

October 21, 2019

**Undertaking #12**

MPI to come back and explain what customer research was conducted for the original DSR implementation, and also report on whatever the results were of that customer research at that time.

**RESPONSE:**

The results of the public consultation on the initial Driver Safety Rating (DSR) system were filed with the Public Utilities Board in 2009<sup>1</sup>. Pages 172 to 272 of the application contain the results of the consultation. The research conducted by PRA Inc., including call records, focus group notes, attitudes and opinions, and the questionnaire used are provided on the subsequent pages (273 to 606). Please see Appendix 1. Paper copies will be provided upon request.

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<sup>1</sup> *Manitoba Public Insurance, 2009 Driver Safety Rating Application, January 30, 2009.*

**MANITOBA PUBLIC INSURANCE**  
**2009 DRIVER SAFETY RATING APPLICATION**

**January 30, 2009**

# **MANITOBA PUBLIC INSURANCE**

## **2009 Driver Safety Rating Application**

### **APPLICATION**

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# MANITOBA PUBLIC INSURANCE

## AP.1 APPLICATION

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Manitoba Public Insurance is applying to the Public Utilities Board for approval of the Corporation's compulsory driver insurance premiums and vehicle premium discounts under the proposed Driver Safety Rating (DSR) program. The application is in accordance with the provisions of the *Crown Corporations Public Review and Accountability Act and Public Utilities Board Act*. The Corporation is not applying for changes to the approved 2009 compulsory vehicle rates.

The premium rates generated through this application would take effect on November 1, 2009 and result in an overall 31.3% decrease in driver premiums and a 1.0% decrease in vehicle premiums.

The proposed basic drivers licence premiums and associated vehicle premium discounts are shown in the table on the following page.

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	<b>DSR Level</b>	<b>Driver Premium</b>	<b>Vehicle Premium Discount</b>
<b>Merits</b>	10	*\$0 or \$5	25%
	9	*\$0 or \$5	25%
	8	*\$0 or \$5	25%
	7	\$20	25%
	6	\$25	20%
	5	\$30	15%
	4	\$30	15%
	3	\$35	10%
	2	\$35	10%
	1	\$40	5%
<b>Base</b>	0	\$45	0%
<b>Demerits</b>	-1	\$45	0%
	-2	\$45	0%
	-3	\$45	0%
	-4	\$45	0%
	-5	\$45	0%
	-6	\$245	0%
	-7	\$270	0%
	-8	\$295	0%
	-9	\$320	0%
	-10	\$345	0%
	-11	\$395	0%
	-12	\$445	0%
	-13	\$495	0%
	-14	\$545	0%
	-15	\$595	0%
	-16	\$670	0%
	-17	\$745	0%
-18	\$820	0%	
-19	\$895	0%	
-20	\$1,044	0%	

\* Drivers with 8, 9 or 10 merits who also register a vehicle will not pay any driver premium.  
Drivers who do not register a vehicle will be charged \$5.

# **MANITOBA PUBLIC INSURANCE**

## **2009 Driver Safety Rating Application**

### **PRE-FILED TESTIMONY**

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PT.DDP	Testimony of Donald D. Palmer, Vice-President, Corporate Finance, & Chief Financial Officer

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## **MANITOBA PUBLIC INSURANCE**

### **TESTIMONY OF MARILYN J. MCLAREN PRESIDENT AND CHIEF EXECUTIVE OFFICER**

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Good morning, Mr. Chairman, Members of the Board, Ladies and Gentlemen.

My name is Marilyn McLaren. I am the President and Chief Executive Officer of the Manitoba Public Insurance Corporation. I joined the Corporation in 1979.

Over the last 30 years, I have held various positions in the Corporation, and since October of 2004 have served as President and CEO.

Our application filed with the Public Utilities Board is made pursuant to the Crown Corporation's Public Review and Accountability Act and the Public Utilities Board Act. The Corporation is requesting approval of rates and discounts associated with the new Driver Safety Rating plan for policies issued between November 1, 2009 and February 28, 2011.

I am accompanied this morning by Mr. Don Palmer, Vice-President of Corporate Finance and Chief Financial Officer, who will explain financial and actuarial aspects of the application.

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We are very pleased to file the corporation's application for basic insurance driver and vehicle premium discount and driver premium surcharge rates to be charged at each "step" on the new driver safety rating scale.

The Driver Safety Rating (DSR) program is proscribed in the Driver Safety Rating System Regulation 13/2009 and will be introduced this fall in conjunction with streamlined renewals, one-piece driver's licenses and enhanced drivers licenses. All of these initiatives provide tangible benefits to Manitobans, derived from the merger between MPI and the Department of Driver and Vehicle Licensing (DDVL) in 2004.

I believe that DSR will be the single greatest advantage to come out of the merger with DDVL. It will give Manitoba drivers a rating system that makes sense and that they understand. For many it will mean an opportunity to benefit more from their good driving record, and over time could lower the overall cost of insurance as drivers make the connection between their driving behavior and the amount that they pay for insurance.

Driver record has long been a factor used to determine risk for insurance rating purposes. However, our customers felt that it didn't go far enough to reward safer drivers or to discourage higher risk behavior.

Early in the process, seven underlying principles were established for the new program. These principles were first presented to the Board along with the 2007 GRA.



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1. The program will establish one cohesive method to assess driver risk.

The Corporation has established that past driver behavior is an indicator for future claims. By combining the penalties for at-fault claims and driving convictions into one program we have established one clear set of rules, rather than four disparate programs that have conflicting rules.

2. The program must address existing inequities and limitations.

The sliding scale ensures that there are consequences to higher risk driving behavior. As the plan evolves, we anticipate that higher penalties will be given and in turn higher rewards will be given for safer driving behavior.

3. Customers should find the new program easier to understand.

We are confident that one scale rather than four disparate programs will provide a clearer link between safe driving and their insurance premiums. In order that this linkage is completely understandable we are in the process of establishing new renewal documents that will provide a clear explanation of their DSR and how it is used in establishing their rate. Prototype renewal documents are included in AI.2.

4. The severity ratings for driving infractions should be consistent throughout all operations of the Corporation, including licensing, insurance and driver improvement and control programs.

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After program implementation, the corporation intends to ensure that other programs align with the principles of DSR.

5. The new program must be acceptable to the public.

The Government directed the Corporation embark on a broad and meaningful public consultation process. Throughout every phase of the project we conducted surveys, focus groups, and finally a broad campaign in the fall of 2008 to ensure that Manitobans understood and would support the new program. A complete report of this public consultation is included with this application in AI.3.

6. When introduced, the new program will not impact the “bottom line” net income of the Corporation.

In other words, overall rate increases or decreases would not be required to support the new program.

The DSR Regulation specifies the transition rules for moving drivers and vehicle owners from the current programs to the new DSR scale. The intention of the rules is to introduce the new program with as little financial disruption as possible, for individual motorists. The proposed rates and discounts are also intended to achieve this objective. The Corporation

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acknowledges its responsibility to defend its rate proposal and to prove its appropriateness.

The rationale for introducing the new program with as little financial disruption as possible is to simplify its introduction, thereby allowing the program itself to be the focus of attention. It is expected that this would assist Manitobans in understanding the new program and how their future driving behavior will influence their place on the DSR scale and therefore how much they might be charged vs. how much they may save in future years.

In order to increase the impact of the new program, reward the longest-term safe drivers (who feel they have not been adequately recognized under the old program), and to encourage safe driving behavior, the Corporation is proposing to provide immediate savings to certain groups of drivers. It is forecast that the Corporation will run at a small deficit in the near term. We feel that this use of rate stabilization reserve is an investment in safe driving and does not affect the financial strength of the Basic Autopac program.

The streamlined renewal plan is also an important improvement in providing more convenience for our customers. The new program will require that customers, if they have no coverage or classification changes, will only need to visit their broker once every five years rather than on an annual basis. Since this significantly decreases the broker work effort, Basic Autopac

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commissions will decrease as well. Over the next 4 years, the commission rate will gradually fall from 5% to 2.5% in 2012. Once fully implemented, this will reduce expenses to Basic Autopac by \$18M. These savings will be passed on to the safest drivers in the form of lower driver premiums and eventually, higher vehicle discounts.

7. The program must align with all other corporate goals and principles.

The Corporation has long had a history of phasing in new programs to ensure that customers do not experience rate shock when a new plan is implemented. For example, CLEAR rate groups were phased in over a five year period. The transition plan and proposed rates, discounts and surcharges for DSR would ensure that no customers are adversely affected at the onset of the plan. The objective is to ensure Manitobans had an opportunity to change driving behavior before experiencing measurably greater monetary consequences. Therefore, the transition rules, along with the proposed rates, are intended to achieve this objective.

We look forward to discussing this new program and proving this application for rates to be charged.

## **MANITOBA PUBLIC INSURANCE**

### **TESTIMONY OF DONALD D. PALMER VICE-PRESIDENT, FINANCE AND CHIEF FINANCIAL OFFICER**

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Good morning, Mr. Chairman, Members of the Board, Ladies and Gentlemen.

My name is Don Palmer. I am Vice-President, Finance and Chief Financial Officer for the Manitoba Public Insurance Corporation.

I am a Fellow of the Casualty Actuarial Society and a Fellow of the Canadian Institute of Actuaries.

I have worked for Manitoba Public Insurance since 1989 and have been in my current position since 2007. Prior to that time, I served as Chief Actuary and Director, Pricing and Economics. I have appeared before the Board at each Manitoba Public Insurance hearing since 2005 and have attended all MPI Rate Hearings from 1990 through 2004, in a back-row support capacity.

As Chief Financial Officer, my responsibilities include all aspects of financial management and control for the Corporation, including treasury, investment, budgeting and reporting. In addition, I have responsibility for the Corporation's rate-setting and actuarial functions and reinsurance ceded requirements.

This morning I will speak to the implementation of the new Driver Safety Rating (DSR) program and the rate impacts of that program on Manitoba motorists. In addition, I will provide the Board with an overview of the overall expected financial impact of DSR and the new streamlined renewal program.

The new Driver Safety Rating Program is the means by which a driving record is used to establish a customer's vehicle and driver's insurance rate. No changes are proposed to the other rate classification components.

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As specified in the DSR Regulation under the MPIC Act, drivers and vehicle owners will transition to the new plan on their first renewal date on or after November 1, 2009. Each Manitoba driver will be assigned a place on the "Driver Safety Rating" scale, based on their current number of merits and at-fault-claims-free years. In ensuing years, each driver will be moved up the scale if they are at-fault claim or conviction free or down the scale if they have at-fault claims or convictions. In this application, the corporation is applying for driver premium discount or surcharge amount and a vehicle premium discount percentage at each step of the scale. In future applications we expect to establish higher surcharges and discounts to further differentiate between safe driving behavior and higher risk behavior.

With respect to the actuarial basis of the new system, we have clearly established that past convictions and at-fault accidents are predictive of future claim frequency. For example, the at-fault claims frequency of a driver who is 10 or more years claims free, is 3.6%. For drivers who had an accident in the previous year, or zero claims free years, claims frequency is 10.4%, or approximately 3 times as much. If we look at drivers who are both claims and conviction free for ten years, the claims frequency is only 2.9%.

Once it was established that these two variables were predictive of future behavior, we looked at several different models to see which combination of demerit points gave the best predictive fit; that is, a model that had increasing claims frequencies as the DSR ranking fell.

The selected model was tested through a retrospective model described in SM.1. We simulated the program as if it had been introduced in 2001 and operated for a five-year period. The results show that drivers with more merits have less claims, and conversely, drivers with more demerits have more claims. Therefore, the goal of safe drivers paying less and higher risk drivers paying more, is achieved. This relationship held for all years of the simulation, including the first year after transition. This also demonstrates that the transition rules selected are indicators of driving risk.

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Through our analysis presented in SM.1, claims frequencies are highly correlated with the Driver Safety Rating of drivers; the lower the DSR, the higher the expected claim frequency.

Any accident surcharges under the accident surcharge plan due at the customer's first renewal will still be collected because of the retrospective nature of the old program.

After all adjustments, 85.9% of drivers will receive lower premiums. 31.8% of those decreasing receive a premium decrease of up to \$20. An additional 60.4% of those decreasing receive premium decreases ranging from \$20 to \$50. 7.7% of those decreasing receive a premium decrease of greater than \$50. In total, 4.1% of drivers experience an increase in their total premiums. 99.9% of those increasing receive a premium increase of \$10 or less. The remaining drivers, which were all transitioned to 20 demerits under DSR, receive a rate increase of \$74.

Financial statements for the Basic Insurance program on a fiscal year basis for 2008/09 through to 2012/13 are shown in Sections TI.1, and TI.2 for both the projections under DSR and those presented at the 2009 GRA. The new (DSR) statements have been updated to reflect actual results to November 30, 2008 and the new DSR schedules for both vehicle and driver premiums. The new commission rates, paid to brokers as a result of the Streamlined Renewal Program, are also included. The claims forecasts have not been updated since the 2009 GRA. These will be updated as part of the claims forecasting process and will form the basis for the 2010 GRA.

For the 2009/10 fiscal year, as shown in Section TI.1, under DSR the Basic Insurance program is projected to record a net loss \$6.3 million or \$5.4 million net income for rate setting purposes after the transfer of \$893,000 from the Immobilizer Incentive Fund. This compares to a forecasted net loss from operations of \$5.1 million or \$4.2 million for rate setting purposes presented at the 2009 GRA.

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For the 2010/11 fiscal year, under DSR the Basic Insurance program is projected to record a net loss \$8.3 million compared to a forecasted net income of \$6.5 million for rate setting purposes shown at the 2009 GRA.

TI.2 is the Statement of Basic Insurance Retained Earnings. This statement has two main components:

- The Basic Insurance Rate Stabilization Reserve (RSR)
- The Immobilizer Incentive Fund (IIF)

The **Basic Insurance Rate Stabilization Reserve** is intended to protect motorists from rate increases made necessary by unexpected events and losses arising from non-recurring events or factors.

The RSR is expected to be \$116.3 million as at February 28, 2010 compared to a RSR of \$120.4 million presented at the 2009 GRA. The RSR is projected to decrease to \$108.0 million as at February 28, 2011, compared to \$127.0 million shown in the 2009 GRA.

The written material referred to in this testimony was prepared under my direction and control and it is accurate to the best of my knowledge and belief.

That concludes my direct testimony.





# MANITOBA PUBLIC INSURANCE

## 2009 Driver Safety Rating Application

### SUPPORTING MATERIAL

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# MANITOBA PUBLIC INSURANCE

## **SM.1 Driver Safety Rating System**

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### **Details of the Driver Safety Rating (DSR) System**

The following information is based on the Driver Safety Rating Regulation 13/2009 of the Manitoba Public Insurance Corporation Act. Where the content is based on the Corporation's application to the Public Utilities Board of Manitoba and not solely on the referenced Regulation, this fact is noted.

#### **Overview:**

The goals of the new DSR system are to:

- Strengthen the ability to reward the safest drivers
- Better encourage poor drivers to improve their driving behaviour
- Enhance the overall understanding among drivers of how their driving behaviour can affect how much they pay for auto insurance. Improved understanding will improve the program's potential to successfully encourage better driving behaviour and therefore improve road safety for all Manitobans.

To exemplify how the current system is misunderstood, most Manitobans believe the best Autopac merit discounts go to people with five merits. This is not true. The best merit discounts only require one merit and five years of claim-free driving. There has always been little integration between demerits, accident surcharges and the earning and losing of merits and Autopac merit discounts. The new Driver Safety Rating system addresses these problems.

#### **A More Cohesive and Efficient System:**

Until now there have been two separate surcharge systems, one for convictions and one for at fault claims . These have been in place since 1971 and until the merger of DVL and MPI it was not possible to unite them. This created a situation where the merit and surcharge systems were often misunderstood and did not appropriately encourage improved driving behaviour.

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Driver Safety Rating System - SM.1**

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Under the new system the separate accident surcharge scale, the demerit surcharge scale and the merit discount program rules will all be eliminated. They will be replaced with a cohesive and integrated system of discounting safe drivers and surcharging high risk drivers (see Attachment A).

To accomplish this, drivers will be given demerits for at fault claims, just as they are now given demerits for traffic convictions. Drivers who violate traffic rules or are found at fault for claims will receive demerits reflective of the nature of the infraction.

On the other side, drivers with no convictions or at fault claims in a given year will earn one merit.

The total merits or demerits earned by a driver will then determine their placement on the scale, which will have a direct impact on their vehicle insurance rates and drivers licence premiums. The scale of merits and demerits and the appropriate discounts or surcharges will be easily communicated so drivers can immediately see the benefits of improving their driving behaviour.<sup>1</sup>

**Benefits for Manitoba Drivers:**

At implementation, the lowest risk drivers will be awarded ten (10) merits and as many as 15, over the subsequent five years. Today they can earn a maximum of five (5) merits. This increased scale will allow for more substantial savings for the safest drivers and will also reduce or eliminate any financial impact of having a first conviction or at-fault claim after many years of safe driving.

Merit-rated drivers with no convictions and no at fault claims in a year will earn one merit. Today, it takes two years to earn one merit. Drivers with demerits will lose more than one demerit for every year of conviction free and accident free driving.

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<sup>1</sup> DSR Application, respecting the premiums to be charged at each step of the scale

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Driver Safety Rating System - SM.1**

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This provides a greater incentive to improve their driving behaviour. Attachment B shows the proposed scales for reducing demerits.

**New drivers** will enter the scale at the base (0) level with the intention that they would pay no more and no less than they pay today. Young Manitobans have never been charged higher insurance rates because they are young. And the clear intention is for this approach to continue. This application is based on this principle and the continuation of the approach whereby all new drivers will begin by paying only the basic \$45 insurance premium and then pay more or less through time, depending on their individual driving records. This has been the Manitoba practice since MPI was established and the Corporation's application is based on the continuation of this approach.<sup>2</sup>

**New Manitobans** are given exactly the same credit for good driving behaviour as current Manitobans. This is an improvement over the current system that provides new residents a maximum of one merit. This change eliminates the need for special consideration currently provided to new Manitobans who are in the Canadian Forces.

**How the New System Works:**

The Driver Safety Rating Scale will run from a maximum of +15 merits to -20 demerits, with a neutral "0" point between the two. Each year, at their renewal date, drivers will either move up the scale or down the scale based on their driving history during the last year. The merit side of the scale will begin with 10 merits upon implementation; with one merit added each year until 15 merits have been achieved.

Vehicle insurance and driver's licence discounts will apply, at increasing levels, on the "plus" (+) side of the scale. Driver's licence surcharges will apply, at increasing levels, on the negative (-) side of the scale. As has always been the practice, Autopac (vehicle insurance) rates would not be surcharged, only driver's licences would be surcharged. Please refer to Attachment A.<sup>3</sup>

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<sup>2</sup> DSR Application, respecting the continuation of \$45 basic insurance premium on drivers

<sup>3</sup> DSR Application, respecting the limitation of surcharges to driver's licences

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**Driver Safety Rating System - SM.1**

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At transition, all drivers will be placed on a scale based on their individual driving history (see Attachment B). Drivers without demerits will earn one merit per year of conviction free and accident free driving. Drivers with demerits will lose more than one demerit for every year of conviction free and claims free driving. This provides a greater incentive to improve their driving behaviour.

**Improving the Appeal Process:**

The Rates Appeal Board (RAB), in place since 1971 is an independent body appointed by government that has the authority to waive or reduce accident surcharges and out of province convictions on the basis that, for a particular individual, the surcharge is "unduly harsh".

The DSR Regulation provides for the Board's authority to be somewhat expanded to allow appeals of surcharges generated by convictions as well as at fault claims, on the basis that, for a particular individual, at a particular time, the full surcharge may be "unduly harsh."

**Note:** The RAB authority is limited to surcharges of Autopac driver licence premiums. It has no authority to waive fines associated with convictions or the number of demerits assessed for specific convictions.

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**Driver Safety Rating System - SM.1**

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**TRANSITION TO THE NEW DRIVER SAFETY RATING SYSTEM (DSR):**

It is important to introduce the new DSR system in a manner that minimizes financial disruption as much as possible. This is expected to simplify the introduction and allow the program itself to be the focus of attention. It is expected that this would assist Manitobans in understanding the new program and how their future driving behaviour will influence their place on the DSR scale and therefore how much they might be charged vs. how much they may save in future years.

- a. Immediately upon transition, Manitobans will be placed on the scale based on their current merit and discount-level/claims free years status. For example, motorists with 5 merits and 25% discount will be given 10 merits.
- b. Regardless of the number of new merits calculated above, no driver will receive an Autopac vehicle insurance discount smaller than what they currently receive. Without this provision, someone with 25% discount and only one merit would have received a smaller discount.<sup>4</sup>
- c. The very best drivers would receive lower driver premiums than they do today.<sup>5</sup>
- d. Those with demerits will be placed on the new scale at exactly the same number of demerits.
- e. In Year One, the demerit surcharges are proposed to be very similar to the amounts payable today.<sup>6</sup> In Years Two, Three and Four, the surcharges will likely be proposed to increase to reflect how the new single scale is replacing the multiple surcharge scales in place today.
- f. By phasing in the higher demerit surcharge amounts over four years, drivers will have time to adjust their behaviour and improve their position on the scale before being assessed higher penalties. No one will receive a higher surcharge if they receive no new convictions.
- g. MPI will introduce customized renewal notices that show side-by-side comparisons and brokers will be given interactive on-line tools to facilitate

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<sup>4</sup> DSR Application, respecting discount percentages and specific levels of the scale

<sup>5</sup> DSR Application, respecting driver premiums for those at 8, 9 and 10 merits

<sup>6</sup> DSR Application, respecting driver premium surcharges for those with demerits

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Driver Safety Rating System - SM.1**

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discussion during renewal visits. These measures are intended to take full advantage of new opportunities for individualized communication created by the new system and will ensure that Manitoban's understand the financial benefits of accident and conviction free driving.

**IMPROVED DISCOUNTS IMMEDIATELY UPON IMPLEMENTATION OF THE NEW DSR:**

The Corporation believes that introducing lower rates for the best drivers immediately upon DSR implementation will help to gain strong public support for the DSR.

In order to increase the impact of the new program, reward the longest-term safe drivers (who feel they have not been adequately recognized under the old program, and to encourage safe driving behaviour), the Corporation is proposing to provide immediate savings to certain groups of drivers immediately. It is forecast that the Corporation will run at a small deficit in the near term. We feel that this use of rate stabilization reserve is an investment in safe driving and does not affect the financial strength of the Basic Autopac program.

Attached are three graphical descriptions of the proposed program:

**Attach A:** The new scale, showing the current range of discounts and surcharges and the applied for range of discounts and surcharges in the first 16-month period<sup>7</sup> as well as possible changes that may be applied for in the next application periods.

**Attach B:** The numbers and per cent of drivers on each step of the scale at transition, the rules to be used to place drivers onto the new scale, the rules for moving up and down the scale once implemented as well as the proposed movements on the scale for some common driving behaviours and convictions.

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<sup>7</sup> DSR Application

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**Attach C:** Comparative scenarios (current vs. proposed system) showing the impact on hypothetical drivers of various driving behaviours, based on the rate application for the first 16 month period<sup>8</sup> and the possible changes shown on Attachment A.

