be added. Additional coverage may be purchased at a rate of \$30 per \$1,000 of value or part thereof in excess of \$1,500. Documentation (appraisal or receipts) is necessary to substantiate the value stated in the endorsement. The endorsement must be signed by the insured.</p> <p><i>For example:</i> END 38 has a limit of \$4,300. The premium for END 38 shall be \$90.</p>	<p><b>REMOVE AS THE SAME INFORMATION IS LISTED UNDER</b></p> <p><b>Rule 338: ENDORSEMENTS APPLICABLE TO POL 1 (OWNER'S POLICY)</b></p> <p>This is how it will be labelled in the manual after approval: Rule 312: Not Applicable</p>	<p>FA is reviewing rules in the Commercial Section.</p> <p>These sections are a duplication</p>	<p>This will not impact premiums</p>
<p>Rule 327</p> <p>Suspension and Reinstatement of Coverages - END 16/17</p>	<p>Liability, DCPD, Accident Benefits, Uninsured Automobile and Collision as they relate to the <b>use and operation</b> of the described vehicles, new vehicles or temporary substitute vehicles may be suspended by means of END 16.</p> <p>This endorsement leaves in place Comprehensive or Specified Perils coverage if present on the policy as well as the coverages mentioned above as they relate to the <b>ownership</b> of the vehicle. This means that END 16 does not suspend coverages related to 'drive other vehicles'; while a pedestrian; or while the vehicle is in storage. This endorsement is available on private passenger and commercial vehicles. Coverage is reinstated by means of END 17.</p>	<p>Liability, DCPD (<i>not available in Northwest Territories and Nunavut and Yukon</i>), Accident Benefits, Uninsured Automobile (<i>not available in Alberta, Northwest Territories and Nunavut and Yukon</i>) and Collision as they relate to the <b>use and operation</b> of the described vehicles, new vehicles or temporary substitute vehicles may be suspended by means of END 16.</p> <p>This endorsement leaves in place Comprehensive or Specified Perils coverage if present on the policy as well as the coverages mentioned above as they relate to the <b>ownership</b> of the vehicle. This means that END 16 does not suspend coverages related to 'drive other vehicles'; while a pedestrian; or while the vehicle is in storage. This endorsement is available on private passenger and commercial vehicles. Coverage is reinstated by means of END 17.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies																										
<p>Rule 327</p> <p>Suspension and Reinstatement of Coverages - END 16/17</p>	<p>No refund is allowed in respect of Comprehensive and Specified Perils.</p> <p>If Liability and Accident Benefits coverages are removed or suspended twice in a year, then removal of these coverages is not permitted until the following renewal. It is not necessary to remove the licence plate from the vehicle while these coverages are removed or suspended.</p> <p><b>END 16/17 is not available for the following:</b></p> <ol style="list-style-type: none"> <li>1. Vehicles for which proof of insurance is issued or filed.</li> <li>2. Experience rated risks</li> <li>3. Recreational vehicles rated in the Recreational Vehicle Section</li> <li>4. Vehicles that were never intended to be driven.</li> <li>5. Vehicles held for sale whether or not on an auto dealer's lot.</li> </ol> <p><b>Rating</b> The refund for the period of cancellation is calculated according to the table printed on the END 16 form.</p> <p>In no event shall a refund be granted for any suspension period of less than sixty (60) consecutive days.</p>	<p>No refund is allowed in respect of Comprehensive and Specified Perils.</p> <p>If Liability, DCPD (<i>not available in Northwest Territories and Nunavut and Yukon</i>) and Accident Benefits coverages are removed or suspended twice in one year, then removal of those coverages a third time will not be permitted until the following renewal. It is not necessary to remove the licence plate from the vehicle while coverage is removed or suspended.</p> <p><b>END 16/17 is not available for the following:</b></p> <ol style="list-style-type: none"> <li>1. Vehicles for which proof of insurance is issued or filed.</li> <li>2. Experience rated risks</li> <li>3. Recreational vehicles rated in the Recreational Vehicle Section</li> <li>4. Vehicles that were never intended to be driven.</li> <li>5. Vehicles held for sale whether or not on an auto dealer's lot.