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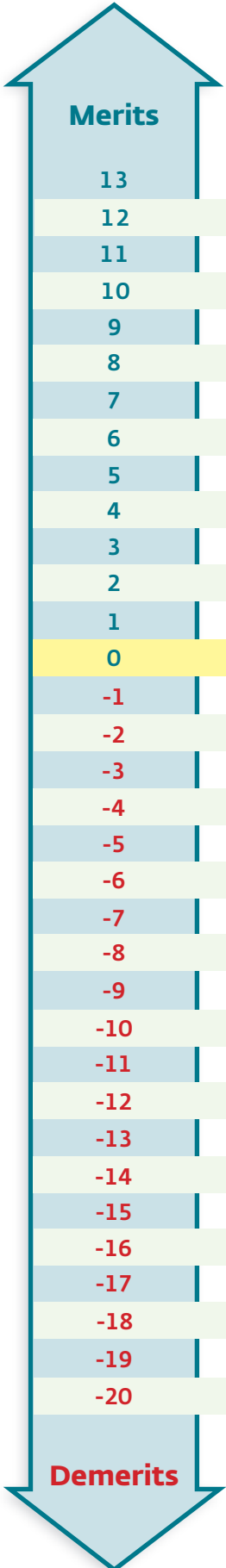
<sup>8</sup> DSR Application

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Attachment A

# Driver Safety Rating Vehicle Discounts and Driver Premiums



### Vehicle Merit Discounts

Driver Safety Rating	Driver Safety Rating			
	Nov-2009*	Mar-2011**	Mar-2012**	Mar-2013**
13				30.0%
12			27.5%	30.0%
11		25.0%	25.0%	25.0%
10	25.0%	25.0%	25.0%	25.0%
9	25.0%	25.0%	25.0%	25.0%
8	25.0%	25.0%	25.0%	25.0%
7	25.0%	25.0%	25.0%	25.0%
6	20.0%	20.0%	20.0%	20.0%
5	15.0%	15.0%	15.0%	15.0%
4	15.0%	15.0%	15.0%	15.0%
3	10.0%	10.0%	10.0%	10.0%
2	10.0%	10.0%	10.0%	10.0%
1	5.0%	5.0%	5.0%	5.0%
0	0.0%	0.0%	0.0%	0.0%
-1	0.0%	0.0%	0.0%	0.0%
-2	0.0%	0.0%	0.0%	0.0%
-3	0.0%	0.0%	0.0%	0.0%
-4	0.0%	0.0%	0.0%	0.0%
-5	0.0%	0.0%	0.0%	0.0%
-6	0.0%	0.0%	0.0%	0.0%
-7	0.0%	0.0%	0.0%	0.0%
-8	0.0%	0.0%	0.0%	0.0%
-9	0.0%	0.0%	0.0%	0.0%
-10	0.0%	0.0%	0.0%	0.0%
-11	0.0%	0.0%	0.0%	0.0%
-12	0.0%	0.0%	0.0%	0.0%
-13	0.0%	0.0%	0.0%	0.0%
-14	0.0%	0.0%	0.0%	0.0%
-15	0.0%	0.0%	0.0%	0.0%
-16	0.0%	0.0%	0.0%	0.0%
-17	0.0%	0.0%	0.0%	0.0%
-18	0.0%	0.0%	0.0%	0.0%
-19	0.0%	0.0%	0.0%	0.0%
-20	0.0%	0.0%	0.0%	0.0%

### Driver Premiums

Current To Nov 2009	Driver Safety Rating			
	Nov-2009*	Mar-2011**	Mar-2012**	Mar-2013**
				\$0 or \$5
			\$0 or \$5	\$0 or \$5
		\$0 or \$5	\$0 or \$5	\$0 or \$5
	\$0 or \$5	\$0 or \$5	\$0 or \$5	\$0 or \$5
	\$0 or \$5	\$0 or \$5	\$0 or \$5	\$0 or \$5
	\$20	\$20	\$20	\$20
	\$25	\$25	\$25	\$25
\$20	\$30	\$30	\$30	\$30
\$25	\$30	\$30	\$30	\$30
\$30	\$35	\$35	\$35	\$35
\$35	\$35	\$35	\$35	\$35
\$40	\$40	\$40	\$40	\$40
\$45	\$45	\$45	\$45	\$45
\$45	\$45	\$45	\$45	\$100
\$45	\$45	\$45	\$75	\$100
\$45	\$45	\$45	\$150	\$200
\$45	\$45	\$100	\$150	\$200
\$45	\$45	\$100	\$200	\$300
\$245	\$245	\$250	\$300	\$300
\$270	\$270	\$300	\$350	\$400
\$295	\$295	\$300	\$350	\$400
\$320	\$320	\$350	\$400	\$500
\$345	\$345	\$400	\$450	\$500
\$395	\$395	\$500	\$600	\$700
\$445	\$445	\$500	\$700	\$900
\$495	\$495	\$600	\$800	\$1,100
\$545	\$545	\$700	\$1,000	\$1,300
\$595	\$595	\$800	\$1,200	\$1,500
\$670	\$670	\$1,000	\$1,300	\$1,700
\$745	\$745	\$1,200	\$1,500	\$1,900
\$820	\$820	\$1,200	\$1,600	\$2,100
\$895	\$895	\$1,300	\$1,800	\$2,300
\$1,044	\$1,044	\$1,500	\$2,000	\$2,500

See Note 1

See Note 3

**Note 1** - Driver licence premium is \$0.00 for drivers with vehicles and \$5.00 for drivers with no vehicles.

**Note 2** - Under the current program, vehicle owners with 1 merit earn 5% discount for each year of at fault accident free driving to a maximum of 25%.

**Note 3** - While it appears that future surcharges are much higher than today, in reality they are very similar because today's separate accident surcharges (not shown here) will be eliminated.

\* For 2009, we've proposed these vehicle merit discounts and driver premiums.

\*\* For 2011 and beyond, we're expecting to apply these vehicle merit discounts and premiums, but they may change.

# Initial placement at transition

Merits	Number of Drivers		Percentage of Drivers	
	Current Nov-2009	Driver Safety Rating Nov-2009	Current Nov-2009	Driver Safety Rating Nov-2009
10	n/a	357,376	n/a	46.49%
9	n/a	50,084	n/a	6.51%
8	n/a	39,255	n/a	5.11%
7	n/a	53,373	n/a	6.94%
6	n/a	27,862	n/a	3.62%
5	389,182	45,402	50.62%	5.91%
4	62,466	33,957	8.13%	4.42%
3	53,927	17,287	7.01%	2.25%
2	61,620	38,005	8.02%	4.94%
1	68,544	52,719	8.92%	6.86%
0	109,239	29,658	14.21%	3.86%
-1	3,211	3,211	0.42%	0.42%
-2	9,031	9,031	1.17%	1.17%
-3	2,067	2,067	0.27%	0.27%
-4	3,559	3,559	0.46%	0.46%
-5	730	730	0.09%	0.09%
-6	1,645	1,645	0.21%	0.21%
-7	546	546	0.07%	0.07%
-8	875	875	0.11%	0.11%
-9	333	333	0.04%	0.04%
-10	554	554	0.07%	0.07%
-11	130	130	0.02%	0.02%
-12	294	294	0.04%	0.04%
-13	101	101	0.01%	0.01%
-14	157	157	0.02%	0.02%
-15	49	49	0.01%	0.01%
-16	119	119	0.02%	0.02%
-17	47	47	0.01%	0.01%
-18	80	80	0.01%	0.01%
-19	31	31	0.00%	0.00%
-20	224	224	0.03%	0.03%
<b>Demerits</b>	<b>768,761</b>	<b>768,761</b>	<b>100%</b>	<b>100%</b>

- To minimize the financial impact, customers will be placed on the scale at a level that provides the same Autopac discount or driver penalty as their position under the current system.
- For customers who currently have 0 to 5 merits, initial placement will be determined by two factors:
  - the number of years of claims-free driving they currently have (1 to 5)
  - the number of merits they currently have.
- For customers who currently have demerits, placement will be based on the number of demerits they have accrued under the current system. A customer with one demerit today will have one DSR

- demerit at transition. A customer with two demerits today will have two DSR demerits, and so on.
- The lowest level anyone can start at will be -20, or 20 DSR demerits.
- During the first transition year, the calculation will be done for all customers with a driving history—even those who don't currently have a driver's licence. Their level on the scale will be recorded for future use, should they ever decide to become a licensed driver.

## Attachment B – page 2

### Movement on scale after implementation

As a customer’s renewal date approaches, MPI’s computer system will search through the database to determine whether the customer has had any at-fault claims or traffic violations.

- Drivers will move UP the scale if they have completed a full year with no at-fault claims or traffic violations.
- Drivers will move DOWN the scale if they have had one or more traffic violations or at-fault claims. The number of levels they move down will depend on the severity.

#### Moving down

Factor	Minor severity conviction	Serious severity conviction	Extreme severity conviction	At-fault claims
Movement	2 steps down	10 steps down	15 steps down	5 steps down
Examples	Speeding < 49 km over limit Traffic control violations	Impaired driving Auto theft Speeding > 50 km over the limit Racing	Impaired driving causing injury Flight from police Leaving scene of accident	50% or more responsible

#### Moving upward

##### Standard upward movement

Customers in the DSR merit zone will move up the scale by one step whenever they complete a full year of driving without any at-fault claims or eligible traffic violations.

##### Accelerated upward movement

As an incentive to improve, drivers on the penalty side of the scale will be able to move up faster if they demonstrate a change in driving behavior. For example, a driver with 20 DSR demerits will move up 7 steps if he/she can go for a full year without any incidents. If the driver continues to drive incident-free, he/she can be back to the 0 level within five years.

##### Moving up when a licence is inactive

When their licences are inactive, customers in the penalty zone will be able to move up, but at a slower pace.

For example, a driver with 20 DSR demerits would move up the scale by 4 steps if he/she decided to not drive for a full year. It would take nine years to move from the -20 level up to 0 level if the driver’s licence were inactive for the full period.

This rule is designed for drivers who have moved so far into the penalty zone that they can’t afford to renew their licences. Without this rule, many of these drivers would face a permanent barrier to obtaining a licence.

Some might be tempted to opt out of the system permanently and break the law by driving without a licence. Instead, they will be able to “sit out” the penalty until their Driver Safety Rating moves to a more affordable level.

The rule will also allow drivers to improve their Driver Safety Ratings when their licences are inactive because of circumstances beyond their control, such as a temporary medical suspension.

At this point on the scale:	A clean year with an ACTIVE licence moves the driver up:	A clean year with an INACTIVE licence moves the driver up:
Anywhere in the Merit Zone	1 step	0 steps
Level 0	1 step	0 steps
Level -1	1 step	0 steps
Level -2	2 steps	1 step
Level -3	3 steps	2 steps
Level -4	3 steps	2 steps
Level -5	3 steps	2 steps
Level -6	3 steps	2 steps
Level -7	3 steps	2 steps
Level -8	4 steps	2 steps
Level -9	4 steps	2 steps
Level -10	4 steps	2 steps
Level -11	4 steps	2 steps
Level -12	5 steps	3 steps
Level -13	5 steps	3 steps
Level -14	5 steps	3 steps
Level -15	5 steps	3 steps
Level -16	6 steps	3 steps
Level -17	6 steps	3 steps
Level -18	6 steps	3 steps
Level -19	7 steps	4 steps
Level -20	7 steps	4 steps

## Comparative scenarios

### EXAMPLE 1

- Driver has 5 merits and a clean record
- Owns vehicle (Base premium \$1,000)
- Clear record for next five years

	Current Program		Driver Safety Rating	
<b>Year 1</b>	<b>5 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20	<b>10 DSR Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 0
<b>Year 2</b>	<b>5 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20	<b>11 DSR Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 0
<b>Year 3</b>	<b>5 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20	<b>12 DSR Merits</b> Vehicle Premium Driver Premium	\$ 725 \$ 0
<b>Year 4</b>	<b>5 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20	<b>13 DSR Merits</b> Vehicle Premium Driver Premium	\$ 700 \$ 0
<b>Year 5</b>	<b>5 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20	<b>14 DSR Merits</b> Vehicle Premium Driver Premium	\$ 700 \$ 0
<b>TOTAL</b>		<b>\$ 3,850</b>		<b>\$3,625</b>

### EXAMPLE 2

- Driver has 5 merits and a clean record
- Owns vehicle (Base premium \$1,000)
- Has one minor conviction in first year after transition

	Current Program		Driver Safety Rating	
<b>Year 1</b>	<b>5 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20	<b>10 DSR Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 0
<b>Year 2</b>	<b>4 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 25	<b>8 DSR Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 0
<b>Year 3</b>	<b>4 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 25	<b>9 DSR Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 0
<b>TOTAL</b>		<b>\$ 2,320</b>		<b>\$2,250</b>

**EXAMPLE 3**

- Driver has 5 merits and a clean record
- Owns vehicle (Base premium \$1,000)
- Has one at-fault claim in first year after transition

	Current Program		Driver Safety Rating	
<b>Year 2</b>	<b>4 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 245	<b>5 DSR Merits</b> Vehicle Premium Driver Premium	\$ 850 \$ 30
<b>Year 3</b>	<b>4 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 25	<b>6 DSR Merits</b> Vehicle Premium Driver Premium	\$ 800 \$ 25
<b>Year 4</b>	<b>5 Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20	<b>7 DSR Merits</b> Vehicle Premium Driver Premium	\$ 750 \$ 20
<b>TOTAL</b>		<b>\$ 2,540</b>		<b>\$2,475</b>

**EXAMPLE 4**

- New driver with clean record in first 3 years
- Does not own vehicle

	Current Program		Driver Safety Rating	
<b>Year 1</b>	<b>0 Merits</b> Driver Premium	\$ 45	<b>0 DSR Merits</b> Driver Premium	\$ 45
<b>Year 2</b>	<b>0 Merits</b> Driver Premium	\$ 45	<b>1 DSR Merit</b> Driver Premium	\$ 40
<b>Year 3</b>	<b>1 Merit</b> Driver Premium	\$ 40	<b>2 DSR Merits</b> Driver Premium	\$ 35
<b>TOTAL</b>		<b>\$ 130</b>		<b>\$ 120</b>

**EXAMPLE 5**

- New driver
- Does not own vehicle
- At-fault claim in first year

	Current Program		Driver Safety Rating	
<b>Year 2</b>	<b>2 Merits</b> Driver Premium	\$ 245	<b>5 DSR Demerits</b> Driver Premium	\$ 100
<b>Year 3</b>	<b>0 Merits</b> Driver Premium	\$ 45	<b>2 DSR Demerits</b> Driver Premium	\$ 75
<b>Year 4</b>	<b>0 Merits</b> Driver Premium	\$ 45	<b>0 DSR Merits/Demerits</b> Driver Premium	\$ 45
<b>TOTAL</b>		<b>\$ 335</b>		<b>\$ 220</b>

**EXAMPLE 6**

- Driver has 1 merit and one accident in the year before transition
- Does not own vehicle
- At-fault claim in first and second year

	Current Program		Driver Safety Rating	
<b>Year 1</b>	<b>1 Merit</b> Driver Premium Accident Surcharge	\$ 45 \$ 200	<b>1 DSR Merit</b> Driver Premium Accident Surcharge	\$ 40 \$ 200
<b>Year 2</b>	<b>0 Merits</b> Driver Premium Accident Surcharge	\$ 45 \$ 400	<b>4 DSR Demerits</b> Driver Premium	\$ 100
<b>Year 3</b>	<b>2 Demerits</b> Driver Premium Accident Surcharge	\$ 45 \$ 800	<b>9 DSR Demerits</b> Driver Premium	\$ 400
<b>Year 4</b>	<b>0 Demerits</b> Driver Premium Accident Surcharge	\$ 45 \$ 0	<b>5 DSR Demerits</b> Driver Premium	\$ 300
<b>Year 5</b>	<b>0 Demerits</b> Driver Premium Accident Surcharge	\$ 45 \$ 0	<b>2 DSR Demerits</b> Driver Premium	\$ 100
<b>TOTAL</b>		<b>\$ 1,625</b>		<b>\$1,140</b>

**EXAMPLE 7**

- Driver has 4 demerits and one claim in the year before transition
- Does not own vehicle
- At-fault claim and minor conviction in first year, DUI in 3rd year

	Current Program		Driver Safety Rating	
<b>Year 1</b>	<b>4 Demerit</b> Driver Premium Accident Surcharge	\$ 45 \$ 200	<b>4 DSR Demerits</b> Driver Premium Accident Surcharge	\$ 45 \$ 200
<b>Year 2</b>	<b>8 Demerits</b> Driver Premium Accident Surcharge	\$ 295 \$ 400	<b>11 DSR Demerits</b> Driver Premium	\$ 500
<b>Year 3</b>	<b>4 Demerits</b> Driver Premium	\$ 45	<b>7 DSR Demerits</b> Driver Premium	\$ 350
<b>Year 4</b>	<b>14 Demerits</b> Driver Premium	\$ 545	<b>17 DSR Demerits</b> Driver Premium	\$1,900
<b>TOTAL</b>		<b>\$ 1,530</b>		<b>\$2,995</b>

## **MANITOBA PUBLIC INSURANCE**

### **SM.2 Streamlined Renewals & One Piece Drivers Licence**

#### **SM.2.1 Streamlined Renewals**

Just over two years ago, Manitoba Public Insurance enhanced customer service for motorists by aligning annual driver's licence renewal dates with Autopac renewal dates. At the same time, MPI also effectively more than doubled the number of service outlets for its customers by allowing driver's licence renewals and driver's licence issuance related transactions to be processed through Autopac brokers province-wide. This customer service delivery strategy was made possible by the amalgamation of DVL and MPI. This amalgamation also enables MPI to take the next step in enhancing customer service, namely, by moving to a synchronized renewal schedule based on a five year cycle, rather than the current annual one.

Known as the Streamlined Renewal Process (SRP), customers will continue to make registration fee and premium payments according to their selected regular payment plan schedule, with rates being adjusted annually. However, customers will only be required to present themselves at a Broker's office once every five years, and in the interim years, will receive a "re-assessment notice" which can be paid at a broker's office or via other customer-friendly means. For most customers, this will mean continuing to make monthly payments over a five year period with annual premium adjustments.

SRP will be realized by aligning the document expiry dates for vehicle registration cards, insurance certificates, plate validation stickers, and driver's licences, and transitioning to a five year renewal period. The transitioning of customers will commence in the fall of 2009 and will be complete in 2013.

The processing of renewals has become a low value transaction for most customers, who re-insure the same vehicle every year. MPI's research has shown over 86% of these renewals are "clean"; that is to say, there is no change in coverage on these vehicles; customers are simply paying the invoice as billed. By moving to a system

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of five-year documents and annual rate adjustments, MPI will be responding to a growing customer desire for a more convenient and automated payment processes. In general, the new service delivery model foresees in-person visits to be exception-based, or event driven (for example, name changes) versus being prescribed annually.

As the implementation of SRP will translate into significantly fewer customer visits to brokers, and by extension, less work for brokers in terms of processing certain types of client transactions, MPI believed it to be necessary to demonstrate a reduction in the overall compensation paid to brokers for renewal transactions. It was recognized, however, that a corresponding decrease in broker compensation (up to 80%) would be untenable; possibly jeopardizing the crucial partnership between MPI and its network of independently owned and operated Autopac agents.

This partnership has provided significant benefit and value for Manitobans for many years. It has enabled MPI to fulfil its mandate in the service of Manitobans - granted through legislation and regulation - and to accomplish its corporate mission.

To confirm its commitment to brokers and acknowledge their role as the primary delivery network for MPI products and services to Manitobans, MPI sought to involve the agent network, through its umbrella organization, the Insurance Brokers Association of Manitoba (IBAM) in jointly arriving at a new compensation model. The goal of both parties was to ensure brokers would remain financially and operationally healthy for the foreseeable future, given the implementation of the new service delivery model.

The cooperative approach to address the broker compensation model was a groundbreaking step forward in the relationship between Manitoba Public Insurance and its broker distribution network. The new process saw IBAM receive a firm mandate from its members to negotiate with MPI on their behalf. Brokers were offered direct involvement, which created substantial and genuine buy-in into the process, and enhanced the mutual commitment to work together.



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As a result, the agreement reached is about more than just financial remuneration – it is about strengthening the link between MPI and its broker network to ensure ongoing service for Manitobans.

As a result of a number of months of negotiations supported by extensive business analysis and data modelling, agreement was reached on a proposed new compensation structure that will be phased-in over time to ensure ongoing and uninterrupted success of the broker network and guarantee that customer service and accessibility for Manitobans will not be compromised.

Autopac agent commissions are scheduled in a Regulation under the MPIC Act.

**SM.2.2 One-Piece Driver Licences**

Manitoba, along with Saskatchewan, currently issue two-part driver's licences because these driver's licences also carry and indicate basic insurance coverage. Consistent with sound insurance principles, this basic insurance requires annual risk rating and premium setting.

Prior to the introduction of photo licences, Manitoba had a one-part licence and only adopted the two-part approach to avoid the cost of producing the more expensive photo cards each year.

Manitoba will transition to a one-piece driver licence document that encompasses all information currently held on the two part licence. Further, while the physical licence will be issued for a five-year period, Manitobans will continue to make driver licence fee and premium payments annually, being rated based on their driving record in the preceding year.

This approach will achieve the desired one-piece driver's licence, and will improve customer service by eliminating the need for driver's licence holders to visit an Autopac broker or MPI Customer Service Centre every year.

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MPI intends to transition customers to the 1-piece driver licence as part of the driver licence renewal process cycle starting in the fall of 2009 and ending in summer 2010. Customers will be transitioned to the new one-piece driver licence irrespective of their current driver licence photo expiry date. Concurrently, they will be transitioned to their respective new streamlined renewal cycle.

For the convenience of customers, this integrated implementation strategy is designed to minimize as much as possible, the number of business changes and impacts customers will experience in being successfully transitioned.

## MANITOBA PUBLIC INSURANCE

### **SM.3 Transition and Specifics of the Application**

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The Corporation is proposing initial driver premium rates and vehicle discount levels that will introduce the new program with as little financial disruption as possible. This will simplify its introduction to our customers, thereby allowing the program itself to be the focus of attention. This will assist Manitobans in understanding the new program and how their future driving behavior will influence their place on the DSR scale and therefore how much they might be charged vs. how much they may save in future years.

A driver's "initial placement" on the DSR scale will be based on the merit / demerit count and claims-free years that they would have accumulated by their anniversary date under the old bonus/malus system. Our research, shown in SM. 5, outlines the validity of using existing merit/demerit points and claims-free years.

The first priority was to maintain each driver's current vehicle premium discount level. As a result, no driver will receive a decrease in their vehicle premium discount when they are transitioned to Driver Safety Rating.

The Corporation's second priority was to minimize increases to any driver's existing driver premium amount. At a minimum, every driver will be placed on the scale at a level equal to the number of merits that they would have been entitled to under the old bonus/malus system. In some cases, this could result in a \$5 to \$10 increase in driver premiums. However, about 2/3 of the customers receiving driver premium increases will also receive a larger vehicle premium discount than they are currently entitled to. For example, a driver with five merits and zero claims free years is placed on the scale at DSR 5. Under the old system this driver would pay \$20 in driver's premium and be entitled to a 0% vehicle premium discount. Under DSR, this customer will pay \$30 in driver's premium and be entitled to a 15% discount.

The third priority was to provide immediate rewards to the longest-term safe drivers, who feel they have not been adequately recognized under the old program. By

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providing new incentives to the safest drivers, safe driving behaviour will be further encouraged. This special reward will be provided for drivers with initial placements of 8 merits or higher. The proposed driver premiums for these customers are \$0 if they insure a vehicle and \$5 if they do not insure a vehicle, down from \$20 that these drivers pay today. This represents the minimal added risk presented by these drivers to the pool. This is further discussed in SM. 5.

Finally, the Corporation adjusted the initial placement rules to account for any other possible inequities created by the transition to the new system. For example, a driver with zero merits and five claims free years would receive a vehicle premium discount of 0% under the old bonus/malus system (because they have 0 merits). However, this customer may only be days away from earning their first merit, and as a result, be entitled to a 25% discount (5 years claims free). For this reason, the initial placement rules ensure that all customers are placed at a level greater than or equal to their number of claims free years (as long as they do not currently have demerits).

The rules for transitioning drivers from the old bonus/malus system to the new DSR system are provided below. The table also provides a comparison of the driver premiums and vehicle premium discounts under the new and old systems. Some drivers will receive a small increase in driver premiums in the transition year (shaded in gray).

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Merits / Demerits	Claims-Free Years	DSR Level	Old Driver Premium	DSR Driver Premium	Old Vehicle Premium Discount	DSR Vehicle Premium Discount	Percentage of Drivers
5	5	10	\$20	\$0 or \$5	25%	25%	46.487%
5	4	6	\$20	\$25	20%	20%	1.084%
5	3	5	\$20	\$30	15%	15%	0.663%
5	2	5	\$20	\$30	10%	15%	0.705%
5	1	5	\$20	\$30	5%	15%	0.675%
5	0	5	\$20	\$30	0%	15%	0.973%
4	5	9	\$25	\$0 or \$5	25%	25%	6.515%
4	4	6	\$25	\$25	20%	20%	0.296%
4	3	4	\$25	\$30	15%	15%	0.244%
4	2	4	\$25	\$30	10%	15%	0.272%
4	1	4	\$25	\$30	5%	15%	0.347%
4	0	4	\$25	\$30	0%	15%	0.444%
3	5	8	\$30	\$0 or \$5	25%	25%	5.106%
3	4	6	\$30	\$25	20%	20%	0.419%
3	3	4	\$30	\$30	15%	15%	0.320%
3	2	3	\$30	\$35	10%	10%	0.321%
3	1	3	\$30	\$35	5%	10%	0.363%
3	0	3	\$30	\$35	0%	10%	0.484%
2	5	7	\$35	\$20	25%	25%	4.457%
2	4	6	\$35	\$25	20%	20%	0.963%
2	3	4	\$35	\$30	15%	15%	0.702%
2	2	2	\$35	\$35	10%	10%	0.622%
2	1	2	\$35	\$35	5%	10%	0.550%
2	0	2	\$35	\$35	0%	10%	0.721%
1	5	7	\$40	\$20	25%	25%	2.449%
1	4	6	\$40	\$25	20%	20%	0.855%
1	3	4	\$40	\$30	15%	15%	1.239%
1	2	2	\$40	\$35	10%	10%	0.824%
1	1	1	\$40	\$40	5%	5%	0.763%
1	0	1	\$40	\$40	0%	5%	2.781%
0	5	5	\$45	\$30	0%	15%	2.889%
0	4	4	\$45	\$30	0%	15%	0.840%
0	3	3	\$45	\$35	0%	10%	1.080%
0	2	2	\$45	\$35	0%	10%	2.221%
0	1	1	\$45	\$40	0%	5%	3.308%
0	0	0	\$45	\$45	0%	0%	3.858%
-1	n/a	-1	\$45	\$45	0%	0%	0.420%
-2	n/a	-2	\$45	\$45	0%	0%	1.221%

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Merits / Demerits	Claims- Free Years	DSR Level	Old Driver Premium	DSR Driver Premium	Old Vehicle Premium Discount	DSR Vehicle Premium Discount	Percentage of Drivers
-3	n/a	-3	\$45	\$45	0%	0%	0.271%
-4	n/a	-4	\$45	\$45	0%	0%	0.476%
-5	n/a	-5	\$45	\$45	0%	0%	0.095%
-6	n/a	-6	\$245	\$245	0%	0%	0.214%
-7	n/a	-7	\$270	\$270	0%	0%	0.071%
-8	n/a	-8	\$295	\$295	0%	0%	0.114%
-9	n/a	-9	\$320	\$320	0%	0%	0.043%
-10	n/a	-10	\$345	\$345	0%	0%	0.072%
-11	n/a	-11	\$395	\$395	0%	0%	0.017%
-12	n/a	-12	\$445	\$445	0%	0%	0.038%
-13	n/a	-13	\$495	\$495	0%	0%	0.013%
-14	n/a	-14	\$545	\$545	0%	0%	0.020%
-15	n/a	-15	\$595	\$595	0%	0%	0.006%
-16	n/a	-16	\$670	\$670	0%	0%	0.015%
-17	n/a	-17	\$745	\$745	0%	0%	0.006%
-18	n/a	-18	\$820	\$820	0%	0%	0.010%
-19	n/a	-19	\$895	\$895	0%	0%	0.004%
-20	n/a	-20	\$970	\$1,044	0%	0%	0.005%
-21 or more	n/a	-20	\$1,044	\$1,044	0%	0%	0.024%

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Transition and Specifics of Application - SM.3**

A summary of the above table by DSR level is provided below.

<b>DSR Level</b>	<b>Driver Premium</b>	<b>Vehicle Premium Discount</b>	<b>Number of Drivers</b>	<b>Percentage of Drivers</b>
10	\$0 or \$5	25%	357,376	46.487%
9	\$0 or \$5	25%	50,084	6.515%
8	\$0 or \$5	25%	39,255	5.106%
7	\$20	25%	53,373	6.943%
6	\$25	20%	27,862	3.624%
5	\$30	15%	45,402	5.906%
4	\$30	15%	33,957	4.417%
3	\$35	10%	17,287	2.249%
2	\$35	10%	38,005	4.944%
1	\$40	5%	52,719	6.858%
0	\$45	0%	29,658	3.858%
-1	\$45	0%	3,211	0.418%
-2	\$45	0%	9,031	1.175%
-3	\$45	0%	2,067	0.269%
-4	\$45	0%	3,559	0.463%
-5	\$45	0%	730	0.095%
-6	\$245	0%	1,645	0.214%
-7	\$270	0%	546	0.071%
-8	\$295	0%	875	0.114%
-9	\$320	0%	333	0.043%
-10	\$345	0%	554	0.072%
-11	\$395	0%	130	0.017%
-12	\$445	0%	294	0.038%
-13	\$495	0%	101	0.013%
-14	\$545	0%	157	0.020%
-15	\$595	0%	49	0.006%
-16	\$670	0%	119	0.015%
-17	\$745	0%	47	0.006%
-18	\$820	0%	80	0.010%
-19	\$895	0%	31	0.004%
-20	\$1,044	0%	224	0.029%
Total		21.7%	768,761	100.000%

## MANITOBA PUBLIC INSURANCE

### SM.4 Revenue Adjustments

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The initial placement rules were input into the Corporation's rate model to calculate the impact on driver and vehicle premiums. The model uses the 2009 approved driver and vehicle premiums. The percentage changes in revenue are expected to be a fair representation of the expected impact in the first DSR policy year (starting in November 2009).

The rate model results indicate an overall Basic revenue decrease of 2.6% (or \$18.2 million) from the transition to DSR. Driver premiums decrease by 31.3% (or \$11.3 million) and vehicle premiums decrease by 1.0% (or \$6.8 million). Alternatively, merit eligible vehicle premiums decrease by 1.3% (or \$6.8 million). Exhibit 1a provides a summary of these results.

The dollar changes (per driver) from total premiums (i.e. combined driver and vehicle premiums) are presented in Exhibit 1b. After all adjustments, 85.9% of drivers will receive lower premiums. 31.8% of those decreasing receive a premium decrease of up to \$20. An additional 60.4% of those decreasing receive premium decreases ranging from \$20 to \$50. 7.7% of those decreasing receive a premium decrease of greater than \$50.

In total, 4.1% of drivers experience an increase in their total premiums. 99.9% of those increasing receive a premium increase of \$10 or less. The remaining drivers, which were all transitioned to 20 demerits under DSR, receive a rate increase of \$74.

The dollar changes from driver premiums only are also presented in Exhibit 1b. 82.3% of drivers will receive a decrease in driver premiums, with a maximum decrease of \$30. 5.8% of drivers will receive an increase in driver premiums, with most of these increases being \$10 or less (the one exception being drivers with 20 demerits). 11.9% of drivers will see no change in driver premium.



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The dollar changes on a vehicle basis are presented in Exhibit 1c. 10.3% of vehicles will receive a decrease in vehicle premiums, with a maximum decrease of less than \$500. There are no vehicles receiving an increase in premiums. On a percentage basis, 4.7% of vehicles receive a 5% premium decrease, 2.7% of vehicles receive a 10% premium decrease, and 2.9% of vehicles receive a 15% premium decrease.



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**Exhibit 1a**  
**Rate Model Results of DSR Initial Placement**  
**Overall Results by DSR Level**

DSR	Drivers	Merit Eligible Vehicles	Current Merit Eligible Vehicle Premium (\$000)	Proposed Merit Eligible Vehicle Premium (\$000)	Dollar Difference	Percent Difference
10	357,376	373,540	\$291,322	\$291,322	\$0	0.0%
9	50,084	52,032	\$42,827	\$42,827	\$0	0.0%
8	39,255	36,736	\$30,785	\$30,785	\$0	0.0%
7	53,373	43,063	\$36,534	\$36,534	\$0	0.0%
6	27,862	19,588	\$17,448	\$17,448	\$0	0.0%
5	45,402	23,406	\$24,392	\$21,559	-\$2,833	-11.6%
4	33,957	17,794	\$18,070	\$17,106	-\$964	-5.3%
3	17,287	8,225	\$8,987	\$8,308	-\$679	-7.6%
2	38,005	16,528	\$18,068	\$16,987	-\$1,081	-6.0%
1	52,719	24,664	\$27,866	\$26,585	-\$1,281	-4.6%
0	29,658	7,403	\$8,526	\$8,526	\$0	0.0%
-1	3,211	1,755	\$1,945	\$1,945	\$0	0.0%
-2	9,031	4,727	\$5,425	\$5,425	\$0	0.0%
-3	2,067	1,195	\$1,306	\$1,306	\$0	0.0%
-4	3,559	1,900	\$2,115	\$2,115	\$0	0.0%
-5	730	436	\$479	\$479	\$0	0.0%
-6	1,645	872	\$966	\$966	\$0	0.0%
-7	546	321	\$344	\$344	\$0	0.0%
-8	875	488	\$538	\$538	\$0	0.0%
-9	333	192	\$211	\$211	\$0	0.0%
-10	554	279	\$295	\$295	\$0	0.0%
-11	130	85	\$89	\$89	\$0	0.0%
-12	294	149	\$159	\$159	\$0	0.0%
-13	101	59	\$65	\$65	\$0	0.0%
-14	157	74	\$76	\$76	\$0	0.0%
-15	49	23	\$24	\$24	\$0	0.0%
-16	119	62	\$67	\$67	\$0	0.0%
-17	47	17	\$20	\$20	\$0	0.0%
-18	80	27	\$28	\$28	\$0	0.0%
-19	31	18	\$20	\$20	\$0	0.0%
-20	224	82	\$93	\$93	\$0	0.0%
<b>Total*</b>	<b>768,761</b>	<b>635,740</b>	<b>\$539,090</b>	<b>\$532,252</b>	<b>-\$6,838</b>	<b>-1.3%</b>
All Vehicles and Customers	912,757	691,750	\$653,742	\$646,904	-\$6,838	-1.0%

\*Includes individual customers with active driver's licence only.

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**Exhibit 1a**  
**Rate Model Results of DSR Initial Placement**  
**Overall Results by DSR Level (cont'd)**

DSR	Current D/L Premium	Proposed D/L Premium	Dollar Difference	Percent Difference	Current Total Premium	Proposed Total Premium	Dollar Difference	Percent Difference
10	8,908	1,900	-\$7,008	-78.7%	300,229	293,222	-\$7,008	-2.3%
9	2,173	909	-\$1,264	-58.2%	45,000	43,736	-\$1,264	-2.8%
8	1,628	475	-\$1,153	-70.8%	32,413	31,260	-\$1,153	-3.6%
7	2,457	1,538	-\$919	-37.4%	38,991	38,073	-\$919	-2.4%
6	900	736	-\$164	-18.2%	18,348	18,184	-\$164	-0.9%
5	2,332	2,159	-\$173	-7.4%	26,724	23,718	-\$3,006	-11.2%
4	1,829	1,623	-\$205	-11.2%	19,898	18,729	-\$1,169	-5.9%
3	1,213	1,154	-\$59	-4.9%	10,200	9,462	-\$738	-7.2%
2	2,372	2,146	-\$226	-9.5%	20,440	19,133	-\$1,307	-6.4%
1	4,530	4,372	-\$159	-3.5%	32,397	30,957	-\$1,440	-4.4%
0	3,290	3,290	\$0	0.0%	11,816	11,816	\$0	0.0%
-1	305	305	\$0	0.0%	2,249	2,249	\$0	0.0%
-2	1,021	1,021	\$0	0.0%	6,446	6,446	\$0	0.0%
-3	210	210	\$0	0.0%	1,517	1,517	\$0	0.0%
-4	453	453	\$0	0.0%	2,567	2,567	\$0	0.0%
-5	92	92	\$0	0.0%	571	571	\$0	0.0%
-6	536	536	\$0	0.0%	1,502	1,502	\$0	0.0%
-7	199	199	\$0	0.0%	543	543	\$0	0.0%
-8	361	361	\$0	0.0%	899	899	\$0	0.0%
-9	132	132	\$0	0.0%	343	343	\$0	0.0%
-10	246	246	\$0	0.0%	541	541	\$0	0.0%
-11	68	68	\$0	0.0%	157	157	\$0	0.0%
-12	163	163	\$0	0.0%	322	322	\$0	0.0%
-13	66	66	\$0	0.0%	131	131	\$0	0.0%
-14	110	110	\$0	0.0%	186	186	\$0	0.0%
-15	36	36	\$0	0.0%	60	60	\$0	0.0%
-16	95	95	\$0	0.0%	162	162	\$0	0.0%
-17	40	40	\$0	0.0%	60	60	\$0	0.0%
-18	76	76	\$0	0.0%	104	104	\$0	0.0%
-19	32	32	\$0	0.0%	52	52	\$0	0.0%
-20	271	274	\$3	1.1%	364	367	\$3	0.8%
Total*	\$36,143	\$24,817	-\$11,327	-31.3%	575,233	557,069	-\$18,164	-3.2%
All Vehicles and Customers	\$36,143	\$24,817	-\$11,327	-31.3%	689,885	671,720	-\$18,164	-2.6%

\*Includes individual customers with active driver's licence only.

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**Exhibit 1b**  
**Rate Model Results of DSR Initial Placement**  
**Dollar Distribution of Premium Impacts per Driver**

Dollar Change	Driver Premiums			Total Premiums	
	Number of Drivers	Percent of Drivers		Number of Drivers	Percent of Drivers
(\$50 to \$99)	39	0.005%		39	0.005%
(\$40 to \$49)	0	0.000%		0	0.000%
(\$30 to \$39)	0	0.000%		0	0.000%
(\$20 to \$29)	0	0.000%		0	0.000%
(\$10 to \$19)	20,330	2.645%		13,259	1.725%
(\$1 to \$9)	24,181	3.145%		18,318	2.383%
(No Change)	91,231	11.867%		77,127	10.033%
(-\$1 to -\$9)	46,066	5.992%		36,953	4.807%
(-\$10 to -\$19)	194,865	25.348%		173,122	22.520%
(-\$20 to -\$29)	350,186	45.552%		351,459	45.718%
(-\$30 to -\$39)	41,863	5.446%		28,508	3.708%
(-\$40 to -\$49)	0	0.000%		18,918	2.461%
(-\$50 to -\$99)	0	0.000%		22,142	2.880%
(-\$100 to -\$149)	0	0.000%		11,899	1.548%
(-\$150 to -\$199)	0	0.000%		8,407	1.094%
(-\$200 to -\$249)	0	0.000%		5,105	0.664%
(-\$250 to -\$299)	0	0.000%		1,765	0.230%
(-\$300 to -\$349)	0	0.000%		637	0.083%
(-\$350 to -\$399)	0	0.000%		419	0.055%
(-\$400 to -\$449)	0	0.000%		323	0.042%
(-\$450 to -\$499)	0	0.000%		146	0.019%
(-\$500 to -\$999)	0	0.000%		205	0.027%
(-\$1000 to -\$1999)	0	0.000%		9	0.001%
(-\$2000 to -\$2999)	0	0.000%		1	0.000%
Total	768,761	100.0%		768,761	100.000%

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**Exhibit 1c**  
**Rate Model Results of DSR Initial Placement**  
**Dollar and Percentage Distribution of Premium Impacts per Vehicle**

Dollar Change	Vehicle Premiums	
	Number of Vehicles	Percent of Vehicles
(\$50 to \$99)	0	0.000%
(\$40 to \$49)	0	0.000%
(\$30 to \$39)	0	0.000%
(\$20 to \$29)	0	0.000%
(\$10 to \$19)	0	0.000%
(\$1 to \$9)	0	0.000%
(No Change)	584,820	89.664%
(-\$1 to -\$9)	51	0.008%
(-\$10 to -\$19)	543	0.083%
(-\$20 to -\$29)	2,478	0.380%
(-\$30 to -\$39)	3,109	0.477%
(-\$40 to -\$49)	5,092	0.781%
(-\$50 to -\$99)	27,992	4.292%
(-\$100 to -\$149)	13,687	2.098%
(-\$150 to -\$199)	9,006	1.381%
(-\$200 to -\$249)	4,967	0.762%
(-\$250 to -\$299)	397	0.061%
(-\$300 to -\$349)	68	0.010%
(-\$350 to -\$399)	13	0.002%
(-\$400 to -\$449)	8	0.001%
(-\$450 to -\$499)	7	0.001%
(-\$500 to -\$999)	0	0.000%
(-\$1000 to -\$1999)	0	0.000%
(-\$2000 to -\$2999)	0	0.000%
<b>Total</b>	<b>652,238</b>	<b>100.000%</b>

Percentage Change	Vehicle Premiums	
	Number of Vehicles	Percent of Vehicles
0%	584,820	89.664%
5%	30,602	4.692%
10%	17,864	2.739%
15%	18,952	2.906%
<b>Total</b>	<b>652,238</b>	<b>100.000%</b>

# MANITOBA PUBLIC INSURANCE

## SM.5 Driver Safety Rating Technical Document

### SM.5.1 Research on Driver Risk

The Corporation conducted research on the predictive variables of driver risk. The following sections summarize the research findings for each of the relevant risk variables that were tested.

#### SM.5.1.1 Claims Free Years

The variable *claims free years* can be more specifically described as the number of consecutive years in which a driver had an active licence and did not report an at-fault claim. This variable was selected based on the hypothesis that drivers with more claims free years would present a lower risk than drivers with less claims free years.

The table below groups active drivers based on the number of complete claims free years that they have accumulated as of February 29, 2004. The number of drivers in each group is compared to the number of at-fault claims these drivers had in the next 12 months.

Claims Free Years as of Feb 29, 2004	Number of Drivers as of Feb 29, 2004	Number of At-Fault Claims in 2004/05	2004/05 At-Fault Claim Frequency	% Change in Frequency	Cumulative % Change
0	58,143	6,043	0.104		
1	49,108	4,765	0.097	-6.6%	-6.6%
2	40,891	3,706	0.091	-6.6%	-12.8%
3	35,339	3,052	0.086	-4.7%	-16.9%
4	28,846	2,152	0.075	-13.6%	-28.2%
5	26,890	1,771	0.066	-11.7%	-36.6%
6	24,538	1,517	0.062	-6.1%	-40.5%
7	25,139	1,473	0.059	-5.2%	-43.6%
8	22,536	1,307	0.058	-1.0%	-44.2%
9	15,507	851	0.055	-5.4%	-47.2%
10 or more	356,029	12,792	0.036	-34.5%	-65.4%
Total	682,966	39,429	0.058		

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The results indicate that the *claims free years* variable is an excellent predictor of driver risk, since there is a consistent reduction in driver risk (at-fault claim frequency) as the number of claims free years increases. Between 0 and 9 claims free years, the average risk reduction is approximately 7% for each additional claims free year. While drivers with 10 or more claims free years are a significantly lower risk than all other drivers (minimum risk reduction of 34.5%).

These results also indicate that the Corporation's current maximum claims free discount (25% for five or more claims free years) does not recognize the significant differences in risk between drivers with exactly five claims free years compared to drivers with more than five claims free years. For example, the at-fault claim frequency for drivers with ten or more claims free years is 45% lower than drivers with five claims free years.

**SM.5.1.2 Claims and Conviction Free Years**

The next rating variable tested was the number of (at-fault) claim *and* conviction free years accumulated by a driver. This variable was tested to determine if:

- conviction free years are relevant to driver risk
- at-fault claim and conviction movement should be included on the same scale

The results of this analysis are shown in the table below. Note: The type of conviction (e.g. speeding, seat belts, etc.) was not considered in this analysis.

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<b>Claim/Conviction Free Years as of Feb 29, 2004</b>	<b>Number of Drivers as of Feb 29, 2004</b>	<b>Number of At-Fault Claims in 2004/05</b>	<b>2004/05 At-Fault Claim Frequency</b>	<b>% Change in Frequency</b>	<b>Cumulative % Change</b>
0	92,841	9,541	0.103		
1	74,302	6,551	0.088	-14.2%	-14.2%
2	56,505	4,363	0.077	-12.4%	-24.9%
3	48,392	3,366	0.070	-9.9%	-32.3%
4	37,261	2,152	0.058	-17.0%	-43.8%
5	31,534	1,654	0.052	-9.2%	-49.0%
6	30,317	1,554	0.051	-2.3%	-50.1%
7	26,487	1,250	0.047	-7.9%	-54.1%
8	24,576	1,129	0.046	-2.7%	-55.3%
9	15,344	676	0.044	-4.1%	-57.1%
10 or more	245,407	7,193	0.029	-33.5%	-71.5%
Total	682,966	39,429	0.058		

The results indicate that drivers with claim and conviction free years have better at-fault claims experience than drivers with simply claims free years (see SM.5.1.1). For example, drivers with ten or more claim and conviction free years had an at-fault claim frequency of .029, while drivers with ten or more claims free years (and any number of convictions) had a at-fault claim frequency of .036 (a 19% reduction). This reduction in risk is consistent for claim/conviction free years of two or greater and the average reduction in frequency is about 20%.

The additional requirement of conviction free driving experience also results in a significantly lower number of drivers accumulating “clean” years. For example, there are about 30% less drivers in the ten years or more categories (245,407 vs. 356,029); while there are about 50% more drivers in the one year category (74,302 vs. 49,108).

Drivers with 10 or more clean driving years continue to have significantly better experience than all other drivers (minimum reduction in risk of 33.5%). For 0 to 9 clean years, the average reduction in risk is approximately 9% per year. Alternatively, the at-fault claim frequency declines by approximately .007 for each additional clean year.



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The above results provide an early indication that both at-fault claims and convictions are important for determining driver risk and that it is possible to include these factors on one scale.

### **SM.5.1.3 At-Fault Claims and Minor Convictions**

The Corporation analyzed the experience of drivers with recent at-fault claims and minor convictions to determine if this information could be used to predict the likelihood of future at-fault claims. The results of this analysis were used to determine:

- the importance of at-fault claims and convictions for predicting risk
- the magnitude of the penalty (or reassessment of driver risk) that should be applied for at-fault claims and minor convictions

The analysis can be most easily explained in the form of a question:

Question #1: Given that a driver had X at-fault claims and Y minor convictions in the previous year, what is their expected at-fault claim frequency in the next year?

The table below shows the at-fault claims experience of drivers after they had 0, 1, or 2 at-fault claims or conviction in the previous year. The results were collected based on experience in the 2002 to 2004 insurance years.

<b>At-Fault Claims Previous Yr (X1)</b>	<b>Minor Convictions Previous Yr (X2)</b>	<b>Actual At-Fault Claim Frequency Current Yr (Y)</b>	<b># Drivers 2002-2004</b>
0	0	0.0570	1,732,910
0	1	0.1115	102,116
0	2	0.1644	16,689
1	0	0.1012	90,800
1	1	0.1484	14,524
1	2	0.2191	3,524
2	0	0.1827	4,576
2	1	0.2327	1,418
2	2	0.2529	597
Total		0.0642	1,967,154

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The above results indicate that the number of at-fault claims and minor convictions in the last 12 months are both excellent predictors of driver risk. The “predictive equation” based on the above table is:

$$Y = .0582 + .0559*X1 + .0493*X2$$

Where:

Y = At-fault claim frequency in the current year

X1 = At-fault claims in the previous year

X2 = Minor convictions in the previous year

The table below compares the actual results to that predicted by the above equation. The predictive equation provides a very good fit to the actual data (R2 = .986).

<b>At-Fault Claims Previous Yr (X1)</b>	<b>Minor Convictions Previous Yr (X2)</b>	<b>Actual At-Fault Claim Frequency Current Yr (Y)</b>	<b>Predicted At-Fault Claim Frequency Current Yr (Y)</b>
0	0	0.0570	0.0582
0	1	0.1115	0.1075
0	2	0.1644	0.1568
1	0	0.1012	0.1141
1	1	0.1484	0.1634
1	2	0.2191	0.2127
2	0	0.1827	0.1700
2	1	0.2327	0.2193
2	2	0.2529	0.2686
Total		0.0642	0.0657

A few other important observations from the above tables:

1. On an overall basis, at-fault claim and minor conviction history can be used to predict future at-fault claim frequency with a high degree of confidence.
2. At-fault claims (.0559) and minor convictions (.0493) carry almost equal weight in regards to predicting the at-fault claim frequency in the next 12 months.
3. The vast majority of drivers (88%) have no at-fault claims or minor convictions in a given year.

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**Using Additional Years of Driving History to Predict Risk**

The results of the previous section showed that at-fault claims and minor convictions from the previous year are important for predicting driver risk. However, this analysis did not consider the importance of driving experience that occurred more than one year ago in predicting risk. This information is relevant because if past at-fault claims and convictions are not predictive of driver risk beyond one year, then a one-time surcharge (e.g. accident surcharge) is likely the most applicable (or fair) penalty for this behaviour. However, if there is still a statistically significant increase in driver risk from infractions that occurred more than one year ago, then a driver risk scale (e.g. merit / demerit scale) is more appropriate.

The Corporation tested if at-fault claims or minor convictions that occurred two years ago are still predictive of driver risk in the current year. Once again, the analysis can be best described in the form of a question:

Question #2: Given that a driver had X at-fault claims and Y minor convictions 12 to 24 months ago (i.e. 2 years ago), and zero at-fault claims or convictions in the past 0 to 12 months, what is their expected at-fault claim frequency in the next year?

<b>At-Fault Claims X1 2 Years Previous</b>	<b>Minor Convictions X2 2 Years Previous</b>	<b>At-Fault Claims or Minor Convictions in Previous Year</b>	<b>At-Fault Accident Frequency Current Year</b>	<b># Drivers 2002-2004</b>
0	0	0	0.0503	1,464,801
0	1	0	0.0900	77,154
0	2	0	0.1306	10,606
1	0	0	0.0860	63,508
1	1	0	0.1145	9,340
1	2	0	0.1585	1,817
2	0	0	0.1303	2,456
2	1	0	0.1636	654
2+	2+	0	0.1787	207
Total			0.0548	1,630,543

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The predictive equation based on the above table is:

$$Y = .0553 + .0336*X1 + .0336*X2$$

Where:

Y = At-fault claim frequency in the current year

X1 = At-fault claims that occurred 12 to 24 months ago

X2 = Minor convictions that occurred 12 to 24 months ago

The results indicate that the at-fault claims and minor convictions data from two years ago is still providing predictive information about the expected at-fault claims experience of drivers in the next year. The predictive value of at-fault claims and minor convictions are still approximately equal (.0336), but the importance of these factors has declined. Presumably, the risk declines because (1) the at-fault claims and convictions occurred further in the past and (2) the at-fault claim frequencies are conditional on each driver having a clean record over the past 12 months.

The above analysis provides some initial evidence that a scale-based approach to measuring driver risk is more suitable than a one-time surcharge/penalty approach. The results from the Retrospective Model, presented in SM.5.3, will provide further evidence supporting a scale based approach.

**SM.5.1.4 Major Convictions**

The analysis in SM.1.5.3 excluded major convictions (e.g. drinking and driving). The reason for this exclusion is that only a small percentage of drivers with major convictions are actively driving in the year following their major conviction. As a result, the Corporation cannot make highly confident statistical assessments of the increased risk of drivers with past major convictions.