</li> </ol> <p><b>Rating</b> The refund for the period of coverage suspension/cancellation is calculated according to the table below (<i>except Ontario</i>):</p> <table border="1" data-bbox="974 938 1612 1318"> <thead> <tr> <th>Period of Suspension/Cancellation</th> <th>% of Annual Premium</th> </tr> </thead> <tbody> <tr> <td>Less than 45 days**</td> <td>Nil</td> </tr> <tr> <td>Less than 2 months</td> <td>Nil</td> </tr> <tr> <td>45 days and less than 2 ½ months**</td> <td>15%</td> </tr> <tr> <td>2 months and less than 2 ½ months</td> <td>15%</td> </tr> <tr> <td>2 ½ months and less than 3 months</td> <td>19%</td> </tr> <tr> <td>3 months and less than 3 ½ months</td> <td>22%</td> </tr> <tr> <td>3 ½ months and less than 4 months</td> <td>26%</td> </tr> <tr> <td>4 months and less than 4 ½ months</td> <td>30%</td> </tr> <tr> <td>4 ½ months and less than 5 months</td> <td>34%</td> </tr> <tr> <td>5 months and less than 5 ½ months</td> <td>38%</td> </tr> <tr> <td>5 ½ months and less than 6 months</td> <td>41%</td> </tr> <tr> <td>6 months or more</td> <td>45%</td> </tr> </tbody> </table> <p><b>**Applies to Alberta only</b></p> <p>In no event shall a refund be granted for any suspension period of less than forty five (45) consecutive days (<i>Applies to Alberta and Ontario only</i>) or sixty (60) consecutive days.</p>	Period of Suspension/Cancellation	% of Annual Premium	Less than 45 days**	Nil	Less than 2 months	Nil	45 days and less than 2 ½ months**	15%	2 months and less than 2 ½ months	15%	2 ½ months and less than 3 months	19%	3 months and less than 3 ½ months	22%	3 ½ months and less than 4 months	26%	4 months and less than 4 ½ months	30%	4 ½ months and less than 5 months	34%	5 months and less than 5 ½ months	38%	5 ½ months and less than 6 months	41%	6 months or more	45%	<p>Upon review of END 16. FA noticed that not all jurisdictions have the table printed on the forms anymore. Information was verified and a table was created to be added to the manual.</p>	<p>This will not impact premiums</p>
Period of Suspension/Cancellation	% of Annual Premium																													
Less than 45 days**	Nil																													
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45 days and less than 2 ½ months**	15%																													
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3 ½ months and less than 4 months	26%																													
4 months and less than 4 ½ months	30%																													
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5 months and less than 5 ½ months	38%																													
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**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 329.A</p> <p>Home-Made / Reconstructed / Right Hand Drive / Imported Vehicles</p> <p>A. Liability, Accident Benefits</p>	<p>The following provisions apply to right hand drive, imported vehicles and any vehicle that has been constructed, reconstructed or restored other than by a recognized manufacturer of such a vehicle.</p> <p><b>This rule does not apply to vehicles with a manufacturer assigned VIN and a status of rebuilt which are to be rated using CLEAR rate groups.</b></p> <p><b>A. Liability, DCPD, Accident Benefits</b></p> <p>No coverages are permissible until the following are provided to the Servicing Carrier:</p> <p>1. A valid vehicle registration and, at the Servicing Carrier’s discretion, a certificate of roadworthiness or mechanical fitness acceptable to the Servicing Carrier</p> <p>And</p> <p>2. For vehicles valued \$15,000 or more, an appraisal acceptable to the Servicing Carrier at the Applicant’s expense to enable the proper rating group to be determined. Vehicles valued under \$15,000 are rated based on value provided by the Insured.</p> <p>These certificates must accompany the application to the Servicing Carrier</p> <p>3. Rate group 10 is to be used for Accident Benefits where vehicles are rated by value.</p> <p>4. The insurance shall be subject to END 19 (Limited the Amount Paid for Loss or Damage Coverages) which must be attached to the policy and a copy signed by the Insured. END 19A (Agreed Value of Automobiles) is not available.</p>	<p>The following provisions apply to right hand drive, imported vehicles and any vehicle that has been constructed, reconstructed or restored other than by a recognized manufacturer of such a vehicle.</p> <p><b>This rule does not apply to vehicles with a manufacturer assigned VIN and a status of rebuilt which are to be rated using CLEAR rate groups.</b></p> <p><b>A. Liability, DCPD, Accident Benefits</b></p> <p>No coverages are permissible until the following are provided to the Servicing Carrier:</p> <p>1. A valid vehicle registration and, at the Servicing Carrier’s discretion, a certificate of roadworthiness or mechanical fitness acceptable to the Servicing Carrier</p> <p>And</p> <p>2. For vehicles valued \$15,000 or more, an appraisal acceptable to the Servicing Carrier at the Applicant’s expense to enable the proper rating group to be determined. Vehicles valued under \$15,000 are rated based on value provided by the Insured.</p> <p>These certificates must accompany the application to the Servicing Carrier</p> <p>3. Charge the normal rate for the type of vehicle concerned for Accident Benefits.</p> <p>4. The insurance shall be subject to END 19 (Limited the Amount Paid for Loss or Damage Coverages) which must be attached to the policy and a copy signed by the Insured. END 19A (Agreed Value of Automobiles) is not available.</p>	<p>Public and Recreational vehicles do not have rate groups. This remark has been changed to reflect that.</p>	<p>This will not impact premiums</p>