One approach to addressing the above problem is to observe the experience of drivers with past major convictions over a longer time period. For example, the Corporation took a sample of all the drivers that had major convictions in 2001 and

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then summarized the experience of these same drivers over the next five years. The results are shown below:

- There were 5,185 drivers that had a major conviction in 2001
- As of January 1, 2002, only 11% of these drivers had an active licence (570). Between 2002 and 2005, an average of 23% of drivers had an active licence (1,215)
- These drivers had the following infraction counts:
  - 2,580 major convictions between 2002 and 2005 (~645 per year).
  - 2,309 minor convictions between 2002 and 2005 (~577 per year)
  - 762 at-fault claims (~191 per year)

The above driver statistics are extremely poor, especially in regards to subsequent major convictions. Based on the results in SM.5.1.3, the at-fault claims frequency of these drivers ( $191 / 1215 = .157$ ) is approximately equivalent to the risk presented by a driver with two at-fault claims in the previous year.

Based on the above information, we can summarize the expected future experience of drivers with major convictions as very poor. However, the relative increase in risk compared to a driver with past at-fault claims or minor conviction is highly variable, and therefore, difficult to measure with a high degree of confidence. The penalty for a major conviction under the new Driver Safety Rating system will have to be determined using a combination of objective (e.g. at-fault claims and conviction statistics) and subjective information (e.g. the desire to discourage these behaviours).

**SM.5.2 Development of the Driver Safety Rating Scale**

The purpose of the Driver Safety Rating scale is to provide a ranking of all drivers based on their expected at-fault claim frequency in the next 12 months. Therefore, the DSR scale should have enough risk categories (or “levels”) to reflect any significant differences in risk among groups of drivers. The expected risk that a driver presents must also decline as they move to a more favourable position on the scale.

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As shown in SM.5.1.1 and SM.5.1.2, the risk of an at-fault claim declines as a driver accumulates more at-fault claim and conviction free years. Further, this relationship was shown to be consistent for at least ten consecutive years of clean driving. Based on this evidence, the Corporation decided that there should be ten levels on the merit (or positive) side of the new DSR scale at implementation.

On the demerit (or negative) side of the DSR scale, there must be enough risk categories to reflect the differences between mediocre and poor drivers. The Corporation approximated the number of levels required on the demerit side of the scale using the following method:

1. As shown in SM.5.1.3, drivers with 2+ at-fault claims and 2+ convictions in their latest year of driving had an expected at-fault claims frequency of approximately 0.25. It was assumed that these were the Corporation's worst drivers.
2. As shown in SM.5.1.2, each clean year of driving decreased the expected at-fault claims frequency by about .007. This was assumed to be the average amount of risk reduction for every one step improvement on the DSR scale.
3. The difference between the worst drivers (.25) and the drivers with ten or more clean years of driving (.029) is .221. To calculate the required number of DSR levels, take the difference in risk between the best drivers and the worst drivers (.221) and divide by the assumed amount of risk reduction for one additional clean year of driving (.007). The result is 31 DSR risk levels. Since there are 11 levels (DSR 0 to DSR 10) on the base/merit side of the scale, there should then be 20 (31-11) levels on the demerit side of the scale.

The selection of 20 demerit levels was used as the starting point for the DSR modeling exercise. Using 20 demerit levels is also convenient because it translates well with the Corporation's current demerit system (maximum charge is at 21+ demerits).

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**Driver Safety Rating Technical Document – SM.5****SM.5.3. The DSR Retrospective Model****SM.5.3.1 Description of the Model**

The DSR Retrospective Model is a simulation of the proposed DSR program from January 1, 2001 to December 31, 2006. The model was created to allow the Corporation to test various DSR scenarios and determine the optimal model for predicting driver risk. The retrospective results for the selected DSR model are presented in SM.5.3.2 and SM.5.3.3.

The Corporation determined the “optimal” DSR model using the following two requirements:

1. If driver X has more merits than driver Y, then the actual at-fault claims frequency for driver X should be lower than that of driver Y (on average).  
E.g. The actual at-fault claim frequency for drivers with 10 merits should be lower than drivers with 9 merits. The lower the number of violations of this rule the better the model.
2. If a group of drivers moves from DSR level X to DSR level Y (based on their driving experience in the previous year), then in the next year this group of drivers should have at-fault claim experience that reflects that of DSR level Y.  
E.g. If a group of drivers with 10 merits all have one at-fault claim and drop to 5 merits, then the actual at-fault claims experience of this group in the following year should reflect that expected from drivers with 5 merits. This information was used to determine the appropriate amount of upward or downward movement based on a driver’s current DSR level and their driving experience in the last year. The smaller the deviation between actual at-fault claims experience versus expected at-fault claims experience, the better the model.

Note: The above requirements were only intended to find the optimal scale in terms of driver risk. The Retrospective Model did not attempt to calculate the optimal rates on the DSR scale.

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The model uses the initial placement rules from SM.3 to place all drivers on the scale. New drivers, new Manitobans, and returning Manitobans are added to the model and placed on the DSR scale using the operational rules described in SM.1. Drivers are moved up and down the scale based on their actual experience using the movement rules described in SM.1.

**Additional Merit Levels**

In the optimization of the DSR Retrospective Model and through the research presented in SM.5.1.2, it was discovered that the modeling results could be improved if the maximum DSR level was allowed to increase beyond ten merits. For this reason, the Retrospective Model allows the maximum DSR level to increase in each year of retrospective period to a maximum of fifteen merits.

**Simplifying Assumptions**

There were two simplifying assumptions made to the Retrospective Model. The first assumption was that all drivers renew on January 1 of each year. This assumption made it much easier to perform all the DSR movement and initial placement calculations in the model. The second assumption was that High and Extreme severity convictions both produce movement of -10. This change has a very minor impact on the results, but allows the model to use one less movement variable.

***Earned Driver Units***

The Retrospective Model calculates exposure using earned driver units. If a driver has an active licence for 365 days in a given year (or 366 days in a leap year), then they are counted as one driver unit. If a driver has less than 365 days with an active licence, then they earn a partial unit equal to the number of active days in the year divided by the total number of days in the year.

Earned driver units were created because they are a more accurate estimate of driver exposure than the number of active licences at a particular point in time.



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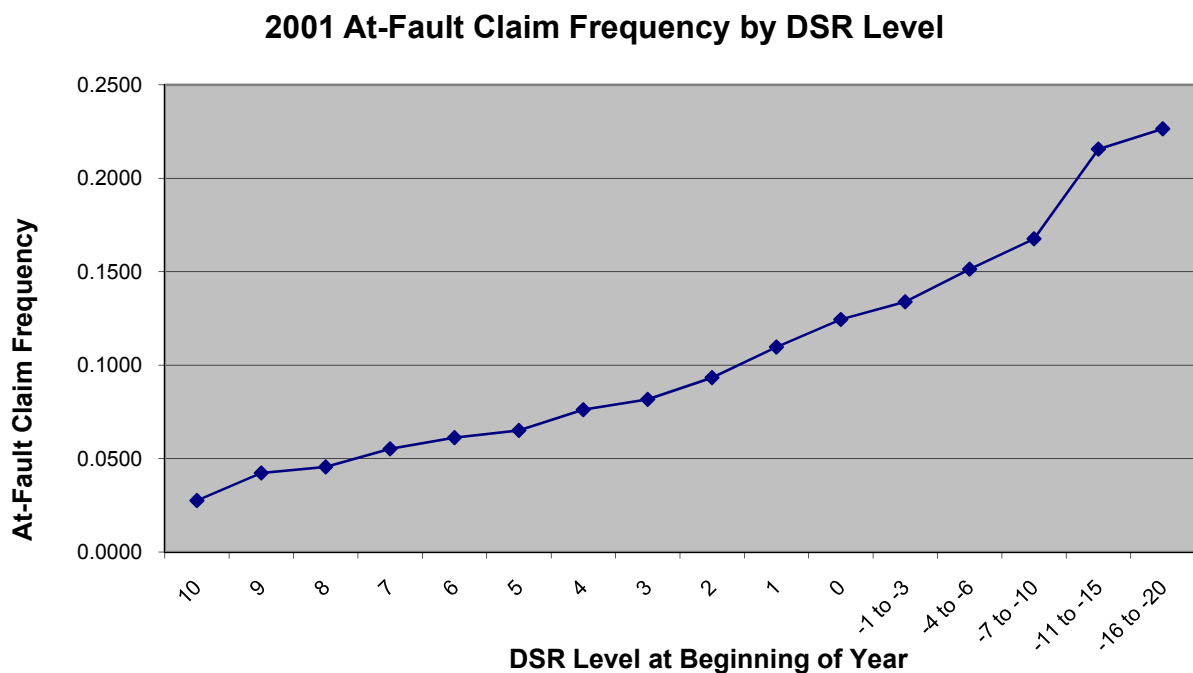
Therefore, when statistics such as *at-fault claims per driver* or *percentage of drivers by DSR level* are used in this report, the meaning of “drivers” is earned driver units.

**SM.5.3.2 The 2001 Retrospective Model Results**

The graph below shows the actual 2001 at-fault claim frequency from the Retrospective Model. Or alternatively, the graph provides an answer to the following question:

Question: Given that a group of drivers started the year at DSR level X, what was their actual at-fault claim frequency over the next year?

The results represent the theoretical first year of DSR in which all drivers are transitioned to the DSR scale based on the initial placement rules described in SM.3. Drivers on the demerit side of the scale were grouped together to provide a more credible sample of data.



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The graph shows that at-fault claims frequency declines as a driver's DSR level improves. In other words, the initial placement rules for DSR provide a reasonable assessment of driver risk. These results were expected since the initial placement rules are based on the number of claims free years and merits that a driver has accumulated (i.e. claims and conviction free years).

The distribution of earned driver units in 2001 is shown in the table below. Note: The distribution of earned units is not the same as the distribution of a snapshot of drivers (like what was provided in SM.4 from the Rate Model).

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Exhibit 1a provides more detailed results from the 2001 Retrospective Model.

2001 Starting DSR Level	Percentage of Earned Drivers
10	40.355%
9	6.560%
8	5.506%
7	9.875%
6	3.417%
5	8.058%
4	4.694%
3	2.446%
2	4.066%
1	5.234%
0	4.995%
-1 to -3	2.946%
-4 to -6	1.301%
-7 to -10	0.396%
-11 to -15	0.109%
-16 to -20	0.041%
Total	100.000%

**SM.5.3.3 The 2001 to 2006 DSR Retrospective Results**

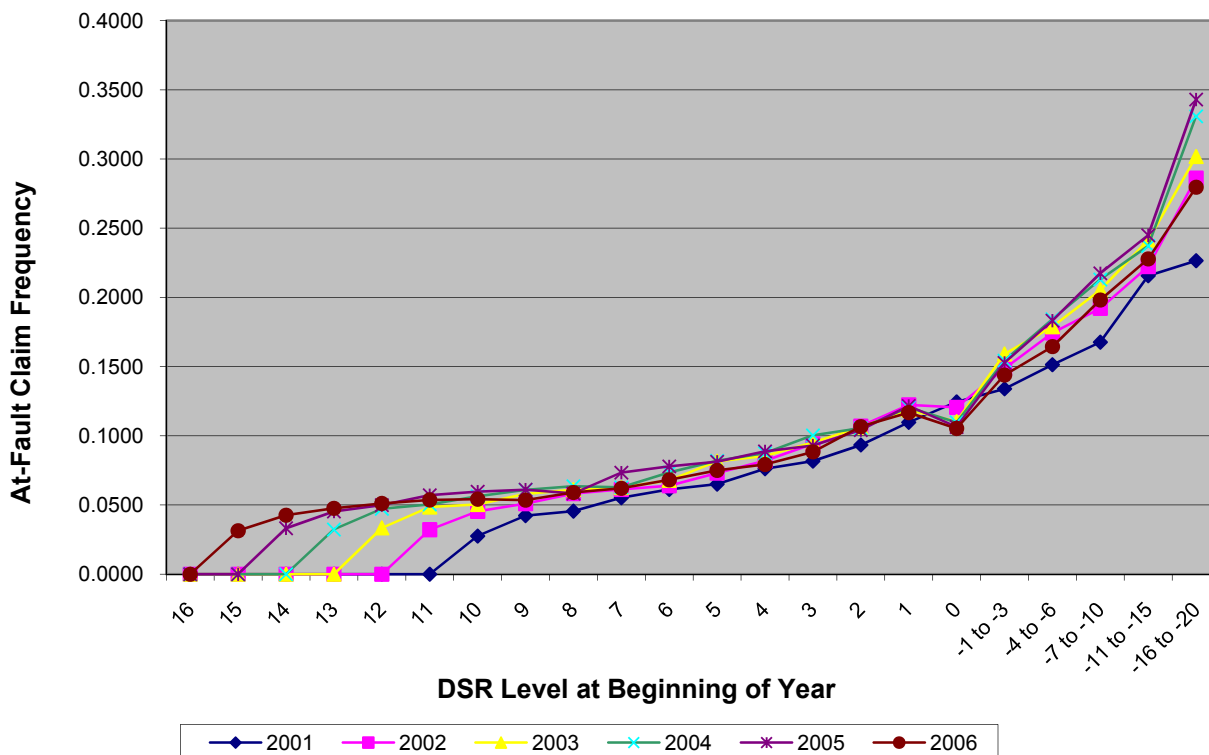
For each hypothetical DSR policy year between 2001 and 2006, the Retrospective model moves existing drivers up and down the DSR scale based on their driving behaviour. At the same time, new drivers, new Manitobans, and returning Manitobans are added to the model as they arrive into the system. After each year, the model results are analyzed to ensure that the objectives of an optimal DSR model are being achieved.

The graph below shows the actual at-fault claim frequencies by DSR level over the entire retrospective period. Despite changing claims and conviction rates, the model produces extremely consistent results for each year.

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**2001 to 2006 At-Fault Claim Frequency by DSR Level**



The Retrospective Model experienced almost no “reversals” in driver risk over the six year period (i.e. risk should decline as a driver’s DSR level improves). However, in all versions of the model, drivers with zero merits performed better than drivers with one merit in the year 2003 and after. This reversal in risk at zero merits was credited to the implementation of the Graduated Driver Licensing Program in 2003.

Although driver risk by DSR level remained very stable, the distribution of drivers by DSR level did experience some significant changes. In particular, only 4.8% of earned drivers were receiving demerits in 2001 compared to 8.4% in 2006. However, this percentage appears to be stabilizing after increasing for 5 years (see table below).

On the merit side of the scale, there was much more stability in the distribution of drivers. The percentage of earned drivers with seven or more merits ranged from a

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low of 60.5% in 2002 to a high of 62.9% in 2004. The number of drivers with zero merits was also fairly stable (about 6.5%), since there is a continuous supply of new drivers to that merit level.

The detailed results from the Retrospective Model are provided in Exhibit 1a to Exhibit 1f.

DSR Level	Percentage of Earned Drivers					
	2001	2002	2003	2004	2005	2006
15						26.686%
14					28.758%	4.303%
13				31.093%	4.635%	3.132%
12			33.922%	5.059%	3.446%	6.185%
11		36.950%	5.572%	3.832%	6.682%	2.757%
10	40.355%	6.165%	4.347%	7.293%	3.004%	4.047%
9	6.560%	4.831%	7.881%	3.193%	4.501%	7.588%
8	5.506%	8.683%	3.455%	5.099%	7.397%	2.918%
7	9.875%	3.827%	5.970%	7.356%	3.167%	3.727%
6	3.417%	6.384%	6.599%	2.895%	3.612%	4.094%
5	8.058%	6.419%	3.172%	4.034%	4.387%	2.820%
4	4.694%	2.495%	3.699%	4.028%	2.716%	3.682%
3	2.446%	3.858%	4.143%	2.927%	3.974%	3.986%
2	4.066%	4.445%	3.216%	4.378%	4.275%	3.889%
1	5.234%	3.766%	5.064%	4.874%	4.701%	5.060%
0	4.995%	6.631%	6.056%	6.264%	6.620%	6.754%
-1 to -3	2.946%	2.642%	3.225%	3.361%	3.449%	3.487%
-4 to -6	1.301%	1.772%	1.988%	2.196%	2.265%	2.335%
-7 to -10	0.396%	0.786%	1.060%	1.247%	1.358%	1.377%
-11 to -15	0.109%	0.263%	0.455%	0.572%	0.660%	0.731%
-16 to -20	0.041%	0.083%	0.177%	0.298%	0.392%	0.442%
Total	100.000%	100.000%	100.000%	100.000%	100.000%	100.000%
%Demerits	4.793%	5.545%	6.904%	7.675%	8.123%	8.372%

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**SM.5.4 Anticipated Future DSR Applications****SM.5.4.1 Anticipated DSR Rates in Future Years**

In future applications, the Corporation expects to apply for the following changes to the initial DSR rates and discounts:

- 2011/12 through 2013/14: Phased in increases to driver premiums for drivers with demerits up to a maximum of \$2,500 for 20 demerits.
- 2012/13: 27.5% vehicle discount for drivers with 12 merits
- 2013/14: 30.0% vehicle discount for drivers with 12 or more merits

The proposed DSR rates and vehicle discounts from November 2009 to February 2014 are provided in the following tables. Any year-to-year changes in the DSR rates are in bold.

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DSR Level	Vehicle Premium Discounts			
	Nov 2009	March 2011	March 2012	March 2013
13	n/a	n/a	n/a	<b>30%</b>
12	n/a	n/a	<b>27.5%</b>	<b>30%</b>
11	n/a	25%	25%	25%
10	25%	25%	25%	25%
9	25%	25%	25%	25%
8	25%	25%	25%	25%
7	25%	25%	25%	25%
6	20%	20%	20%	20%
5	15%	15%	15%	15%
4	15%	15%	15%	15%
3	10%	10%	10%	10%
2	10%	10%	10%	10%
1	5%	5%	5%	5%
0	0%	0%	0%	0%
-1	0%	0%	0%	0%
-2	0%	0%	0%	0%
-3	0%	0%	0%	0%
-4	0%	0%	0%	0%
-5	0%	0%	0%	0%
-6	0%	0%	0%	0%
-7	0%	0%	0%	0%
-8	0%	0%	0%	0%
-9	0%	0%	0%	0%
-10	0%	0%	0%	0%
-11	0%	0%	0%	0%
-12	0%	0%	0%	0%
-13	0%	0%	0%	0%
-14	0%	0%	0%	0%
-15	0%	0%	0%	0%
-16	0%	0%	0%	0%
-17	0%	0%	0%	0%
-18	0%	0%	0%	0%
-19	0%	0%	0%	0%
-20	0%	0%	0%	0%

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DSR Level	Driver Premiums			
	Nov 2009	March 2011	March 2012	March 2013
13	n/a	n/a	n/a	\$0 or \$5
12	n/a	n/a	\$0 or \$5	\$0 or \$5
11	n/a	\$0 or \$5	\$0 or \$5	\$0 or \$5
10	\$0 or \$5	\$0 or \$5	\$0 or \$5	\$0 or \$5
9	\$0 or \$5	\$0 or \$5	\$0 or \$5	\$0 or \$5
8	\$0 or \$5	\$0 or \$5	\$0 or \$5	\$0 or \$5
7	\$20	\$20	\$20	\$20
6	\$25	\$25	\$25	\$25
5	\$30	\$30	\$30	\$30
4	\$30	\$30	\$30	\$30
3	\$35	\$35	\$35	\$35
2	\$35	\$35	\$35	\$35
1	\$40	\$40	\$40	\$40
0	\$45	\$45	\$45	\$45
-1	\$45	\$45	\$45	<b>\$100</b>
-2	\$45	\$45	<b>\$75</b>	<b>\$100</b>
-3	\$45	\$45	<b>\$150</b>	<b>\$200</b>
-4	\$45	<b>\$100</b>	<b>\$150</b>	<b>\$200</b>
-5	\$45	<b>\$100</b>	<b>\$200</b>	<b>\$300</b>
-6	\$245	<b>\$250</b>	<b>\$300</b>	\$300
-7	\$270	<b>\$300</b>	<b>\$350</b>	<b>\$400</b>
-8	\$295	<b>\$300</b>	<b>\$350</b>	<b>\$400</b>
-9	\$320	<b>\$350</b>	<b>\$400</b>	<b>\$500</b>
-10	\$345	<b>\$400</b>	<b>\$450</b>	<b>\$500</b>
-11	\$395	<b>\$500</b>	<b>\$600</b>	<b>\$700</b>
-12	\$445	<b>\$500</b>	<b>\$700</b>	<b>\$900</b>
-13	\$495	<b>\$600</b>	<b>\$800</b>	<b>\$1,100</b>
-14	\$545	<b>\$700</b>	<b>\$1,000</b>	<b>\$1,300</b>
-15	\$595	<b>\$800</b>	<b>\$1,200</b>	<b>\$1,500</b>
-16	\$670	<b>\$1,000</b>	<b>\$1,300</b>	<b>\$1,700</b>
-17	\$745	<b>\$1,200</b>	<b>\$1,500</b>	<b>\$1,900</b>
-18	\$820	<b>\$1,200</b>	<b>\$1,600</b>	<b>\$2,100</b>
-19	\$895	<b>\$1,300</b>	<b>\$1,800</b>	<b>\$2,300</b>
-20	\$1,044	<b>\$1,500</b>	<b>\$2,000</b>	<b>\$2,500</b>



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**SM.5.4.2 Rationale for Future DSR Rates**

The DSR Retrospective Model results showed that there are significant differences in risk between the best drivers and the worst drivers on the DSR scale. These differences in risk are so substantial that a model based solely on underlying claims costs would cause extreme rate shocks to a large percentage of drivers.

As an example, consider the 2006 results from the DSR Retrospective Model. The table below provides a sample of the actual 2006 at-fault claim frequencies by DSR level. Notice the significant difference in at-fault claim frequencies between the best drivers (15 merits) and the mediocre/poor drivers. Even drivers with five merits have a frequency that is 139% higher than drivers with 15 merits.

DSR Level	2006 Actual At-Fault Claims per 100 Drivers	Increase/Decrease compared to Drivers with 15 Merits	Increase/Decrease compared to Average Frequency
15 Merits	3.14	0.0%	-54.9%
5 Merits	7.50	138.9%	7.8%
0 Merits	10.53	235.4%	51.3%
10 Demerits	19.57	523.2%	181.2%
20 Demerits	32.35	930.3%	364.8%
Total	6.96	121.7%	0.0%

Continuing with the example, assume that the average cost of a collision incident is \$10,000, and that the entire cost of this incident is assigned directly to the at-fault driver. Since there were roughly 51,000 at-fault claims in 2006, this assumption implies that there were about \$510 million in non-comprehensive claims costs in that year. The average cost per incident was used to convert the at-fault claim frequencies into at-fault claims costs per driver (see table below).

Next, the actual 2006 driver and vehicle premiums paid under the bonus/malus system were calculated for drivers at each DSR level. These premiums were then reduced by 13.2% to eliminate the approximate portion of premiums required for comprehensive coverage. These adjusted average premium amounts provide an estimate of the average premiums currently being contributed by each DSR risk level to cover the costs of at-fault collision incidents (see table below).

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Based on the above calculations, the following table compares the at-fault claim costs per driver to the average premiums paid based on the DSR levels in the 2006 Retrospective Model.

DSR Level	2006 Actual At-Fault Claims per 100 Drivers	At-Fault Claim Severity	At-Fault Claim Costs per Driver	Average Premiums Paid in 2006*
15 Merits	3.14	\$10,000	\$314	\$728
5 Merits	7.50	\$10,000	\$750	\$621
0 Merits	10.53	\$10,000	\$1,053	\$469
10 Demerits	19.57	\$10,000	\$1,957	\$789
20 Demerits	32.35	\$10,000	\$3,235	\$1,137
Total	6.96	\$10,000	\$696	\$696

\* Average premiums adjusted to exclude comprehensive coverage

This example shows that the Corporation's best drivers (e.g. 15 merits) are paying premiums that are a significantly higher than their expected at-fault claims costs of approximately \$300. As a result, the Corporation has proposed to immediately reduce driver premiums for drivers with eight or more merits. In addition, the Corporation anticipates applying for larger vehicle premium discounts for drivers with 12 more merits starting in 2012.

Similarly, the average premiums paid by drivers with 10 to 20 demerits are significantly lower than their expected at-fault claims costs of over \$2,000 to \$3,000 per driver. For this reason, the Corporation anticipates applying for higher driver premiums over the next several years, to a maximum of \$2,500 for drivers with 20 demerits.

The Corporation does not anticipate applying for changes to the base driver premium (\$45) or to the rates paid by drivers with 1 to 7 merits over the next several years.

**SM.5.5 DSR Prospective Forecast****SM.5.5.1 DSR Prospective Model**

The DSR Prospective Model was created to forecast driver and vehicle premiums under the DSR system. The model uses the retrospective results as the basis for predicting the future distribution of drivers and insured vehicles by DSR level.

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However, the retrospective data must be first be adjusted to account for expected differences in future initial placement, at-fault claim frequencies, conviction frequencies, earned drivers, and earned vehicles.

As described in SM.5.3, the Retrospective Model assumes that all drivers renew their licences on January 1 of each year. Therefore, the results from the Retrospective Model are on a policy year basis. These results can be used to create a policy year forecast of driver and vehicle premiums based on the rates and vehicle premium discounts proposed in SM.5.4.1. The retrospective forecast can then be adjusted to account for expected changes in initial placement, infraction frequencies, earned drivers, earned vehicles, etc. Finally, the adjusted forecast will be converted to a fiscal year, staggered renewal basis.

The steps in the DSR Prospective Model are described below.

**Step 1: Forecast the distribution of earned drivers by DSR level**

The Retrospective Model provides an estimate of the percentage distribution of earned drivers by DSR level. This distribution of drivers must be modified to reflect (i) the initial placement of drivers in 2009 and (ii) the expected at-fault claim and conviction frequencies in future years.

**Initial Placement**

The rate model results in SM.4 represent a point-in-time distribution of drivers. These figures have to be converted to an expected distribution of earned driver units in the first DSR policy year. The 2001 Retrospective Model was used as the basis for determining how to make this conversion. The table below shows the expected distribution of earned drivers in the first DSR policy year compared to the distribution of earned drivers in the first year of the DSR retrospective model (2001). In general, drivers are placed at a slightly more favourable DSR level in 2009/10 than they would have been if DSR was implemented in 2001. However, the average DSR level (6.6) is about the same under each scenario.

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DSR Level	2009/10 Expected	2001 Retro Model	Difference
10	43.912%	40.355%	3.557%
9	6.211%	6.560%	-0.349%
8	4.912%	5.506%	-0.594%
7	6.866%	9.875%	-3.009%
6	3.501%	3.417%	0.084%
5	6.214%	8.058%	-1.844%
4	4.411%	4.694%	-0.283%
3	2.349%	2.446%	-0.097%
2	5.211%	4.066%	1.145%
1	7.587%	5.234%	2.353%
0	5.484%	4.995%	0.489%
-1 to -3	1.942%	2.946%	-1.004%
-4 to -6	0.835%	1.301%	-0.466%
-7 to -10	0.346%	0.396%	-0.050%
-11 to -15	0.125%	0.109%	0.016%
-16 to -20	0.092%	0.041%	0.051%
Total	100.000%	100.000%	0.000%
%Demerits	3.341%	4.793%	1.452%
Avg DSR Level	6.63	6.59	0.04

**Expected At-Fault Claim and Conviction Frequencies**

The table below shows the at-fault claim and conviction frequencies from the Retrospective Model. The Corporation used the historical infraction frequencies to make a forecast of future infraction frequencies.

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**Infraction Counts from the Retrospective Model**

DSR Policy Year	Earned Drivers	At-Fault Claims	Low Severity Convictions	High Severity Convictions
2001	695,668	39,965	53,025	2,228
2002	701,061	46,061	58,086	2,765
2003	712,785	49,482	51,066	2,894
2004	721,305	51,766	47,615	2,717
2005	725,636	53,258	42,291	2,564
2006	728,518	50,732	49,432	2,787

**Infraction Frequencies per 100 Drivers from the Retrospective Model**

DSR Policy Year	At-Fault Claims	Low Severity Convictions	High Severity Convictions
2001	5.74	7.62	0.32
2002	6.57	8.29	0.39
2003	6.94	7.16	0.41
2004	7.18	6.60	0.38
2005	7.34	5.83	0.35
2006	6.96	6.79	0.38
<b>Forecast</b>	<b>7.20</b>	<b>7.00</b>	<b>0.40</b>

The selected infraction frequencies are expected to remain constant for the entire projection period. These projections were used to adjust the Prospective Model to account for the difference between the forecasted infraction frequencies and the actual infraction frequencies observed in the Retrospective Model.

**Average Downward Movement**

The table below compares the average downward movement per earned driver in the Retrospective Model versus the Prospective Model. The average downward movement is equal to:

$$(\# \text{ of infractions}) \times (\text{amount of downward movement}) / (\# \text{ of earned drivers})$$

The average downward movement is almost identical in both the Retrospective and Prospective models. Therefore, on average, the amount of driver movement in both models should be relatively similar.

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DSR Policy Year	Retrospective Model	Prospective Model	Difference
1	0.47	0.54	0.07
2	0.53	0.54	0.01
3	0.53	0.54	0.01
4	0.53	0.54	0.01
5	0.52	0.54	0.02

**Step 2: Forecast the DSR rates and vehicle premium discounts**

The proposed DSR rates and vehicle premium discounts are shown in SM.5.4.1.

**Step 3: Forecast the earned driver units**

In the DSR Retrospective Model there were 728,518 earned drivers in calendar year 2006. To estimate the number of earned drivers in the first DSR policy year (starting in November 1, 2009) the retrospective units were increased by 1.5% per year for 3 years and 10 months (i.e. the difference between November 1, 2009 and January 1, 2006). Therefore, the expected number of drivers in the first DSR policy year is:

$$728,518 \times 1.015^{(3 + 10/12)} = 771,306$$

**Step 4: Forecast the earned merit eligible vehicle units**

In the 2007/08 fiscal year there were 673,695 private passenger vehicles and 10,742 motorcycles (TI.18, 2009 Rate Application). These two classes were assumed to represent the total merit eligible vehicle population for DSR forecasting. As a result, the expected number of merit eligible vehicles in the first DSR policy year is:

$$(673,695 + 10,742) \times 1.0175 \times 1.015^{(1 + 8/12)} = 713,912$$

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**Step 5: Forecast the number of merit eligible vehicles per driver by DSR level**

In order to determine the impact of the anticipated DSR rates on future vehicle premiums, the Corporation needed to create a forecast of the expected number of merit eligible vehicles by DSR level. The rate model results, from SM.4, were used to create this forecast. The rate model results produced the following distribution of merit eligible vehicles by DSR level (see following table). The last column shows the selected number of merit eligible vehicles per earned driver used in the first year of the Prospective Model.

DSR Level	Merit Eligible Vehicles	Drivers	Merit Eligible Vehicles per Driver	Selected ME Vehicles per Driver	Selected ME Vehicles per Earned Driver
10	373,540	357,376	1.05	1.05	1.20
9	52,032	50,084	1.04	1.04	1.19
8	36,736	39,255	0.94	0.95	1.09
7	43,063	53,373	0.81	0.80	0.92
6	19,588	27,862	0.70	0.70	0.80
5	23,406	45,402	0.52	0.55	0.63
4	17,794	33,957	0.52	0.50	0.57
3	8,225	17,287	0.48	0.45	0.52
2	16,528	38,005	0.43	0.45	0.52
1	24,664	52,719	0.47	0.45	0.52
0	7,403	29,658	0.25	0.25	0.29
Demerits	12,761	23,783	0.54	0.55	0.63
Total	635,740	768,761	0.83	0.83	0.93

The relative ratios of merit eligible vehicles per driver form the basis for the prospective forecast. The ratios are adjusted up or down on a proportional basis so the total number of vehicles produced by this calculation matches the forecasted number of merit eligible vehicles.

Despite having the above information, there are two aspects of the proposed DSR program that make it difficult to forecast the merit eligible vehicle distribution. The first is the addition of new DSR merit levels in each of the next five years. To solve this problem, the forecast takes the selected merit eligible vehicles per driver at initial placement and spreads/smoothes the selections over the increased number of merit levels. The selections are shown in Exhibit 2a and 2c.

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The second problem is the introduction of the 27.5% and 30.0% vehicle premium discounts for drivers with 12 or more merits. To solve this problem, the prospective forecast assumes that drivers at these new discount levels will insure an even larger portion of merit eligible vehicles. The following assumptions were made for DSR merit levels 10 through 14 in the first five DSR policy years. These selections are also shown in Exhibit 2c.

Forecasted Merit Eligible Vehicles per Driver – Prospective Model

DSR Level	Merit Eligible Vehicles per Driver				
	Year 1	Year 2	Year 3	Year 4	Year 5
14					<b>1.31</b>
13				<b>1.28</b>	<b>1.30</b>
12			<b>1.24</b>	<b>1.27</b>	<b>1.19</b>
11		1.22	1.23	1.16	1.00
10	1.20	1.20	1.12	0.97	1.00

**Step 6: Forecast the average merit eligible vehicle rate before the impact of DSR**

From TI.2 of the 2009 Rate Application, the weighted average rate between private passenger vehicles and motorcycles (i.e. the assumed merit eligible vehicle population) is:

$$[(\$935 \times 705,800) + (\$1,151 \times 11,700)] / (705,800 + 11,700) = \$938$$

This figure was assumed to be the average merit eligible vehicle rate in fiscal 2009. Thereafter, the average merit eligible vehicle rate (before the impact of DSR) is expected to grow by the forecasted upgrade factor of 2.5% per year.

These assumptions provide the expected base vehicle rates for future years. The adjusted average merit eligible vehicle rate for a policy year starting in November 1, 2009 is:

$$\$938 \times 1.025^{(8/12)} = \$954.$$



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As shown in the rate model results in SM.4, the DSR initial placement rules are expected to decrease vehicle premium revenue by \$6.8 million. However, the rate model is based on a merit eligible vehicle count of 635,740, which is lower than the expected number of merit eligible vehicles in the first DSR policy year. As a result, the expected vehicle premium impact has been increased to \$7.6 million (or  $\$6.8M \times [713,912 / 635,740]$ ).

**Step 7: Convert the policy year forecast into a fiscal year forecast with an implementation date of November 1, 2009.**

The results of the Prospective Model are converted from a policy year basis to a fiscal year written premium basis. For example, in 2009/10 only 4 months of renewals will fall under Driver Safety Rating. Therefore, the forecast combines approximately 8/12 of the current 2009/10 forecast with 4/12 of the expected year one prospective forecast.

The fiscal year written premiums are then input into the financial model to produce the forecasted financial statements shown in TI.1 and TI.2.

**SM.5.5.2 DSR Prospective Model Forecasted Results**

The Corporation ran two version of the DSR Prospective Model. Version 1, shown in Exhibits 2a and 2b, assumes that the future percentage distribution of drivers is identical to that observed in the DSR Retrospective Model. Version 2, shown in Exhibits 2c and 2d, adjusts the retrospective results for expected changes in initial placement and infraction frequencies. The results from both of these models are shown in the table below.

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Fiscal Year	Impact on Driver Premiums		Impact on Merit Eligible Vehicle Premiums		Total Impact	
	Version 1	Version 2	Version 1	Version 2	Version 1	Version 2
2009/10	-\$2,639	-\$2,674	-\$2,518	-\$2,533	-\$5,157	-\$5,207
2010/11	-\$12,370	-\$12,475	-\$7,877	-\$7,926	-\$20,247	-\$20,401
2011/12	-\$18,888	-\$18,292	-\$6,477	-\$5,761	-\$25,365	-\$24,053
2012/13	-\$12,372	-\$11,725	-\$16,174	-\$16,322	-\$28,546	-\$28,047
2013/14	-\$4,229	-\$3,106	-\$29,483	-\$30,086	-\$33,713	-\$33,192

In 2009/10, the total impact (~\$5 million) is fairly small because only 4 months of renewals are impacted by Driver Safety Rating.

In 2010/11, the first year in which all renewals occur under DSR, the impact (~\$20 million) is very similar to that shown in the rate model results from SM.4 (\$18.2 million).

In 2011/12, the full impact of eliminating accident surcharges (~\$13 million) has resulted in a large decrease to driver premiums. However, the higher DSR rates for demerit drivers have reduced some of this impact. Driver movement has reduced the vehicle premium impact to approximately \$6 million.

In 2012/13, driver movement and higher DSR rates for demerit drivers have lowered the impact on driver premiums to approximately \$12 million. The introduction of the 27.5% vehicle premium discount causes the vehicle premium impact to increase to approximately \$16 million.

Finally, the higher demerit rates and driver movement have caused the 2013/14 driver premiums to almost return to the levels forecasted before Driver Safety Rating. The 2013/14 vehicle premium impact increases to approximately \$30 million as a result of the 30% vehicle premium discount.

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**SM.5.5.3 The Distribution of Driver and Vehicle Premiums**

The following table shows the historical distribution between vehicle premiums written and driver premiums written. Since 1994/95, driver premiums have been about 6.0% of Basic vehicle premiums. Note: The 2006/07 and 2007/08 driver premiums were impacted by the Drivers Licence Long Term Project.

<b>Insurance Year</b>	<b>Total Driver Licence Premium</b>	<b>Written Vehicle Premiums</b>	<b>Driver Premiums / Vehicle Premiums</b>
1994/95	\$21,349	\$317,400	6.73%
1995/96	\$21,274	\$455,344	4.67%
1996/97	\$21,543	\$379,031	5.68%
1997/98	\$28,289	\$394,782	7.17%
1998/99	\$27,785	\$418,100	6.65%
1999/00	\$27,859	\$441,926	6.30%
2000/01	\$28,061	\$448,442	6.26%
2001/02	\$31,074	\$484,753	6.41%
2002/03	\$33,253	\$514,563	6.46%
2003/04	\$34,130	\$536,957	6.36%
2004/05	\$35,158	\$582,557	6.04%
2005/06	\$34,838	\$604,436	5.76%
2006/07	\$30,750	\$633,087	4.86%
2007/08	\$38,000	\$651,265	5.83%
		Average	6.08%
		Min	4.67%
		Max	7.17%
		Stdev	0.69%

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As shown in TI.1, the forecasted written vehicle and driver premiums are as follows:

<b>Insurance Year</b>	<b>Total Driver Licence Premium</b>	<b>Written Vehicle Premiums</b>	<b>Driver Premiums / Vehicle Premiums</b>
2008/09	\$36,195	\$690,693	5.24%
2009/10	\$33,579	\$716,236	4.69%
2010/11	\$24,140	\$746,912	3.23%
2011/12	\$18,689	\$786,144	2.38%
2012/13	\$25,626	\$814,390	3.15%

Based on the above table, the Corporation's proposed DSR rates have reduced the percentage of premiums coming from the drivers' licence. This reduction is the result of:

- (1) The favourable initial placement of drivers under DSR
- (2) The reduction in drivers' premiums for Manitoba's best drivers (i.e. drivers with 8 or more merits pay a maximum of \$5).
- (3) The elimination of accident surcharges for all drivers.

Despite the above results, the average premiums paid by "poor" drivers (assume "poor" means a driver with demerits) will actually increase significantly under the new system (assuming the anticipated rate changes occur). The table below shows the average driver premiums from the 2006 DSR Retrospective model (based on anticipated DSR rates) compared to the actual driver premiums paid by these same drivers in 2006 under the bonus/malus system. In other words, the results show the anticipated impact of Driver Safety Rating after it has been in force for approximately five years.

DSR Level	Average Driver Premium			
	2006 Actual	2006 Retro Model	Difference	% Difference
8 merits or more	\$26	\$1	-\$25	-96.2%
0 to 7 merits	\$50	\$33	-\$17	-34.0%
1 or more demerits	\$162	\$435	\$273	168.5%
Total	\$47	\$54	\$7	14.9%

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Alternatively, the following table shows the total and average premiums paid by the best 10% and the worst 10% of drivers in the 2006 Retrospective Model compared to the actual premiums paid by these drivers in 2006 under the bonus/malus system.

DSR Level	Total Driver Premium (\$000)			
	2006 Actual	2006 Retro Model	Difference	% Difference
Best 10%	\$1,530	\$84	(\$1,447)	-94.5%
Middle 80%	\$22,156	\$8,733	(\$13,423)	-60.6%
Worst 10%	\$12,071	\$32,416	\$20,345	168.5%
Total	\$35,757	\$41,233	\$5,476	15.3%

These results show that Driver Safety Rating is expected to transfer a large portion of the driver premiums formerly paid by good drivers to poor drivers.

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Exhibit 1a  
Retrospective Model Results - 2001

DSR Level	Earned Drivers	At-Fault Claims	At-Fault Claims per Driver	Low Severity Convictions	Low Severity Convictions per Driver	High Severity Convictions	High Severity Convictions per Driver
10	280,738	7,742	0.0276	5,668	0.0202	21	0.0001
9	45,635	1,931	0.0423	2,046	0.0448	16	0.0004
8	38,305	1,746	0.0456	2,329	0.0608	30	0.0008
7	68,696	3,795	0.0552	6,090	0.0887	59	0.0009
6	23,771	1,456	0.0613	1,558	0.0655	19	0.0008
5	56,060	3,650	0.0651	5,161	0.0921	328	0.0059
4	32,655	2,488	0.0762	3,124	0.0957	131	0.0040
3	17,013	1,390	0.0817	1,993	0.1171	147	0.0086
2	28,288	2,641	0.0934	3,793	0.1341	208	0.0074
1	36,415	3,996	0.1097	5,756	0.1581	359	0.0099
0	34,748	4,325	0.1245	4,635	0.1334	271	0.0078
-1	3,950	503	0.1274	1,086	0.2750	63	0.0160
-2	13,597	1,875	0.1379	3,967	0.2918	184	0.0135
-3	2,947	367	0.1245	877	0.2976	44	0.0149
-4	5,567	828	0.1487	2,019	0.3627	88	0.0158
-5	1,060	156	0.1472	425	0.4011	24	0.0227
-6	2,424	386	0.1592	830	0.3423	56	0.0231
-7	909	146	0.1606	361	0.3972	25	0.0275
-8	900	156	0.1734	403	0.4479	22	0.0244
-9	404	57	0.1412	135	0.3345	13	0.0322
-10	544	103	0.1894	265	0.4872	34	0.0625
-11	186	40	0.2150	96	0.5160	12	0.0645
-12	295	58	0.1969	123	0.4175	16	0.0543
-13	98	23	0.2337	47	0.4776	8	0.0813
-14	137	39	0.2838	80	0.5821	11	0.0800
-15	44	4	0.0907	20	0.4535	4	0.0907
-16	75	19	0.2541	32	0.4280	5	0.0669
-17	32	9	0.2771	11	0.3387	1	0.0308
-18	48	12	0.2491	27	0.5606	7	0.1453
-19	12	2	0.1679	10	0.8393	3	0.2518
-20	115	22	0.1909	58	0.5033	19	0.1649
Total	695,668	39,965	0.0574	53,025	0.0762	2,228	0.0032

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Exhibit 1b  
Retrospective Model Results - 2002

DSR Level	Earned Drivers	At-Fault Claims	At-Fault Claims per Driver	Low Severity Convictions	Low Severity Convictions per Driver	High Severity Convictions	High Severity Convictions per Driver
11	259,042	8,336	0.0322	5,083	0.0196	32	0.0001
10	43,223	1,962	0.0454	1,885	0.0436	18	0.0004
9	33,870	1,725	0.0509	1,945	0.0574	22	0.0006
8	60,872	3,548	0.0583	4,809	0.0790	48	0.0008
7	26,833	1,644	0.0613	1,851	0.0690	26	0.0010
6	44,752	2,862	0.0640	3,361	0.0751	158	0.0035
5	45,004	3,287	0.0730	4,379	0.0973	227	0.0050
4	17,488	1,433	0.0819	1,820	0.1041	83	0.0047
3	27,049	2,548	0.0942	3,550	0.1312	169	0.0062
2	31,160	3,332	0.1069	4,559	0.1463	240	0.0077
1	26,402	3,230	0.1223	4,318	0.1635	230	0.0087
0	46,488	5,604	0.1205	6,789	0.1460	292	0.0063
-1	9,402	1,319	0.1403	2,625	0.2792	145	0.0154
-2	4,721	808	0.1711	1,597	0.3383	117	0.0248
-3	4,400	624	0.1418	1,265	0.2875	61	0.0139
-4	5,913	972	0.1644	2,009	0.3397	132	0.0223
-5	3,976	762	0.1916	1,398	0.3516	107	0.0269
-6	2,530	431	0.1704	1,003	0.3965	72	0.0285
-7	2,168	393	0.1813	810	0.3736	64	0.0295
-8	1,222	215	0.1760	566	0.4633	62	0.0507
-9	1,356	297	0.2190	557	0.4107	80	0.0590
-10	763	153	0.2006	424	0.5560	63	0.0826
-11	632	128	0.2026	332	0.5255	35	0.0554
-12	451	100	0.2218	264	0.5856	32	0.0710
-13	342	79	0.2309	198	0.5788	21	0.0614
-14	255	66	0.2584	143	0.5599	35	0.1370
-15	165	37	0.2247	97	0.5892	31	0.1883
-16	179	57	0.3185	129	0.7207	39	0.2179
-17	92	25	0.2705	63	0.6816	25	0.2705
-18	57	9	0.1577	40	0.7007	12	0.2102
-19	49	12	0.2446	44	0.8969	13	0.2650
-20	203	63	0.3109	173	0.8539	74	0.3652
Total	701,061	46,061	0.0657	58,086	0.0829	2,765	0.0039

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Exhibit 1c  
 Retrospective Model Results - 2003

<b>DSR Level</b>	<b>Earned Drivers</b>	<b>At-Fault Claims</b>	<b>At-Fault Claims per Driver</b>	<b>Low Severity Convictions</b>	<b>Low Severity Convictions per Driver</b>	<b>High Severity Convictions</b>	<b>High Severity Convictions per Driver</b>
12	241,794	8,091	0.0335	3,958	0.0164	41	0.0002
11	39,717	1,926	0.0485	1,355	0.0341	26	0.0007
10	30,983	1,561	0.0504	1,336	0.0431	23	0.0007
9	56,178	3,263	0.0581	3,268	0.0582	31	0.0006
8	24,624	1,504	0.0611	1,280	0.0520	30	0.0012
7	42,555	2,661	0.0625	2,305	0.0542	111	0.0026
6	47,035	3,191	0.0678	2,883	0.0613	119	0.0025
5	22,609	1,843	0.0815	2,015	0.0891	144	0.0064
4	26,369	2,251	0.0854	2,472	0.0937	126	0.0048
3	29,529	2,809	0.0951	3,188	0.1080	161	0.0055
2	22,920	2,434	0.1062	2,675	0.1167	119	0.0052
1	36,096	4,286	0.1187	4,631	0.1283	264	0.0073
0	43,165	4,759	0.1103	4,869	0.1128	250	0.0058
-1	8,814	1,279	0.1451	2,083	0.2363	145	0.0165
-2	8,609	1,424	0.1654	2,036	0.2365	133	0.0154
-3	5,563	953	0.1713	1,387	0.2493	95	0.0171
-4	5,636	963	0.1709	1,515	0.2688	98	0.0174
-5	5,681	1,068	0.1880	1,530	0.2693	126	0.0222
-6	2,853	503	0.1763	919	0.3221	72	0.0252
-7	2,764	544	0.1968	978	0.3538	67	0.0242
-8	1,688	333	0.1972	644	0.3814	52	0.0308
-9	1,719	345	0.2008	652	0.3794	71	0.0413
-10	1,381	328	0.2374	571	0.4133	71	0.0514
-11	993	224	0.2256	484	0.4874	57	0.0574
-12	815	213	0.2613	389	0.4772	41	0.0503
-13	599	144	0.2405	282	0.4709	38	0.0635
-14	495	113	0.2282	279	0.5635	37	0.0747
-15	342	89	0.2606	193	0.5650	52	0.1522
-16	358	94	0.2626	190	0.5308	43	0.1201
-17	193	60	0.3105	101	0.5227	18	0.0931
-18	143	40	0.2796	78	0.5452	30	0.2097
-19	112	39	0.3484	84	0.7504	18	0.1608
-20	453	147	0.3242	436	0.9617	185	0.4080
<b>Total</b>	<b>712,785</b>	<b>49,482</b>	<b>0.0694</b>	<b>51,066</b>	<b>0.0716</b>	<b>2,894</b>	<b>0.0041</b>



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Exhibit 1d  
 Retrospective Model Results - 2004

<b>DSR Level</b>	<b>Earned Drivers</b>	<b>At-Fault Claims</b>	<b>At-Fault Claims per Driver</b>	<b>Low Severity Convictions</b>	<b>Low Severity Convictions per Driver</b>	<b>High Severity Convictions</b>	<b>High Severity Convictions per Driver</b>
13	224,273	7,246	0.0323	3,069	0.0137	22	0.0001
12	36,491	1,724	0.0472	1,036	0.0284	10	0.0003
11	27,638	1,394	0.0504	984	0.0356	8	0.0003
10	52,603	2,964	0.0563	2,404	0.0457	32	0.0006
9	23,034	1,402	0.0609	1,033	0.0448	18	0.0008
8	36,781	2,339	0.0636	1,609	0.0437	105	0.0029
7	53,058	3,328	0.0627	2,637	0.0497	104	0.0020
6	20,883	1,535	0.0735	1,322	0.0633	84	0.0040
5	29,098	2,383	0.0819	2,349	0.0807	105	0.0036
4	29,056	2,542	0.0875	2,306	0.0794	126	0.0043
3	21,111	2,117	0.1003	2,042	0.0967	117	0.0055
2	31,579	3,333	0.1055	3,008	0.0953	147	0.0047
1	35,159	4,236	0.1205	3,949	0.1123	181	0.0051
0	45,179	4,957	0.1097	4,774	0.1057	256	0.0057
-1	10,268	1,438	0.1400	2,055	0.2001	161	0.0157
-2	8,633	1,416	0.1640	1,782	0.2064	112	0.0130
-3	5,344	887	0.1660	1,121	0.2098	79	0.0148
-4	7,232	1,274	0.1762	1,660	0.2295	117	0.0162
-5	5,447	1,014	0.1861	1,389	0.2550	82	0.0151
-6	3,161	630	0.1993	882	0.2790	63	0.0199
-7	3,335	668	0.2003	985	0.2954	66	0.0198
-8	1,849	392	0.2120	603	0.3262	68	0.0368
-9	2,080	459	0.2207	773	0.3716	76	0.0365
-10	1,734	397	0.2289	611	0.3523	64	0.0369
-11	1,110	251	0.2261	418	0.3765	40	0.0360
-12	1,002	250	0.2495	433	0.4321	50	0.0499
-13	842	223	0.2650	387	0.4599	42	0.0499
-14	624	143	0.2291	258	0.4134	23	0.0369
-15	550	112	0.2037	258	0.4693	41	0.0746
-16	557	154	0.2764	326	0.5851	71	0.1274
-17	292	94	0.3223	165	0.5657	23	0.0789
-18	238	76	0.3193	172	0.7226	23	0.0966
-19	203	60	0.2955	129	0.6354	24	0.1182
-20	862	328	0.3803	686	0.7955	177	0.2052
<b>Total</b>	<b>721,305</b>	<b>51,766</b>	<b>0.0718</b>	<b>47,615</b>	<b>0.0660</b>	<b>2,717</b>	<b>0.0038</b>