**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 335.D.7</p> <p>Fleet, New Applications</p>	<p><b>7. Premium Calculation</b></p> <p><b><u>Liability</u></b> Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</p> <p><b>Public Vehicle - Road Hazard and Passenger Hazard</b></p> <p>a) Enter the premium applicable to the minimum statutory limit for Road Hazard.</p> <p>b) If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I. show each premium separately.</p> <p><i>For example:</i></p> <p>a) The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</p> <p>b) The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</p> <p>c) If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</p>	<p><b>7. Premium Calculation</b></p> <p><b>Note:</b></p> <ul style="list-style-type: none"> <li>Refer to Rule 313 on rating of experience (fleet) rated risk.</li> <li>For other classes of business, refer to the appropriate section of the manual.</li> </ul> <p><b><u>Liability</u></b> <del>Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</del></p> <p><del><b>Public Vehicle - Road Hazard and Passenger Hazard</b></del></p> <p><del>a) Enter the premium applicable to the minimum statutory limit for Road Hazard.</del></p> <p><del>b) If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I. show each premium separately.</del></p> <p><del><i>For example:</i></del></p> <p><del>a) The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</del></p> <p><del>b) The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</del></p> <p><del>c) If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</del></p>	<p>Refer to Rule 313 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 313 will be removing from this section</p>	<p>This will not impact premiums</p>



**FACILITY ASSOCIATION PRINCE EDWARD ISLAND RULE & RATES MANUAL  
SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<p>Rule 335.D.7</p> <p>Fleet, New Applications</p>	<p><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22).</p> <p><b>Every other vehicle</b> Enter the premium applicable to the statutory minimum limit.</p> <p><b>Physical Damage</b> <b>All Perils</b> No longer available</p> <p><b>All other coverages</b> Enter premium and deductibles where indicated.</p> <p><b>Premium Totals</b> <b>Liability</b></p> <p>a) Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</p> <p>b) Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</p> <p>c) Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</p> <p>d) Add the final total under each Table to the total derived from adding together all other premiums.</p> <p><b>All Other Coverages</b> Total the premiums in each column.</p>	<p><del><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22).</del></p> <p><b>Every other vehicle</b> Enter the premium applicable to the statutory minimum limit.</p> <p><b>Physical Damage</b> <b>All Perils</b> No longer available</p> <p><b>All other coverages</b> Enter premium and deductibles where indicated.</p> <p><b>Premium Totals</b> <b>Liability</b></p> <p>a) Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</p> <p>b) Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</p> <p>c) Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</p> <p>d) Add the final total under each Table to the total derived from adding together all other premiums.</p> <p><b>All Other Coverages</b> Total the premiums in each column.</p>	<p>Refer to Rule 313 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 313 will be removing from this section</p>	<p>This will not impact premiums</p>
<p>Rule 338</p> <p>Endorsements Applicable to POL 1 (Owner's Policy)</p>	<p>END 37 - Limitation to Automobile Sound and Electronic Communication Equipment. Provides that, in the event of loss or damage by theft or attempted theft, the maximum amount of insurance for the equipment or the actual cash value is \$1,500 in total.</p>	<p>END 37 - Limitation to Automobile Sound and Electronic Communication Equipment. Provides that, in the event of loss or damage by theft or attempted theft, the maximum amount of insurance for the equipment or the actual cash value is \$1,500 in total.</p> <p>Where a vehicle is insured for Comprehensive or Specified Perils, this endorsement must be added if the Insured does not wish to purchase additional coverage.</p> <p>This endorsement must be signed by the Insured.</p>	<p>Information has been moved from section with Commonly Used Endorsements</p>	<p>This will not impact premiums</p>