January 30, 2009

**2009 DRIVER SAFETY RATING APPLICATION**  
**Technical Document Exhibits - SM.5**

Exhibit 1e  
 Retrospective Model Results - 2005

<b>DSR Level</b>	<b>Earned Drivers</b>	<b>At-Fault Claims</b>	<b>At-Fault Claims per Driver</b>	<b>Low Severity Convictions</b>	<b>Low Severity Convictions per Driver</b>	<b>High Severity Convictions</b>	<b>High Severity Convictions per Driver</b>
14	208,681	6,931	0.0332	2,356	0.0113	22	0.0001
13	33,636	1,525	0.0453	787	0.0234	14	0.0004
12	25,007	1,248	0.0499	680	0.0272	11	0.0004
11	48,486	2,768	0.0571	1,736	0.0358	25	0.0005
10	21,797	1,300	0.0596	740	0.0339	20	0.0009
9	32,663	1,995	0.0611	1,140	0.0349	72	0.0022
8	53,675	3,133	0.0584	1,898	0.0354	63	0.0012
7	22,982	1,687	0.0734	1,117	0.0486	49	0.0021
6	26,213	2,042	0.0779	1,483	0.0566	73	0.0028
5	31,835	2,587	0.0813	2,177	0.0684	116	0.0036
4	19,708	1,750	0.0888	1,386	0.0703	71	0.0036
3	28,839	2,681	0.0930	2,308	0.0800	104	0.0036
2	31,023	3,231	0.1041	2,655	0.0856	135	0.0044
1	34,114	4,147	0.1216	3,320	0.0973	159	0.0047
0	48,036	5,111	0.1064	4,126	0.0859	240	0.0050
-1	11,125	1,607	0.1445	1,847	0.1660	174	0.0156
-2	7,964	1,328	0.1668	1,450	0.1821	83	0.0104
-3	5,937	886	0.1492	998	0.1681	62	0.0104
-4	7,287	1,265	0.1736	1,485	0.2038	77	0.0106
-5	5,549	1,055	0.1901	1,230	0.2217	105	0.0189
-6	3,596	691	0.1921	916	0.2547	75	0.0209
-7	3,481	761	0.2186	914	0.2626	83	0.0238
-8	2,034	422	0.2075	564	0.2773	39	0.0192
-9	2,393	504	0.2106	785	0.3280	68	0.0284
-10	1,943	455	0.2341	625	0.3216	63	0.0324
-11	1,221	280	0.2294	417	0.3416	46	0.0377
-12	1,222	279	0.2284	430	0.3520	41	0.0336
-13	1,044	266	0.2548	433	0.4148	57	0.0546
-14	729	179	0.2457	315	0.4324	30	0.0412
-15	576	169	0.2936	246	0.4274	32	0.0556
-16	655	186	0.2839	330	0.5036	78	0.1190
-17	373	101	0.2704	177	0.4739	17	0.0455
-18	305	107	0.3504	177	0.5797	26	0.0851
-19	257	96	0.3734	127	0.4940	18	0.0700
-20	1,252	485	0.3874	916	0.7317	216	0.1725
<b>Total</b>	<b>725,636</b>	<b>53,258</b>	<b>0.0734</b>	<b>42,291</b>	<b>0.0583</b>	<b>2,564</b>	<b>0.0035</b>

January 30, 2009

2009 DRIVER SAFETY RATING APPLICATION  
Technical Document Exhibits - SM.5

Exhibit 1f  
Retrospective Model Results - 2006

DSR Level	Earned Drivers	At-Fault Claims	At-Fault Claims per Driver	Low Severity Convictions	Low Severity Convictions per Driver	High Severity Convictions	High Severity Convictions per Driver
15	194,415	6,107	0.0314	2,336	0.0120	45	0.0002
14	31,349	1,336	0.0426	784	0.0250	17	0.0005
13	22,815	1,086	0.0476	718	0.0315	11	0.0005
12	45,060	2,303	0.0511	1,821	0.0404	48	0.0011
11	20,082	1,078	0.0537	722	0.0360	18	0.0009
10	29,482	1,599	0.0542	1,178	0.0400	40	0.0014
9	55,279	2,956	0.0535	2,131	0.0385	55	0.0010
8	21,257	1,255	0.0590	1,076	0.0506	38	0.0018
7	27,155	1,685	0.0621	1,536	0.0566	42	0.0015
6	29,827	2,034	0.0682	2,014	0.0675	71	0.0024
5	20,547	1,541	0.0750	1,563	0.0761	69	0.0034
4	26,825	2,127	0.0793	1,985	0.0740	74	0.0028
3	29,041	2,566	0.0884	2,465	0.0849	114	0.0039
2	28,331	3,022	0.1067	2,906	0.1026	126	0.0044
1	36,860	4,304	0.1168	4,003	0.1086	185	0.0050
0	49,203	5,182	0.1053	5,092	0.1035	265	0.0054
-1	10,904	1,525	0.1399	2,107	0.1932	144	0.0132
-2	8,412	1,205	0.1432	1,640	0.1950	85	0.0101
-3	6,085	924	0.1518	1,280	0.2103	76	0.0125
-4	7,507	1,141	0.1520	1,799	0.2397	92	0.0123
-5	5,925	1,065	0.1797	1,453	0.2452	91	0.0154
-6	3,582	591	0.1650	981	0.2739	75	0.0209
-7	3,561	708	0.1988	1,037	0.2912	87	0.0244
-8	2,136	380	0.1779	722	0.3380	67	0.0314
-9	2,309	503	0.2178	795	0.3443	94	0.0407
-10	2,024	396	0.1957	711	0.3513	65	0.0321
-11	1,365	293	0.2146	548	0.4014	55	0.0403
-12	1,261	307	0.2434	473	0.3750	49	0.0388
-13	1,260	300	0.2381	517	0.4104	74	0.0587
-14	734	141	0.1921	363	0.4946	28	0.0382
-15	705	172	0.2441	346	0.4910	40	0.0568
-16	732	186	0.2541	516	0.7048	110	0.1503
-17	406	86	0.2119	198	0.4879	17	0.0419
-18	333	83	0.2493	225	0.6758	30	0.0901
-19	287	72	0.2512	182	0.6350	17	0.0593
-20	1,462	473	0.3235	1,209	0.8268	273	0.1867
Total	728,518	50,732	0.0696	49,432	0.0679	2,787	0.0038

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2009 DRIVER SAFETY RATING APPLICATION  
Technical Document Exhibits - SM.5

Exhibit 2a  
Prospective Model  
Version 1: Assume the same Driver Distribution as the Retrospective Model

DSR Level	Distribution of Earned Drivers					Driver Premium*					Accident Surcharges	
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Years 2 to 5
14					28.76%					\$1		\$0
13				31.09%	4.64%				\$1	\$1		\$0
12			33.92%	5.06%	3.45%				\$1	\$1		\$0
11		36.95%	5.57%	3.83%	6.68%			\$1	\$1	\$1		\$0
10	40.36%	6.17%	4.35%	7.29%	3.00%	\$1	\$1	\$1	\$1	\$1	\$4	\$0
9	6.56%	4.83%	7.88%	3.19%	4.50%	\$1	\$1	\$1	\$1	\$1	\$17	\$0
8	5.51%	8.68%	3.45%	5.10%	7.40%	\$1	\$1	\$1	\$1	\$1	\$10	\$0
7	9.87%	3.83%	5.97%	7.36%	3.17%	\$20	\$20	\$20	\$20	\$20	\$9	\$0
6	3.42%	6.38%	6.60%	2.90%	3.61%	\$25	\$25	\$25	\$25	\$25	\$1	\$0
5	8.06%	6.42%	3.17%	4.03%	4.39%	\$30	\$30	\$30	\$30	\$30	\$17	\$0
4	4.69%	2.49%	3.70%	4.03%	2.72%	\$30	\$30	\$30	\$30	\$30	\$17	\$0
3	2.45%	3.86%	4.14%	2.93%	3.97%	\$35	\$35	\$35	\$35	\$35	\$31	\$0
2	4.07%	4.44%	3.22%	4.38%	4.28%	\$35	\$35	\$35	\$35	\$35	\$21	\$0
1	5.23%	3.77%	5.06%	4.87%	4.70%	\$40	\$40	\$40	\$40	\$40	\$42	\$0
0	4.99%	6.63%	6.06%	6.26%	6.62%	\$45	\$45	\$45	\$45	\$45	\$64	\$0
-1	0.57%	1.34%	1.24%	1.42%	1.53%	\$45	\$45	\$45	\$100	\$100	\$49	\$0
-2	1.95%	0.67%	1.21%	1.20%	1.10%	\$45	\$45	\$75	\$100	\$100	\$66	\$0
-3	0.42%	0.63%	0.78%	0.74%	0.82%	\$45	\$45	\$150	\$200	\$200	\$55	\$0
-4	0.80%	0.84%	0.79%	1.00%	1.00%	\$45	\$100	\$150	\$200	\$200	\$80	\$0
-5	0.15%	0.57%	0.80%	0.76%	0.76%	\$45	\$100	\$200	\$300	\$300	\$79	\$0
-6	0.35%	0.36%	0.40%	0.44%	0.50%	\$245	\$250	\$300	\$300	\$300	\$79	\$0
-7	0.13%	0.31%	0.39%	0.46%	0.48%	\$270	\$300	\$350	\$400	\$400	\$91	\$0
-8	0.13%	0.17%	0.24%	0.26%	0.28%	\$295	\$300	\$350	\$400	\$400	\$114	\$0
-9	0.06%	0.19%	0.24%	0.29%	0.33%	\$320	\$350	\$400	\$500	\$500	\$73	\$0
-10	0.08%	0.11%	0.19%	0.24%	0.27%	\$345	\$400	\$450	\$500	\$500	\$96	\$0
-11	0.03%	0.09%	0.14%	0.15%	0.17%	\$395	\$500	\$600	\$700	\$700	\$128	\$0
-12	0.04%	0.06%	0.11%	0.14%	0.17%	\$445	\$500	\$700	\$900	\$900	\$107	\$0
-13	0.01%	0.05%	0.08%	0.12%	0.14%	\$495	\$600	\$800	\$1,100	\$1,100	\$157	\$0
-14	0.02%	0.04%	0.07%	0.09%	0.10%	\$545	\$700	\$1,000	\$1,300	\$1,300	\$152	\$0
-15	0.01%	0.02%	0.05%	0.08%	0.08%	\$595	\$800	\$1,200	\$1,500	\$1,500	\$131	\$0
-16	0.01%	0.03%	0.05%	0.08%	0.09%	\$670	\$1,000	\$1,300	\$1,700	\$1,700	\$126	\$0
-17	0.00%	0.01%	0.03%	0.04%	0.05%	\$745	\$1,200	\$1,500	\$1,900	\$1,900	\$108	\$0
-18	0.01%	0.01%	0.02%	0.03%	0.04%	\$820	\$1,200	\$1,600	\$2,100	\$2,100	\$122	\$0
-19	0.00%	0.01%	0.02%	0.03%	0.04%	\$895	\$1,300	\$1,800	\$2,300	\$2,300	\$132	\$0
-20	0.02%	0.03%	0.06%	0.12%	0.17%	\$1,044	\$1,500	\$2,000	\$2,500	\$2,500	\$175	\$0
Total	100.00%	100.00%	100.00%	100.00%	100.00%	\$19	\$22	\$30	\$40	\$44	\$17	\$0

1. The average driver premiums for drivers with 8 or more merits was assumed to be \$1. The driver premium for these customers is \$0 if they insure a vehicle and \$5 if they do not insure a vehicle.

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2009 DRIVER SAFETY RATING APPLICATION  
Technical Document Exhibits - SM.5

Exhibit 2a  
Prospective Model  
Version 1: Assume the same Driver Distribution as the Retrospective Model

DSR Level	Vehicle Premium Discount					Merit Eligible Vehicles per Driver					Average Merit Eligible Vehicle Premium				
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5
14					30.0%					1.32					\$940
13				30.0%	30.0%				1.28	1.31				\$915	\$940
12			27.5%	30.0%	30.0%			1.25	1.27	1.19			\$922	\$915	\$940
11		25.0%	25.0%	25.0%	25.0%			1.23	1.24	1.01			\$928	\$954	\$980
10	25.0%	25.0%	25.0%	25.0%	25.0%	1.20	1.22	1.13	0.98	1.01	\$903	\$928	\$954	\$980	\$1,007
9	25.0%	25.0%	25.0%	25.0%	25.0%	1.19	1.11	0.95	0.98	0.88	\$903	\$928	\$954	\$980	\$1,007
8	25.0%	25.0%	25.0%	25.0%	25.0%	1.09	0.94	0.95	0.86	0.88	\$903	\$928	\$954	\$980	\$1,007
7	25.0%	25.0%	25.0%	25.0%	25.0%	0.92	0.94	0.83	0.86	0.69	\$903	\$928	\$954	\$980	\$1,007
6	20.0%	20.0%	20.0%	20.0%	20.0%	0.80	0.82	0.83	0.67	0.69	\$964	\$990	\$1,017	\$1,045	\$1,074
5	15.0%	15.0%	15.0%	15.0%	15.0%	0.63	0.64	0.65	0.67	0.63	\$1,024	\$1,052	\$1,081	\$1,111	\$1,141
4	15.0%	15.0%	15.0%	15.0%	15.0%	0.57	0.58	0.59	0.61	0.63	\$1,024	\$1,052	\$1,081	\$1,111	\$1,141
3	10.0%	10.0%	10.0%	10.0%	10.0%	0.52	0.53	0.53	0.55	0.57	\$1,084	\$1,114	\$1,145	\$1,176	\$1,208
2	10.0%	10.0%	10.0%	10.0%	10.0%	0.52	0.53	0.53	0.55	0.57	\$1,084	\$1,114	\$1,145	\$1,176	\$1,208
1	5.0%	5.0%	5.0%	5.0%	5.0%	0.52	0.53	0.53	0.55	0.57	\$1,144	\$1,176	\$1,208	\$1,241	\$1,275
0	0.0%	0.0%	0.0%	0.0%	0.0%	0.29	0.29	0.30	0.31	0.31	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-1	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-2	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-3	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-4	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-5	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-6	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-7	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-8	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-9	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-10	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-11	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-12	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-13	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-14	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-15	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-16	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-17	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-18	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-19	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
-20	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343
Total	19.1%	18.7%	19.5%	20.3%	20.1%	0.93	0.93	0.93	0.93	0.93	\$943	\$972	\$986	\$997	\$1,026

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2009 DRIVER SAFETY RATING APPLICATION  
Technical Document Exhibits - SM.5

**Exhibit 2b**  
**Prospective Model Summary**  
**Version 1: Assume the same Driver Distribution as the Retrospective Model**

DSR Policy Year	Written Premiums				
	Year 1	Year 2	Year 3	Year 4	Year 5
Earned Drivers	771,306	782,876	794,619	806,538	818,636
Average Driver Premium per Driver	\$19	\$22	\$30	\$40	\$44
Average Charge 2 Premiums per Driver	\$17	\$0	\$0	\$0	\$0
Total Driver Premium (\$000)	\$27,289	\$16,990	\$23,866	\$32,345	\$35,620
Earned Merit Eligible Vehicles	713,912	724,621	735,490	746,522	757,720
Average Merit Eligible Vehicle Premium	\$943	\$972	\$986	\$997	\$1,026
Total Vehicle Premium (\$000)	\$673,519	\$704,088	\$725,271	\$744,298	\$777,516
Fiscal Year Basis	Written Premiums				
	2009/10*	2010/11	2011/12	2012/13	2013/14
Driver Premium Forecast	\$32,567	\$23,300	\$17,245	\$24,224	\$32,830
2009 GRA Driver Premium Forecast	\$35,207	\$35,670	\$36,133	\$36,596	\$37,060
Difference	-\$2,639	-\$12,370	-\$18,888	-\$12,372	-\$4,229
Vehicle Premium Forecast	\$660,518	\$681,928	\$711,179	\$730,458	\$747,294
2009 GRA Vehicle Premium Forecast	\$663,035	\$689,806	\$717,656	\$746,632	\$776,777
Difference	-\$2,518	-\$7,877	-\$6,477	-\$16,174	-\$29,483
<b>Total Premium Impact</b>	<b>-\$5,157</b>	<b>-\$20,247</b>	<b>-\$25,365</b>	<b>-\$28,546</b>	<b>-\$33,713</b>

January 30, 2009

2009 DRIVER SAFETY RATING APPLICATION  
Technical Document Exhibits - SM.5

Exhibit 2c  
Prospective Model  
Version 2: Adjusted Retrospective Model

DSR Level	Distribution of Earned Drivers					Driver Premium <sup>1</sup>					Accident Surcharges	
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Years 2 to 5
14					31.2%					\$1		\$0
13				33.7%	4.4%				\$1	\$1		\$0
12			36.9%	4.8%	3.1%			\$1	\$1	\$1		\$0
11		40.4%	5.3%	3.4%	5.1%			\$1	\$1	\$1		\$0
10	43.9%	5.8%	3.9%	5.5%	3.0%	\$1	\$1	\$1	\$1	\$1	\$4	\$0
9	6.2%	4.3%	5.8%	3.2%	3.5%	\$1	\$1	\$1	\$1	\$1	\$17	\$0
8	4.9%	6.2%	3.4%	3.9%	7.4%	\$1	\$1	\$1	\$1	\$1	\$10	\$0
7	6.9%	3.9%	4.6%	7.3%	3.1%	\$20	\$20	\$20	\$20	\$20	\$9	\$0
6	3.5%	4.9%	6.6%	2.8%	3.8%	\$25	\$25	\$25	\$25	\$25	\$1	\$0
5	6.2%	6.3%	3.1%	4.4%	4.9%	\$30	\$30	\$30	\$30	\$30	\$17	\$0
4	4.4%	2.4%	4.2%	4.7%	2.8%	\$30	\$30	\$30	\$30	\$30	\$17	\$0
3	2.3%	4.6%	5.1%	3.1%	3.2%	\$35	\$35	\$35	\$35	\$35	\$31	\$0
2	5.2%	5.9%	3.4%	3.5%	4.5%	\$35	\$35	\$35	\$35	\$35	\$21	\$0
1	7.6%	4.0%	4.0%	5.2%	5.0%	\$40	\$40	\$40	\$40	\$40	\$42	\$0
0	5.5%	5.1%	6.4%	6.7%	6.6%	\$45	\$45	\$45	\$45	\$45	\$64	\$0
-1	0.4%	1.3%	1.4%	1.4%	1.6%	\$45	\$45	\$45	\$100	\$100	\$49	\$0
-2	1.2%	0.6%	1.3%	1.3%	1.2%	\$45	\$45	\$75	\$100	\$100	\$66	\$0
-3	0.3%	0.7%	0.9%	0.8%	0.8%	\$45	\$45	\$150	\$200	\$200	\$55	\$0
-4	0.5%	1.1%	0.8%	1.0%	1.1%	\$45	\$100	\$150	\$200	\$200	\$80	\$0
-5	0.1%	0.8%	0.8%	0.8%	0.8%	\$45	\$100	\$200	\$300	\$300	\$79	\$0
-6	0.2%	0.3%	0.4%	0.5%	0.5%	\$245	\$250	\$300	\$300	\$300	\$79	\$0
-7	0.1%	0.3%	0.4%	0.5%	0.5%	\$270	\$300	\$350	\$400	\$400	\$92	\$0
-8	0.1%	0.2%	0.3%	0.3%	0.3%	\$295	\$300	\$350	\$400	\$400	\$114	\$0
-9	0.0%	0.2%	0.3%	0.3%	0.3%	\$320	\$350	\$400	\$500	\$500	\$73	\$0
-10	0.1%	0.1%	0.2%	0.2%	0.3%	\$345	\$400	\$450	\$500	\$500	\$97	\$0
-11	0.0%	0.1%	0.1%	0.2%	0.2%	\$395	\$500	\$600	\$700	\$700	\$128	\$0
-12	0.0%	0.1%	0.1%	0.1%	0.2%	\$445	\$500	\$700	\$900	\$900	\$107	\$0
-13	0.0%	0.1%	0.1%	0.1%	0.1%	\$495	\$600	\$800	\$1,100	\$1,100	\$158	\$0
-14	0.0%	0.0%	0.1%	0.1%	0.1%	\$545	\$700	\$1,000	\$1,300	\$1,300	\$153	\$0
-15	0.0%	0.0%	0.0%	0.1%	0.1%	\$595	\$800	\$1,200	\$1,500	\$1,500	\$132	\$0
-16	0.0%	0.0%	0.0%	0.1%	0.1%	\$670	\$1,000	\$1,300	\$1,700	\$1,700	\$126	\$0
-17	0.0%	0.0%	0.0%	0.0%	0.1%	\$745	\$1,200	\$1,500	\$1,900	\$1,900	\$108	\$0
-18	0.0%	0.0%	0.0%	0.0%	0.0%	\$820	\$1,200	\$1,600	\$2,100	\$2,100	\$123	\$0
-19	0.0%	0.0%	0.0%	0.0%	0.0%	\$895	\$1,300	\$1,800	\$2,300	\$2,300	\$132	\$0
-20	0.0%	0.1%	0.1%	0.1%	0.2%	\$1,044	\$1,500	\$2,000	\$2,500	\$2,500	\$176	\$0
Total	100.0%	100.0%	100.0%	100.0%	100.0%	\$18	\$22	\$31	\$41	\$46	\$17	\$0

1. The average driver premiums for drivers with 8 or more merits was assumed to be \$1. The driver premium for these customers is \$0 if they insure a vehicle and \$5 if they do not insure a vehicle.

January 30, 2009

2009 DRIVER SAFETY RATING APPLICATION  
Technical Document Exhibits - SM.5

Exhibit 2c  
Prospective Model  
Version 2: Adjusted Retrospective Model

DSR Level	Vehicle Premium Discount					Merit Eligible Vehicles per Driver					Average Merit Eligible Vehicle Premium					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	
14					30.0%					1.31					\$940	
13				30.0%	30.0%				1.28	1.30				\$915	\$940	
12			27.5%	30.0%	30.0%			1.24	1.27	1.19			\$922	\$915	\$940	
11		25.0%	25.0%	25.0%	25.0%			1.22	1.23	1.16	1.00		\$928	\$954	\$980	\$1,007
10	25.0%	25.0%	25.0%	25.0%	25.0%	1.20	1.20	1.12	0.97	1.00	\$903	\$928	\$954	\$980	\$1,007	
9	25.0%	25.0%	25.0%	25.0%	25.0%	1.19	1.10	0.95	0.97	0.88	\$903	\$928	\$954	\$980	\$1,007	
8	25.0%	25.0%	25.0%	25.0%	25.0%	1.09	0.93	0.95	0.85	0.88	\$903	\$928	\$954	\$980	\$1,007	
7	25.0%	25.0%	25.0%	25.0%	25.0%	0.92	0.93	0.83	0.85	0.69	\$903	\$928	\$954	\$980	\$1,007	
6	20.0%	20.0%	20.0%	20.0%	20.0%	0.80	0.81	0.83	0.67	0.69	\$964	\$990	\$1,017	\$1,045	\$1,074	
5	15.0%	15.0%	15.0%	15.0%	15.0%	0.63	0.64	0.65	0.67	0.63	\$1,024	\$1,052	\$1,081	\$1,111	\$1,141	
4	15.0%	15.0%	15.0%	15.0%	15.0%	0.57	0.58	0.59	0.61	0.63	\$1,024	\$1,052	\$1,081	\$1,111	\$1,141	
3	10.0%	10.0%	10.0%	10.0%	10.0%	0.52	0.52	0.53	0.55	0.56	\$1,084	\$1,114	\$1,145	\$1,176	\$1,208	
2	10.0%	10.0%	10.0%	10.0%	10.0%	0.52	0.52	0.53	0.55	0.56	\$1,084	\$1,114	\$1,145	\$1,176	\$1,208	
1	5.0%	5.0%	5.0%	5.0%	5.0%	0.52	0.52	0.53	0.55	0.56	\$1,144	\$1,176	\$1,208	\$1,241	\$1,275	
0	0.0%	0.0%	0.0%	0.0%	0.0%	0.29	0.29	0.30	0.30	0.31	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-1	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-2	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-3	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-4	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-5	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-6	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-7	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-8	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-9	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-10	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-11	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-12	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-13	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-14	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-15	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-16	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-17	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-18	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-19	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
-20	0.0%	0.0%	0.0%	0.0%	0.0%	0.63	0.64	0.65	0.67	0.69	\$1,205	\$1,238	\$1,272	\$1,307	\$1,343	
Total	18.9%	18.7%	19.4%	20.2%	20.0%	0.93	0.93	0.93	0.93	0.93	\$943	\$973	\$986	\$996	\$1,026	



January 30, 2009

2009 DRIVER SAFETY RATING APPLICATION  
Technical Document Exhibits - SM.5

**Exhibit 2d**  
**Prospective Model**  
**Version 2: Adjusted Retrospective Model**

DSR Policy Year	Written Premiums				
	Year 1	Year 2	Year 3	Year 4	Year 5
Earned Drivers	771,306	782,876	794,619	806,538	818,636
Average Driver Premium per Driver	\$18	\$22	\$31	\$41	\$46
Average Charge 2 Premiums per Driver	\$17	\$0	\$0	\$0	\$0
Total Driver Premium (\$000)	\$27,185	\$17,578	\$24,504	\$33,452	\$37,547
Earned Merit Eligible Vehicles	713,912	724,621	735,490	746,522	757,720
Average Merit Eligible Vehicle Premium	\$943	\$973	\$986	\$996	\$1,026
Total Vehicle Premium (\$000)	\$673,472	\$704,774	\$725,129	\$743,719	\$777,252
Fiscal Year Basis	Written Premiums				
	2009/10*	2010/11	2011/12	2012/13	2013/14
Driver Premium Forecast	\$32,533	\$23,195	\$17,841	\$24,871	\$33,954
2009 GRA Driver Premium Forecast	\$35,207	\$35,670	\$36,133	\$36,596	\$37,060
Difference	-\$2,674	-\$12,475	-\$18,292	-\$11,725	-\$3,106
Vehicle Premium Forecast	\$660,502	\$681,879	\$711,895	\$730,310	\$746,691
2009 GRA Vehicle Premium Forecast	\$663,035	\$689,806	\$717,656	\$746,632	\$776,777
Difference	-\$2,533	-\$7,926	-\$5,761	-\$16,322	-\$30,086
<b>Total Premium Impact</b>	<b>-\$5,207</b>	<b>-\$20,401</b>	<b>-\$24,053</b>	<b>-\$28,047</b>	<b>-\$33,192</b>



400-330 Portage Avenue  
Winnipeg, Manitoba  
R3C 0C4  
website: [www.pub.gov.mb.ca](http://www.pub.gov.mb.ca)

**THE PUBLIC UTILITIES BOARD  
NOTICE OF PUBLIC HEARING  
AND PRE-HEARING CONFERENCE  
Applicant: Manitoba Public Insurance Corporation**

**HEARING:** The Public Utilities Board (Board) will hold a public hearing of an application from Manitoba Public Insurance Corporation (MPI) at the Board's Hearing Room, 4<sup>th</sup> Floor, 330 Portage Avenue, Winnipeg, MB, commencing at 9:00 a.m. on April 6, 2009. A Pre-Hearing Conference (PHC) will be convened by the Board in its Hearing Room, 4<sup>th</sup> Floor, 330 Portage Avenue, Winnipeg, Manitoba at 9:00 a.m. on February 13, 2009.

**APPLICANT:** Pursuant to *The Crown Corporations Public Review and Accountability Act* and *The Public Utilities Board Act*, MPI has applied to the Board for approval of drivers' licence premiums and vehicle discount levels to take effect on policies issued between November 1, 2009 and February 28, 2011. Approval of these new rates is required because of the introduction of the new Driver Safety Rating program.

**APPLICATION PARTICULARS:**

The Government of Manitoba has passed the Driver Safety Rating Regulation, a regulation under the MPIC Act, which discontinues the vehicle and driver merit discount program and driver licence surcharge programs and replaces these programs with a new integrated system of insurance discounts and surcharges, known as the Driver Safety Rating system.

Along with establishing the program principles and policies, the new Regulation also establishes transition rules for moving drivers and vehicle owners from the old discount and surcharge systems to the new Driver Safety Rating system.

The Corporation is applying to the Board for approval of the driver and vehicle premium discount and driver premium surcharge rates to be charged at each "step" on the new driver safety rating scale.

**RATE IMPACT:**

If approved, 535,055 drivers (primarily those with the longest term safety record) will save a minimum of \$15 on their driver's premium; 82,691 drivers will see decreases of less than \$15, and 100,416 drivers will see no change in driver premium. The remaining 50,599 drivers will see increases, most of which are \$10 or less.

For vehicle premiums, 89.9% of merit eligible vehicles will see no change in vehicle discount levels, and 11.1% will see higher vehicle discount levels. There will be no increases to vehicle premiums due to the introduction of Driver Safety Rating.

Actual premiums would vary depending on driving record.

**PRE-HEARING CONFERENCE:**

Those wishing to intervene in respect of this application and to participate in the proceeding are required to attend, or send a representative to, the PHC. The objectives of the PHC include:

- i) to identify interveners;
- ii) to establish status of certain applicant interveners; and
- iii) to establish a timetable for the orderly exchange of evidence and information.

**PARTICIPATION:**

Interveners are those wishing to examine witnesses, provide evidence, make submissions, and/or present final argument. Interveners should notify the Board of their intention to do so by applying to the Secretary of the Board immediately – the Board will thereupon notify MPI of the intention.

Interveners may be entitled to financial assistance. The Board's Rules of Practice and Procedure (Rules) provide the procedure to seek an award of costs, and the guidelines for an award of costs. Parties wishing to make an application for an award of costs should review the Rules before applying.

Parties wishing to submit a brief or to express comments to the Board, but not wishing to participate in the entire proceeding, should advise the Secretary of the Board of their intention to appear at the public hearing by no later than March 20, 2009.

**GENERAL INFORMATION:**

MPI rates shall be reviewed by the Board, and neither a change in rates for services shall be made nor new rates for services shall be introduced without the approval of the Board. Rates for services means in the case of MPI, rate bases and premiums charged for compulsory driver and vehicle insurance. Upon any application to it, the Board may make an Order granting the whole or part of the application, or may grant other relief in addition to or in substitution for that applied for.


The Board's Rules will apply to the conduct of the Hearing. The Rules may be viewed on the Board's website <http://www.pub.gov.mb.ca/> or be obtained on request to the Board, by either emailing ([publicutilities@gov.mb.ca](mailto:publicutilities@gov.mb.ca)), writing or calling the Board Secretary (945-2638 or 1-866-854-3698, toll free).

Persons wishing to address the public hearing in French are required to notify the Board's Secretary prior to March 20, 2009 and if possible at the PHC. The Board is also prepared to convene meetings in Brandon or such other locations as may be warranted.

For full particulars, interested parties may examine MPI's application and supporting materials, either at the Corporation's or the Board's office. Interested parties may contact either the Board Secretary, or:

Manitoba Public Insurance  
Attention: Gail Granger  
8th Floor, 234 Donald Street  
Winnipeg, Manitoba R3C 4A4  
Telephone: 985-7335 (collect calls accepted)

DATED this 21st day of January, 2009.



G. Gaudreau, CMA  
Secretary  
The Public Utilities Board

Wheelchair access is available



Five days notice required



# MANITOBA PUBLIC INSURANCE

## 2009 Driver Safety Rating Application

### TABLES

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TI.1	Comparison of Operating Results by Insurance Year – With & Without DSR – SR (to 2012/13)
TI.2	Manitoba Public Insurance Statement of Basic Insurance Retained Earnings (to 2012/13)

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January 30, 2009

**2009 DRIVER SAFETY RATING APPLICATION**  
**Comparison of Operating Results (With DSR) - TI.1****STATEMENT OF OPERATIONS**  
**For the Fiscal Years Ended February 28/29,****BASIC****Unaudited**

<b>Forecast</b>	<b>(Dollars in Thousands)</b>	<b>Projected</b>	<b>Outlook</b>		
<b>2008/09</b>		<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>
\$		\$	\$		\$
	<b>Net Premiums Written</b>				
690,693	Motor Vehicles	716,236	746,912	786,144	814,390
36,195	Drivers	33,579	24,140	18,689	25,626
(9,570)	Reinsurance Ceded	(9,491)	(9,491)	(9,491)	(9,491)
<b>717,318</b>	<b>Total Net Premiums Written</b>	<b>740,324</b>	<b>761,561</b>	<b>795,342</b>	<b>830,525</b>
	<b>Net Premiums Earned</b>				
671,460	Motor Vehicles	704,486	732,801	768,098	801,397
36,098	Drivers	33,802	24,900	19,855	26,330
(9,865)	Reinsurance Ceded	(9,560)	(9,491)	(9,491)	(9,491)
<b>697,693</b>	<b>Total Net Premiums Earned</b>	<b>728,728</b>	<b>748,210</b>	<b>778,462</b>	<b>818,236</b>
17,552	Service Fees & Other Revenues	17,483	20,217	21,751	22,661
<b>715,245</b>	<b>Total Earned Revenues</b>	<b>746,211</b>	<b>768,427</b>	<b>800,213</b>	<b>840,897</b>
	<b>Net Claims Incurred</b>				
583,868	Claims Expense	624,849	655,400	679,693	707,146
76,384	Road Safety/Loss Prevention	86,049	90,746	92,240	95,504
24,408		19,844	12,291	12,662	12,554
<b>684,660</b>	<b>Total Claims Costs</b>	<b>730,742</b>	<b>758,437</b>	<b>784,595</b>	<b>815,204</b>
	<b>Expenses</b>				
40,521	Operating	47,728	50,590	52,157	53,718
37,976	Commissions	40,085	41,014	37,517	30,802
21,227	Premium Taxes	22,147	22,730	23,639	24,833
2,952	Regulatory/Appeal	2,991	3,059	3,128	3,198
<b>102,676</b>	<b>Total Expenses</b>	<b>112,951</b>	<b>117,393</b>	<b>116,441</b>	<b>112,551</b>
<b>(72,091)</b>	<b>Underwriting Income (Loss)</b>	<b>(97,482)</b>	<b>(107,403)</b>	<b>(100,823)</b>	<b>(86,858)</b>
49,689	Investment Income	91,153	99,059	110,332	120,080
<b>(22,402)</b>	<b>Net Income (Loss) from Operations</b>	<b>(6,329)</b>	<b>(8,344)</b>	<b>9,509</b>	<b>33,222</b>
17,032	Transfer from Immobilizer Incentive Fund	893	-	-	-
<b>(5,370)</b>	<b>Net Income (Loss) for Rating Purposes</b>	<b>(5,436)</b>	<b>(8,344)</b>	<b>9,509</b>	<b>33,222</b>

Actual results could deviate significantly from the forecast/projection/outlook. The forecast/projection/outlook is based on various techniques and assumptions.

January 30, 2009

**2009 DRIVER SAFETY RATING APPLICATION**  
**Comparison of Operating Results (Without DSR) - TI.1****STATEMENT OF OPERATIONS**  
**For the Fiscal Years Ended February 28/29,****BASIC****Unaudited**

Forecast 2008/09	(Dollars in Thousands)	Projected 2009/10	Outlook		
			2010/11	2011/12	2012/13
\$		\$	\$		\$
<b>Net Premiums Written</b>					
686,639	Motor Vehicles	714,723	750,634	787,489	827,776
35,894	Drivers	36,253	36,615	36,981	37,351
9,570	Reinsurance Ceded	9,483	9,483	9,483	9,483
712,963	Total Net Premiums Written	741,493	777,766	814,987	855,644
<b>Net Premiums Earned</b>					
670,294	Motor Vehicles	701,804	734,115	770,536	809,244
35,549	Drivers	36,136	36,498	36,862	37,231
9,979	Reinsurance Ceded	9,556	9,483	9,483	9,483
695,864	Total Net Premiums Earned	728,384	761,130	797,915	836,992
15,843	Service Fees & Other Revenues	17,364	20,105	21,645	22,575
711,707	Total Earned Revenues	745,748	781,235	819,560	859,567
<b>Net Claims Incurred</b>					
603,431	Claims Expense	624,873	655,445	679,671	707,252
79,954	Road Safety/Loss Prevention	86,050	90,747	92,241	95,506
27,716		19,844	12,291	12,662	12,554
711,101	Total Claims Costs	730,767	758,483	784,574	815,312
<b>Expenses</b>					
45,549	Operating	47,720	50,581	52,148	53,711
37,414	Commissions	39,206	41,120	42,903	44,941
21,175	Premium Taxes	22,136	23,117	24,222	25,395
2,924	Regulatory/Appeal	2,991	3,059	3,128	3,198
107,062	Total Expenses	112,053	117,877	122,401	127,245
(106,456)	<b>Underwriting Income (Loss)</b>	(97,072)	(95,125)	(87,415)	(82,990)
86,948	Investment Income	91,965	101,699	114,415	124,737
<b>(19,508)</b>	<b>Net Income (Loss) from Operations</b>	<b>(5,107)</b>	<b>6,574</b>	<b>27,000</b>	<b>41,747</b>
17,032	Transfer from Immobilizer Incentive Fund	893	-	-	-
<b>(2,476)</b>	<b>Net Income (Loss) for Rating Purposes</b>	<b>(4,214)</b>	<b>6,574</b>	<b>27,000</b>	<b>41,747</b>

Actual results could deviate significantly from the forecast/projection/outlook. The forecast/projection/outlook is based on various techniques and assumptions.

January 30, 2009

**2009 DRIVER SAFETY RATING APPLICATION**  
**Statement of Retained Earning (With DSR) - TI.2****STATEMENT OF BASIC INSURANCE RETAINED EARNINGS**  
**For the Fiscal Years Ended February 28/29,**  
**(in thousands of dollars)**

	<b>Actual 2007/08</b>	<b>Forecast 2008/09</b>	<b>Projection 2009/10</b>	<b>Outlook 2010/11</b>	<b>Outlook 2011/12</b>	<b>Outlook 2012/13</b>
<b><u>RATE STABILIZATION RESERVE</u></b>						
Beginning Balance	128,122	127,122	121,752	116,645	109,637	120,623
Net Income (Loss) for the year	69,040	(22,402)	(6,329)	(8,344)	9,509	33,222
Transfer from Immobilizer Incentive Fund	15,218	17,032	893			
Appropriation of RSR - Immobilizer Incentive Fund	-	-	-	-	-	-
Transfer from SRE	-	-	-	-	-	-
Transfer from Extension	-	-	-	-	-	-
Prior Period Adjustment	(22,693)	-	-	-	-	-
Premium Rebate	(62,565)	-	-	-	-	-
<b>Rate Stabilization Reserve - end of year</b>	<b>127,122</b>	<b>121,752</b>	<b>116,316</b>	<b>107,972</b>	<b>117,481</b>	<b>150,703</b>
RSR Target Range (\$ millions)	\$69-\$105	\$72-\$109	\$75-\$114	\$78-\$119	\$78-\$119	\$78-\$119
<b><u>IMMOBILIZER INCENTIVE FUND</u></b>						
Beginning Balance	33,143	17,925	893	-	-	-
Appropriation of Basic Insurance RSR	-	-	-	-	-	-
Transfer to Basic RSR	(15,218)	(17,032)	(893)	-	-	-
<b>Immobilizer Incentive Fund - end of year</b>	<b>17,925</b>	<b>893</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Basic Retained Earnings</b>	<b>145,047</b>	<b>122,645</b>	<b>116,316</b>	<b>107,972</b>	<b>117,481</b>	<b>150,703</b>

Note 1: RSR target range based on the Minimum Capital Test (MCT) at February, 2004, applies to 2005/06 and 2006/07 fiscal years.

Note 2: RSR based on PUB target of \$69M - \$106M for 2007/08.

Note 3: RSR based on PUB target of \$72M - \$109M for 2008/09 and increased annually based on net premiums written growth.

January 30, 2009

**2009 DRIVER SAFETY RATING APPLICATION**  
**Statement of Retained Earning (Without DSR) - TI.2****STATEMENT OF BASIC INSURANCE RETAINED EARNINGS**  
**For the Fiscal Years Ended February 28/29,**  
**(in thousands of dollars)**

	<b>Actual 2007/08</b>	<b>Forecast 2008/09</b>	<b>Projection 2009/10</b>	<b>Outlook 2010/11</b>	<b>Outlook 2011/12</b>	<b>Outlook 2012/13</b>
<b><u>RATE STABILIZATION RESERVE</u></b>						
Beginning Balance	128,122	127,122	124,646	120,432	127,006	154,006
Net Income (Loss) for the year	69,040	(19,508)	(5,107)	6,574	27,000	41,747
Transfer from Immobilizer Incentive Fund	15,218	17,032	893	-	-	-
Appropriation of RSR - Immobilizer Incentive Fund	-	-	-	-	-	-
Transfer from SRE	-	-	-	-	-	-
Transfer from Extension	-	-	-	-	-	-
Prior Period Adjustment	(22,693)	-	-	-	-	-
Premium Rebate	(62,565)	-	-	-	-	-
<b>Rate Stabilization Reserve - end of year</b>	<b>127,122</b>	<b>124,646</b>	<b>120,432</b>	<b>127,006</b>	<b>154,006</b>	<b>195,753</b>
RSR Target Range (\$ millions)	\$69-\$105	\$72-\$109	\$75-\$114	\$78-\$119	\$78-\$119	\$78-\$119
<b><u>IMMOBILIZER INCENTIVE FUND</u></b>						
Beginning Balance	33,143	17,925	893	-	-	-
Appropriation of Basic Insurance RSR	-	-	-	-	-	-
Transfer to Basic RSR	(15,218)	(17,032)	(893)	-	-	-
<b>Immobilizer Incentive Fund - end of year</b>	<b>17,925</b>	<b>893</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Basic Retained Earnings</b>	<b>145,047</b>	<b>125,539</b>	<b>120,432</b>	<b>127,006</b>	<b>154,006</b>	<b>195,753</b>

Note 1: RSR target range based on the Minimum Capital Test (MCT) at February, 2004, applies to 2005/06 and 2006/07 fiscal years.

Note 2: RSR based on PUB target of \$69M - \$106M for 2007/08.

Note 3: RSR based on PUB target of \$72M - \$109M for 2008/09 and increased annually based on net premiums written growth.



# MANITOBA PUBLIC INSURANCE

## 2009 Driver Safety Rating Application

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THE MANITOBA PUBLIC INSURANCE  
CORPORATION ACT  
(C.C.S.M. c. P215)

**Driver Safety Rating System Regulation**

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Regulation 13/2009  
Registered January 21, 2009

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LOI SUR LA SOCIÉTÉ D'ASSURANCE PUBLIQUE  
DU MANITOBA  
(c. P215 de la C.P.L.M.)

**Règlement sur le système de cotes de conduite**

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Règlement 13/2009  
Date d'enregistrement : le 21 janvier 2009

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ANNEXES

**Definitions**

**1** The following definitions apply in this regulation.

"**Act**" means *The Manitoba Public Insurance Corporation Act*. (« *Loi* »)

"**anniversary date**" means anniversary date as defined in section 1 of the *Driver Licensing Regulation*, Manitoba Regulation 47/2006. (« *date anniversaire* »)

"**annual rating term**" means the 12-month period, beginning on a person's anniversary date and ending on the day before his or her next anniversary date, in respect of which a premium for a driver's certificate is specified. (« *période de tarification annuelle* »)

"**annual selection date**" means the day that

(a) is 47 days before a person's anniversary date; or

(b) if the day described in clause (a) falls on a holiday, is a day selected by the corporation that is as close as reasonably practicable to the day described in clause (a). (« *date de sélection annuelle* »)

"**assessment period**" means

(a) the 12-month period beginning on the day after a person's annual selection date and ending on his or her next annual selection date; or

(b) in the case of a person who applies for his or her first driver's certificate more than one day after his or her annual selection date, means the period beginning on the day of the application and ending on the person's next annual selection date. (« *période d'évaluation* »)

"**at-fault claim**" means an at-fault claim, as defined in subsection 1(1) of the Act, in respect of which the corporation has paid

(a) a claim under Part II of the Act; or

**Définitions**

**1** Les définitions qui suivent s'appliquent au présent règlement.

« **année exempte de facteurs de démérite** » Période de 12 mois qui débute le jour suivant la date de sélection annuelle d'une personne, qui se termine à sa prochaine date de sélection annuelle et pendant laquelle aucun facteur de démérite n'est inscrit à son dossier de conduite. ("input factor free year")

« **Code criminel** » Le *Code criminel* (Canada). ("Criminal Code")

« **conducteur avec antécédents** » Personne dont le dossier de conduite comporte un ou plusieurs facteurs de démérite même si elle n'a jamais été titulaire d'un certificat d'assurabilité. ("history driver")

« **date anniversaire** » Date anniversaire au sens de l'article 1 du *Règlement sur les permis de conduire*, R.M. 47/2006. ("anniversary date")

« **date de sélection annuelle** »

a) Le 47<sup>e</sup> jour précédant la date anniversaire d'une personne;

b) si le jour visé à l'alinéa a) tombe un jour férié, le jour que choisit la Société et qui est le plus rapproché possible du jour visé à cet alinéa. ("annual selection date")

« **demande d'indemnisation — accident avec responsabilité** » Demande d'indemnisation — accident avec responsabilité, au sens du paragraphe 1(1) de la *Loi*, à l'égard de laquelle la Société a, selon le cas :

a) réglé une demande d'indemnisation en vertu de la partie II de la *Loi*;

b) payé des sommes assurées, sauf en ce qui a trait à une demande faite :

(i) soit contre elle à titre de défendeur en vertu d'une ordonnance rendue sous le régime de la division IV de la partie IV du *Règlement sur l'assurance automobile* pris en vertu de la *Loi*,

(b) insurance money, other than for a claim

(i) against the corporation as nominal defendant under an order made under Division IV of Part IV of the *Automobile Insurance Coverage Regulation* made under the Act, or

(ii) under extension insurance provided by the corporation under section 56 of the *Automobile Insurance Certificates and Rates Regulation*. (« demande d'indemnisation — accident avec responsabilité »)

"**Automobile Insurance Certificates and Rates Regulation**" means the *Automobile Insurance Certificates and Rates Regulation* made under the Act. (« *Règlement sur les certificats et les tarifs* »)

"**Criminal Code**" means the *Criminal Code* (Canada). (« *Code criminel* »)

"**demerit level**", in relation to the driver safety rating scale referred to in section 4, means a level in the negative range of the scale from the -1 level to the -20 level. (« niveau de démerite »)

"**driver's licence**" means a driver's licence as defined in subsection 1(1) of *The Drivers and Vehicles Act*. (« permis de conduire »)

"**history driver**" means a person who has one or more input factors recorded in his or her driver record, despite not having held a driver's certificate. (« conducteur avec antécédents »)

"**input factor free year**" means a 12-month period, beginning on the day after a person's annual selection date and ending on his her next annual selection date, during which no input factors are recorded in the person's driver record. (« année exempte de facteurs de démerite »)

(ii) soit en vertu d'une assurance complémentaire offerte par elle sous le régime de l'article 56 du *Règlement sur les certificats et les tarifs*. ("at-fault claim")

« **Loi** » La *Loi sur la Société d'assurance publique du Manitoba*. ("Act")

« **niveau de démerite** » Relativement à l'échelle de cotes de conduite mentionnée à l'article 4, niveau situé dans la partie négative de l'échelle, soit de -1 à -20. ("demerit level")

« **niveau de mérite** » Relativement à l'échelle de cotes de conduite mentionnée à l'article 4, niveau situé dans la partie positive de l'échelle, soit de +1 à +15. ("merit level")

« **niveau zéro** » Relativement à l'échelle de cotes de conduite mentionnée à l'article 4, niveau où se trouve une personne dont le nombre d'années exemptes de facteurs de démerite a permis l'annulation de tous les points de démerite connexes à des facteurs de démerite inscrits à son dossier de conduite tout en étant insuffisant pour que sa cote de conduite se situe à un niveau de mérite. ("level zero")

« **période d'évaluation** » Selon le cas :

a) la période de 12 mois qui débute le jour suivant la date de sélection annuelle d'une personne et qui se termine à sa prochaine date de sélection annuelle;

b) dans le cas d'une personne qui présente une demande en vue d'obtenir un premier certificat d'assurabilité plus d'un jour après sa date de sélection annuelle, la période qui débute le jour de sa demande et qui se termine à sa prochaine date de sélection annuelle. ("assessment period")

« **période de tarification annuelle** » Période de 12 mois qui débute à la date anniversaire d'une personne, qui se termine le jour qui précède sa prochaine date anniversaire et à l'égard de laquelle une prime pour un certificat d'assurabilité est prévue. ("annual rating term")

"**level zero**", in relation to the driver safety rating scale referred to in section 4, means the level at which all the demerits associated with any input factors recorded on a person's driver record have been nullified by input factor free years but the person has not experienced enough input factor free years to have a driver safety rating in one of the merit levels. (« niveau zéro »)

"**merit level**", in relation to the driver safety rating scale referred to in section 4, means a level in the positive range of the scale from the +1 level to the +15 level. (« niveau de mérite »)

"**out-of-province driving permit**" means an out-of-province driving permit as defined in subsection 1(1) of *The Drivers and Vehicles Act*. (« permis de conduire de non-résident »)

"**Table of Input Factors**" means the Table of Input Factors set out in Schedule A. (« tableau des facteurs de démerite »)

"**vehicle premium discount**" means the discount, prescribed in the *Automobile Insurance Certificates and Rates Regulation* in reference to the individual's driver safety rating, in respect of

(a) an individual's basic premium; and

(b) if applicable, the premium for extension insurance that an individual obtains in respect of the vehicle covered by an owner's certificate. (« remise de prime pour véhicules »)

#### **Driver safety rating system established**

**2(1)** This regulation establishes the driver safety rating system.

**2(2)** The purposes of the driver safety rating system are to rate a person based on the input factors recorded in his or her driver record, or on the absence of input factors in the record over time, for the purpose of determining the premium that the person must pay for a driver's certificate.