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SUMMARY OF APPROVED RULE CHANGES EFFECTIVE JUNE 1, 2024**

Rule	Current Wording	Approved Wording	Change from Current	Premium impact on existing policies
<b>RECREATIONAL SECTION</b>				
Rule 429  Suspension and Reinstatement of Coverages – END 16/17	<b>END 16/17 is not available for the following:</b> 1. Vehicles for which proof of insurance is issued or filed. 2. Experience rated risks 3. Recreational vehicles rated in the Recreational Vehicle section 4. Vehicles that were never intended to be driven. 5. Vehicles held for sale whether or not on an auto dealer’s lot.	Not applicable	This endorsement is not available on Recreational Vehicles described in the Recreational Section of the manual	This will not impact premiums
Rule 432.A  Home-Made / Reconstructed / Right Hand Drive / Imported Vehicles A. Liability, Accident Benefits	The following provisions apply to right hand drive, imported vehicles and any vehicle that has been constructed, reconstructed or restored other than by a recognized manufacturer of such a vehicle. <b>This rule does not apply to vehicles with a manufacturer assigned VIN and a status of rebuilt which are to be rated using CLEAR rate groups.</b>  <b>A. Liability, DCPD, Accident Benefits</b> No coverages are permissible until the following are provided to the Servicing Carrier: 1. A valid vehicle registration and, at the Servicing Carrier’s discretion, a certificate of roadworthiness or mechanical fitness acceptable to the Servicing Carrier  And  2. For vehicles valued \$15,000 or more, an appraisal acceptable to the Servicing Carrier at the Applicant’s expense to enable the proper rating group to be determined. Vehicles valued under \$15,000 are rated based on value provided by the Insured.  These certificates must accompany the application to the Servicing Carrier  3. Rate group 10 is to be used for Accident Benefits where vehicles are rated by value.	The following provisions apply to right hand drive, imported vehicles and any vehicle that has been constructed, reconstructed or restored other than by a recognized manufacturer of such a vehicle. <b>This rule does not apply to vehicles with a manufacturer assigned VIN and a status of rebuilt which are to be rated using CLEAR rate groups.</b>  <b>A. Liability, DCPD, Accident Benefits</b> No coverages are permissible until the following are provided to the Servicing Carrier: 1. A valid vehicle registration and, at the Servicing Carrier’s discretion, a certificate of roadworthiness or mechanical fitness acceptable to the Servicing Carrier  And  2. For vehicles valued \$15,000 or more, an appraisal acceptable to the Servicing Carrier at the Applicant’s expense to enable the proper rating group to be determined. Vehicles valued under \$15,000 are rated based on value provided by the Insured.  These certificates must accompany the application to the Servicing Carrier  3. Charge the normal rate for the type of vehicle concerned for Accident Benefits.	Public and Recreational vehicles do not have rate groups. This remark has been changed to reflect that.	This will not impact premiums

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<p>Rule 432.A</p> <p>Home-Made / Reconstructed / Right Hand Drive / Imported Vehicles</p> <p>A. Liability, Accident Benefits</p>	<p>4. The insurance shall be subject to END 19 (Limited the Amount Paid for Loss or Damage Coverages) which must be attached to the policy and a copy signed by the Insured. END 19A (Agreed Value of Automobiles) is not available.</p>	<p>4. The insurance shall be subject to END 19 (Limited the Amount Paid for Loss or Damage Coverages) which must be attached to the policy and a copy signed by the Insured. END 19A (Agreed Value of Automobiles) is not available.</p>	<p>FA is reviewing rules in the Commercial Section. Aims to harmonize the wordings across all jurisdictions</p>	<p>This will not impact premiums</p>
<p>Rule 438.D.7</p> <p>Fleet, New Applications</p>	<p><b>7. Premium Calculation</b></p> <p><b>Liability</b> Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</p> <p><b>Public Vehicle - Road Hazard and Passenger Hazard</b></p> <p>a) Enter the premium applicable to the minimum statutory limit for Road Hazard.</p> <p>b) If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I., show each premium separately.</p> <p><i>For example:</i></p> <p>i. The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</p>	<p><b>7. Premium Calculation</b></p> <p><b>Note:</b></p> <ul style="list-style-type: none"> <li>Refer to Rule 414 on rating of experience (fleet) rated risk.</li> <li>For other classes of business, refer to the appropriate section of the manual.</li> </ul> <p><b>Liability</b> <del>Where the applicant requires limits in excess of \$1,000,000 the Agent/Broker must discuss the risk with the Servicing Carrier prior to binding. Many risks will not be eligible for limits in excess of \$1,000,000.</del></p> <p><b>Public Vehicle - Road Hazard and Passenger Hazard</b></p> <p><del>a) Enter the premium applicable to the minimum statutory limit for Road Hazard.</del></p> <p><del>b) If one premium applies to both Road and Passenger B.I., or if a combined Road and Passenger B.I. limit is to be provided, enter the combined base premium for the two coverages. If separate premiums apply for Road Hazard and Passenger B.I., show each premium separately.</del></p> <p><i>For example:</i></p> <p><del>i. The insured requires a combined Road Hazard and Passenger B.I. limit of \$1,000,000. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium shall be entered on the fleet schedule as \$700 because the same Liability limit will apply to both coverages.</del></p>	<p>Refer to Rule 414 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 414 will be removing from this section</p>	<p>This will not impact premiums</p>

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<p>Rule 438.D.7</p> <p>Fleet, New Applications</p>	<p>ii. The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</p> <p>iii. If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</p> <p><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22).</p> <p><b>Every other vehicle</b> Enter the premium applicable to the statutory minimum limit.</p> <p><b><u>Physical Damage</u></b></p> <p><b>All Perils</b> No longer available</p> <p><b>All other coverages</b> Enter premium and deductibles where indicated.</p> <p><b><u>Premium Totals</u></b> <b>Liability</b></p> <p>a) Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</p> <p>b) Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</p> <p>c) Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</p>	<p><del>ii. The insured requires \$1,000,000 Road Hazard and \$2,000,000 Passenger B.I. The premium for \$200,000 Road Hazard is \$400 and the premium for \$200,000 Passenger B.I. is \$300. The premium will be entered on the fleet schedule as \$400/\$300 because different Liability limits apply to each coverage.</del></p> <p><del>iii. If Passenger Property Damage is to be insured, enter the premium for the required limit in the Endorsement column.</del></p> <p><del><b>Note:</b> The application form must indicate the limits or combined limit actually required and the applicable endorsements (END 6a/b/c/f, 22).</del></p> <p><b>Every other vehicle</b> Enter the premium applicable to the statutory minimum limit.</p> <p><b><u>Physical Damage</u></b></p> <p><b>All Perils</b> No longer available</p> <p><b>All other coverages</b> Enter premium and deductibles where indicated.</p> <p><b><u>Premium Totals</u></b> <b>Liability</b></p> <p>a) Total the appropriate premiums and enter the totals under the appropriate Tables i.e. Table 1A (Road Hazard Liability), Table 1B (Road Hazard Liability – Hazardous Cargo), Table 2 (Passenger Hazard B.I.) and Table 3 (Road Hazard and Passenger B.I. Combined)</p> <p>b) Apply the increased limit factor for limits up to \$1,000,000. See the Commercial and Public sections of the manual for the factors.</p> <p>c) Apply the increased limit factor for limits over \$1,000,000 if required. See Commercial section for tables 1A and 1B and Public section for Tables 1A, 2 and 3.</p>	<p>Refer to Rule 414 on rating of experience (fleet) rated risk.</p> <p>As the information is similar under Rule 414 will be removing from this section</p>	<p>This will not impact premiums</p>

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Rule 438.D.7  Fleet, New Applications	d) Add the final total under each Table to the total derived from adding together all other premiums.  <b>All Other Coverages</b> Total the premiums in each column.	<del>d) Add the final total under each Table to the total derived from adding together all other premiums.</del> <b>All Other Coverages</b> Total the premiums in each column.	Refer to Rule 414 on rating of experience (fleet) rated risk.  As the information is similar under Rule 414 will be removing from this section	This will not impact premiums