« **permis de conduire** » Permis de conduire au sens du paragraphe 1(1) de la *Loi sur les conducteurs et les véhicules*. ("driver's licence")

« **permis de conduire de non-résident** » Permis de conduire de non-résident au sens du paragraphe 1(1) de la *Loi sur les conducteurs et les véhicules*. ("out-of-province driving permit")

« **Règlement sur les certificats et les tarifs** » Le *Règlement sur les certificats et les tarifs* pris sous le régime de la *Loi*. ("*Automobile Insurance Certificates and Rates Regulation*")

« **remise de prime pour véhicules** » La remise que prévoit le *Règlement sur les certificats et les tarifs* en fonction de la cote de conduite d'un particulier et qui est accordée à l'égard :

a) de sa prime de base;

b) de la prime pour l'assurance complémentaire qu'il obtient, le cas échéant, relativement au véhicule visé par un certificat de propriété. ("vehicle premium discount")

« **tableau des facteurs de démerite** » Le tableau des facteurs de démerite figurant à l'annexe A. ("*Table of Input Factors*")

#### **Établissement d'un système de cotes de conduite**

**2(1)** Le présent règlement établit le système de cotes de conduite.

**2(2)** Le système de cotes de conduite a pour objet l'évaluation des conducteurs en fonction des facteurs de démerite inscrits à leur dossier de conduite ou de l'absence d'inscription de tels facteurs dans le temps afin que soit déterminée la prime qu'ils doivent payer pour obtenir un certificat d'assurabilité.

**Corporation must maintain driver safety rating system**

**3** In accordance with this regulation, the corporation must maintain the driver safety rating system and determine the driver safety ratings of persons who apply for or may apply for drivers' certificates.

**Driver safety rating scale**

**4(1)** A person's driver safety rating must be rated on an incremental scale of levels from +15 to -20.

**4(2)** Despite subsection (1), after this regulation comes into force, the corporation must initially limit the upper range of the driver safety rating scale to level +10. On March 1, 2011, the corporation must increase the upper range of the driver safety rating scale to level +11 and, after that on March 1 annually, must increase the upper range of the scale by one level until the eventual maximum level of +15 is reached.

**Input factors**

**5(1)** The convictions and other events set out in the Table of Input Factors are prescribed as input factors for the driver safety rating system.

**5(2)** Subsection (1) does not apply to a conviction if the person is given a reprimand rather than a fine or other penalty.

**Upward movement for input factor free period**

**6** In the manner described in section 8, a person who does not have an input factor recorded in his or her driver record during his or her most recent assessment period moves up the driver safety rating scale, unless his or her driver safety rating is already at the highest level.

**Demerits attributable to each input factor**

**7(1)** In the manner described in section 8, each input factor recorded in a person's driver record results in the person moving down the driver safety rating scale the number of levels that is equal to the number of demerits set out in the fourth column of the Table of Input Factors opposite the input factor's description.

**Maintien du système de cotes de conduite par la Société**

**3** Conformément au présent règlement, la Société maintient le système de cotes de conduite et détermine la cote de conduite des personnes qui présentent ou peuvent présenter une demande de certificat d'assurabilité.

**Échelle de cotes de conduite**

**4(1)** La cote de conduite d'une personne est évaluée selon une échelle graduée comportant des niveaux allant de +15 à -20.

**4(2)** Malgré le paragraphe (1), après l'entrée en vigueur du présent règlement, la Société porte initialement la limite supérieure de l'échelle de cotes de conduite au niveau +10. Le 1<sup>er</sup> mars 2011, la Société la porte au niveau +11, puis ajoute un niveau supplémentaire le 1<sup>er</sup> mars de chaque année subséquente jusqu'à ce que le niveau maximal atteigne +15.

**Facteurs de démerite**

**5(1)** Les condamnations et les autres événements énumérés au tableau des facteurs de démerite sont prescrits à titre de facteurs de démerite dans le cadre du système de cotes de conduite.

**5(2)** Le paragraphe (1) ne s'applique pas à une condamnation si la personne fait l'objet d'une réprimande plutôt que d'une amende ou d'une peine.

**Augmentation de la cote de conduite — période exempte de facteurs de démerite**

**6** Conformément à l'article 8, une cote de conduite qui n'est pas déjà au niveau maximal augmente si aucun facteur de démerite n'est inscrit au dossier de conduite de la personne concernée pendant sa période d'évaluation la plus récente.

**Points de démerite pour chaque facteur de démerite**

**7(1)** Conformément à l'article 8, chaque facteur de démerite inscrit au dossier de conduite d'une personne réduit sa cote de conduite du nombre de niveaux qui équivaut au nombre de points de démerite indiqué à la quatrième colonne du tableau des facteurs de démerite en regard de la description du facteur de démerite.

**7(2)** Despite subsection (1), if an input factor is listed as being associated with one or more other input factors in the Table of Associated Input Factors set out in Schedule A, the corporation must not, in respect of associated input factors recorded on a person's driver record in connection with the same original incident, move the person down the driver safety rating scale more than the number of demerits attributable to the recorded associated input factor with the highest number of demerits.

#### **Rules for determining driver safety rating**

**8** On a recurring basis, the corporation must determine a person's driver safety rating in accordance with the following rules:

1. In general, a person's driver safety rating is to be determined with reference to
  - (a) the input factors, if any, recorded in his or her driver record as of the end of his or her assessment period in each year and the demerits associated with those input factors that have not been nullified by input factor free years; and
  - (b) the input factor free years that the person has experienced.
2. Except as otherwise provided in this section, a person's driver safety rating is to be determined based on his or her driver record and on his or her experience of input factor free years, as of the end of the day on each annual selection date. Once determined, the driver safety rating is in effect for the next annual rating term after the annual selection date, unless an order of the Rates Appeal Board or another appeal about an input factor after the annual selection date affects the driver safety rating.

**7(2)** Malgré le paragraphe (1), si le tableau des facteurs de démerite connexes figurant à l'annexe A indique qu'un facteur de démerite est connexe à un ou plusieurs autres facteurs de démerite, la Société ne peut, à l'égard des facteurs de démerite connexes inscrits au dossier de conduite d'une personne relativement au même incident, réduire sa cote de conduite d'un nombre de points de démerite supérieur au nombre attribuable au facteur de démerite connexe inscrit qui entraîne l'imposition du nombre le plus élevé de points de démerite.

#### **Détermination de la cote de conduite**

**8** Sur une base régulière, la Société détermine la cote de conduite d'une personne en conformité avec les règles énumérées ci-dessous.

1. De façon générale, la cote de conduite d'une personne est déterminée en fonction :
  - a) des facteurs de démerite qui sont inscrits, le cas échéant, à son dossier de conduite à la fin de sa période d'évaluation chaque année et des points de démerite connexes aux facteurs de démerite qui n'ont pas été annulés en raison de ses années exemptes de facteurs de démerite;
  - b) de ses années exemptes de facteurs de démerite.
2. Sauf disposition contraire du présent article, la cote de conduite d'une personne est déterminée en fonction de son dossier de conduite et de ses années exemptes de facteurs de démerite à la fin de la journée de chaque date de sélection annuelle. Une fois déterminée, la cote de conduite est en vigueur pour la période de tarification annuelle qui suit la date de sélection annuelle, sauf si une ordonnance de la Commission d'appel des tarifs rendue après la date de sélection annuelle ou un appel interjeté après cette date et portant sur un facteur de démerite a un effet sur la cote de conduite.

3. An input factor that is recorded on a person's driver record on or after the person's annual selection date is deemed to be part of the driver record for the purpose of determining the person's annual movement on the driver safety rating scale at his or her next annual selection date.
4. The corporation must give a person who applies for his or her first driver's certificate a driver safety rating of zero unless the person is a history driver to whom rule 5 applies or is a person referred to in rule 7.
5. Subject to rule 6, the corporation must give a history driver who applies for his or her first driver's certificate a driver safety rating of not more than zero determined, as of the day the application is made, on the basis of
  - (a) the input factors recorded in his or her driver record and the associated demerits that have not been nullified by input factor free years; and
  - (b) the input factor free years that he or she has experienced since he or she became a history driver.
6. Rule 5 does not apply to a history driver who has a driving history in a jurisdiction outside Manitoba and is covered by rules 7 and 8.
3. Tout facteur de démerite inscrit au dossier de conduite d'une personne à compter de sa date de sélection annuelle est réputé faire partie du dossier de conduite aux fins de la détermination de la fluctuation annuelle de sa cote de conduite à sa prochaine date de sélection annuelle.
4. La Société accorde à toute personne qui présente une demande en vue de l'obtention d'un premier certificat d'assurabilité une cote de conduite de zéro, sauf si elle est un conducteur avec antécédents auquel la règle 5 s'applique ou si elle est visée par la règle 7.
5. Sous réserve de la règle 6, la Société accorde à tout conducteur avec antécédents qui présente une demande en vue de l'obtention d'un premier certificat d'assurabilité une cote de conduite d'au plus zéro qui est déterminée, en date de la demande, en fonction :
  - a) des facteurs de démerite inscrits à son dossier de conduite et des points de démerite connexes qui n'ont pas été annulés en raison de ses années exemptes de facteurs de démerite;
  - b) des années exemptes de facteurs de démerite qu'il a accumulées depuis qu'il est devenu un conducteur avec antécédents.
6. La règle 5 ne s'applique pas aux conducteurs avec antécédents qui possèdent un dossier de conducteur dans un autre territoire que le Manitoba et qui sont visés par les règles 7 et 8.



7. Subject to sections 148 and 149 of *The Drivers and Vehicles Act*, when

(a) a person who is a new resident of Manitoba or returns to reside in Manitoba after an absence of 10 years or more applies for a driver's certificate, the corporation must give the person a driver safety rating determined, as of the day the application is made, on the basis of his or her driver record, if any, and on the basis of his or her driving history during the 10-year period before the application or the period since he or she passed his or her first driving examination, whichever period is shorter; or

(b) a person who returns to reside in Manitoba after an absence of less than 10 years, applies for a driver's certificate, the corporation must initially give the person the driver safety rating that he or she had when he or she left Manitoba. The corporation must then adjust the driver safety rating on the basis, as of the day the application is made, of the person's driving history during his or her absence from Manitoba.

8. In determining or adjusting a driver safety rating for the purposes of clause (a) or (b) of rule 7, the corporation must,

(a) if the person experienced a conviction during the relevant period that the registrar considers to be equivalent to a conviction that is prescribed as an input factor in the Table of Input Factors, treat the conviction as an input factor, assign the person demerits in relation to it in accordance with that table and move the person down the driver safety rating scale the appropriate number of demerit levels;

7. Sous réserve des articles 148 et 149 de la *Loi sur les conducteurs et les véhicules* :

a) lorsqu'une personne qui est un nouveau résident du Manitoba ou qui revient résider dans la province après une absence d'au moins 10 ans présente une demande de certificat d'assurabilité, la Société lui accorde une cote de conduite qui est déterminée, en date de la demande, en fonction de son dossier de conduite, le cas échéant, et de ses antécédents en matière de conduite au cours des dix années qui ont précédé sa demande ou de la période qui s'est écoulée depuis qu'elle a réussi son premier examen de conduite, si celle-ci est plus courte;

b) lorsqu'une personne qui revient résider dans la province après une absence de moins de 10 ans présente une demande de certificat d'assurabilité, la Société lui accorde la cote de conduite qu'elle avait au moment où elle a quitté le Manitoba, puis rajuste la cote en fonction, en date de la demande, des antécédents de la personne en matière de conduite pendant son absence du Manitoba.

8. Afin de déterminer ou de rajuster la cote de conduite d'une personne pour l'application de l'alinéa a) ou b) de la règle 7, la Société doit :

a) si la personne a, pendant la période visée, fait l'objet d'une condamnation que le registraire juge être équivalente à une condamnation prescrite à titre de facteur de démerite dans le tableau des facteurs de démerite, considérer sa condamnation comme un facteur de démerite, lui attribuer les points de démerite correspondants en conformité avec le tableau et réduire sa cote de conduite du nombre de niveaux de démerite approprié;

(b) if the person was involved in a motor vehicle collision during the relevant period and was the subject of a claim that the corporation considers to be equivalent to an at-fault claim, treat the at-fault claim as an input factor, assign the person demerits in relation to it in accordance with the Table of Input Factors and move the person down the driver safety rating scale the appropriate number of demerit levels;

(c) if the person experienced a conviction-free period during the relevant period that the corporation considers to be equivalent to an input factor free year, treat the conviction-free period as an input factor free year and,

(i) in the case of someone whose driver safety rating is at a demerit level and who held a valid out-of-province driving permit during the conviction-free period for enough days for it to be active within the meaning of rule 17, nullify the appropriate number of demerits by moving the person up the driver safety rating scale in accordance with the standard upward movement rules set out in Table 1 of Schedule B,

(ii) in the case of someone whose driver safety rating is at a demerit level and who did not hold a valid out-of-province driving permit during the conviction-free period for enough days for it to be active within the meaning of rule 17, nullify the appropriate number of demerits by moving the person up the driver safety rating scale in accordance with the modified upward movement rules set out in Table 2 of Schedule B, or

b) si la personne a été impliquée dans une collision automobile pendant la période visée et a fait l'objet d'une demande d'indemnisation qu'elle juge être équivalente à une demande d'indemnisation — accident avec responsabilité, considérer la demande d'indemnisation comme un facteur de démerite, attribuer à la personne les points de démerite correspondants en conformité avec le tableau des facteurs de démerite et réduire sa cote de conduite du nombre de niveaux de démerite approprié;

c) si la personne a eu, pendant la période visée, une période sans condamnation qu'elle juge être équivalente à une année exempte de facteurs de démerite, considérer la période sans condamnation comme une année exempte de facteurs de démerite et :

(i) dans le cas d'une personne dont la cote de conduite est à un niveau de démerite et qui a été titulaire d'un permis de conduire de non-résident valide pendant suffisamment de jours au cours de la période sans condamnation pour qu'il soit actif au sens de la règle 17, annuler le nombre de points de démerite approprié en augmentant la cote de conduite de la personne en conformité avec les règles normatives en matière d'augmentation des cotes figurant au tableau 1 de l'annexe B,

(ii) dans le cas d'une personne dont la cote de conduite est à un niveau de démerite et qui n'a pas été titulaire d'un permis de conduire de non-résident valide pendant suffisamment de jours au cours de la période sans condamnation pour qu'il soit actif au sens de la règle 17, annuler le nombre de points de démerite approprié en augmentant la cote de conduite de la personne en conformité avec les règles modifiées en matière d'augmentation des cotes figurant au tableau 2 de l'annexe B,

(iii) in the case of someone whose driver safety rating is at the zero level or a merit level on the driver safety rating scale and who held a valid out-of-province driving permit during the conviction-free period for enough days for it to be active within the meaning of rule 17, move the person up one level on the scale; and

(d) if the person experienced a claim-free period during the relevant period that the corporation considers to be equivalent to an input factor free year, treat the claim-free period as an input factor free year and

(i) in the case of someone whose driver safety rating is at a demerit level and who held a valid out-of-province driving permit during the claim-free period for enough days for it to be active within the meaning of rule 17, nullify the appropriate number of demerits by moving the person up the driver safety rating scale in accordance with the standard upward movement rules set out in Table 3 of Schedule B,

(ii) in the case of someone whose driver safety rating is at a demerit level and who did not hold a valid out-of-province driving permit during the claim-free period for enough days for it to be active within the meaning of rule 17, nullify the appropriate number of demerits by moving the person up the driver safety rating scale in accordance with the modified upward movement rules set out in Table 4 of Schedule B, or

(iii) dans le cas d'une personne dont la cote de conduite est au niveau zéro ou à un niveau de mérite et qui a été titulaire d'un permis de conduire de non-résident valide pendant suffisamment de jours au cours de la période sans condamnation pour qu'il soit actif au sens de la règle 17, augmenter la cote de la personne d'un niveau sur l'échelle de cotes de conduite;

d) si la personne a eu, pendant la période visée, une période sans demande d'indemnisation qu'elle juge être équivalente à une année exempte de facteurs de démerite, considérer la période sans demande d'indemnisation comme une année exempte de facteurs de démerite et :

(i) dans le cas d'une personne dont la cote de conduite est à un niveau de démerite et qui a été titulaire d'un permis de conduire de non-résident valide pendant suffisamment de jours au cours de la période sans demande d'indemnisation pour qu'il soit actif au sens de la règle 17, annuler le nombre de points de démerite approprié en augmentant la cote de conduite de la personne en conformité avec les règles normatives en matière d'augmentation des cotes figurant au tableau 3 de l'annexe B,

(ii) dans le cas d'une personne dont la cote de conduite est à un niveau de démerite et qui n'a pas été titulaire d'un permis de conduire de non-résident valide pendant suffisamment de jours au cours de la période sans demande d'indemnisation pour qu'il soit actif au sens de la règle 17, annuler le nombre de points de démerite approprié en augmentant la cote de conduite de la personne en conformité avec les règles modifiées en matière d'augmentation des cotes figurant au tableau 4 de l'annexe B,

- (iii) in the case of someone whose driver safety rating is at the zero level or a merit level on the driver safety rating scale and who held a valid out-of-province driving permit during the claim-free period for enough days for it to be active within the meaning of rule 17, move the person up one level on the scale.
- (iii) dans le cas d'une personne dont la cote de conduite est au niveau zéro ou à un niveau de mérite et qui a été titulaire d'un permis de conduire de non-résident valide pendant suffisamment de jours au cours de la période sans demande d'indemnisation pour qu'il soit actif au sens de la règle 17, augmenter la cote de la personne d'un niveau sur l'échelle de cotes de conduite.
9. If, after applying for a driver's certificate, a new resident of Manitoba or a person returning to reside in Manitoba provides the registrar with his or her driving history from a previous jurisdiction, the corporation must redetermine the person's driver safety rating in accordance with rules 7 and 8 on the basis of the information in the history. The person's redetermined driver safety rating is to be effective as of the date of his or her driver's certificate application.
9. Lorsqu'un nouveau résident du Manitoba ou une personne qui revient résider dans la province fournit au registraire, après avoir présenté une demande de certificat d'assurabilité, ses antécédents en matière de conduite dans un autre territoire, la Société détermine de nouveau sa cote de conduite en conformité avec les règles 7 et 8 en se fondant sur les antécédents. La nouvelle cote de conduite entre en vigueur à la date de la demande de certificat d'assurabilité.
10. In accordance with rules 11, 12 and 16, the corporation must determine a person's annual movement on the driver safety rating scale at the end of the day on his or her annual selection date and must place the person at the resulting level, whether merit, zero or demerit, effective his or her next anniversary date.
10. En conformité avec les règles 11, 12 et 16, la Société détermine la fluctuation annuelle de la cote de conduite d'une personne à la fin de la journée à sa date de sélection annuelle et classe la personne au niveau approprié, qu'il s'agisse d'un niveau positif, négatif ou neutre. Ce niveau s'applique à compter de la prochaine date anniversaire de la personne.
11. On his or her annual selection date, a person who has resided in Manitoba since his or her last annual selection date and whose driver safety rating is at the zero level or a merit level on the driver safety rating scale is eligible to move up one level of the scale if he or she has
11. À sa date de sélection annuelle, toute personne qui réside au Manitoba depuis sa dernière date de sélection annuelle et dont la cote de conduite est au niveau zéro ou à un niveau de mérite peut avancer d'un niveau sur l'échelle de cotes de conduite si :
- (a) experienced an input factor free year since the last annual selection date; and
- a) elle a eu une année exempte de facteurs de démerite depuis sa dernière date de sélection annuelle;
- (b) held an active driver's licence during his or her current annual rating term.
- b) elle a été titulaire d'un permis de conduire actif pendant sa période de tarification annuelle courante.

12. On his or her annual selection date, a person who has resided in Manitoba since his or her last annual selection date and whose driver safety rating is at a demerit level on the driver safety rating scale is eligible to move up the scale

(a) in accordance with the standard upward movement rules set out in Table 1 of Schedule C if he or she has

(i) experienced an input factor free year since the last annual selection date; and

(ii) held an active driver's licence during his or her current annual rating term, or

(b) in accordance with the modified upward movement rules set out in Table 2 of Schedule C if

(i) he or she has experienced an input factor free year since the last annual selection date; and

(ii) except in the case of a licence suspension for a medical reason, he or she did not hold a valid driver's licence for enough days since his or her last annual selection date for the licence to be considered active in accordance with rule 17.

13. A history driver who is under the age of eligibility for a driver's licence and whose driver safety rating is at a demerit level on the driver safety rating scale is eligible to move up the scale in accordance with the standard upward movement rules set out in Table 1 of Schedule C if he or she experiences an input factor free year while he or she is under that age. In any case, the history driver may not be moved higher on the scale than the zero level on the basis of input factor free years experienced while he or she is under that age.

12. À sa date de sélection annuelle, toute personne qui réside au Manitoba depuis sa dernière date de sélection annuelle et dont la cote de conduite est à un niveau de démerite peut avancer sur l'échelle de cotes de conduite :

a) en conformité avec les règles normatives en matière d'augmentation des cotes figurant au tableau 1 de l'annexe C, si elle répond aux critères suivants :

(i) elle a eu une année exempte de facteurs de démerite depuis sa dernière date de sélection annuelle,

(ii) elle a été titulaire d'un permis de conduire actif pendant sa période de tarification annuelle courante;

b) en conformité avec les règles modifiées en matière d'augmentation des cotes figurant au tableau 2 de l'annexe C, si elle répond aux critères suivants :

(i) elle a eu une année exempte de facteurs de démerite depuis sa dernière date de sélection annuelle,

(ii) sauf en cas de suspension d'un permis pour des raisons médicales, elle n'a pas été titulaire d'un permis de conduire valide pendant suffisamment de jours depuis sa dernière date de sélection annuelle pour qu'il soit actif au sens de la règle 17.

13. Tout conducteur avec antécédents qui n'a pas atteint l'âge d'admissibilité au permis de conduire et dont la cote de conduite est à un niveau de démerite peut avancer sur l'échelle de cotes de conduite en conformité avec les règles normatives en matière d'augmentation des cotes figurant au tableau 1 de l'annexe C s'il a eu une année exempte de facteurs de démerite avant d'atteindre cet âge. La cote du conducteur avec antécédents ne peut toutefois pas augmenter au-delà du niveau zéro en fonction des années exemptes de facteurs de démerite qu'il a eues avant d'atteindre cet âge.

14. A history driver who is old enough to hold a driver's licence and whose driver safety rating is at a demerit level on the driver safety rating scale is eligible to move up the scale, in accordance with the modified upward movement rules set out in Table 2 of Schedule C, if he or she experiences an input factor free year after reaching the minimum age for holding a driver's licence. In any case, the history driver must not be moved higher on the scale than level - 1 on the basis of input factor free years experienced after reaching that age.
15. Despite rules 13 and 14, if a person has been moved on the driver safety rating scale in respect of an assessment period under either of those rules, but he or she has a driving history in a jurisdiction outside Manitoba for the same period and is covered by rules 7 and 8, the corporation must redetermine his or her movement for the period in accordance with rules 7 and 8.
16. At the end of the day on a person's annual selection date, the corporation must move his or her driver safety rating down the number of levels of the driver safety rating scale that corresponds to the number of demerits associated with any input factors that have been recorded on his or her driver record since his or her last annual selection date. This is subject to subsection 7(2).
17. For the purposes of determining whether a person has experienced an input factor free year, a person's driver's licence is active
- (a) if the person held a valid driver's licence for 335 days, or 336 days in a leap year, of the period beginning on the day after one annual selection date and ending on the person's next annual selection date; and
  - (b) if the person's driver's licence was suspended for a medical reason during the 335-day or 336-day period referred to in clause (a), it was not suspended for a medical reason for more than 90 days in total.
14. Tout conducteur avec antécédents qui a l'âge requis pour être titulaire d'un permis de conduire et dont la cote de conduite est à un niveau de démerite peut avancer sur l'échelle de cotes de conduite, en conformité avec les règles modifiées en matière d'augmentation des cotes figurant au tableau 2 de l'annexe C, s'il a eu une année exempte de facteurs de démerite après avoir atteint l'âge minimal requis pour être titulaire d'un permis de conduire. La cote du conducteur avec antécédents ne peut toutefois pas augmenter au-delà du niveau -1 en fonction des années exemptes de facteurs de démerite qu'il a eues après avoir atteint cet âge.
15. Malgré les règles 13 et 14, si une personne a avancé sur l'échelle de cotes de conduite à l'égard d'une période d'évaluation en vertu de l'une de ces règles mais possède des antécédents en matière de conduite dans un autre territoire que le Manitoba pour la même période et est visée par les règles 7 et 8, la Société détermine de nouveau sa progression sur l'échelle pour la période en conformité avec celles-ci.
16. À la fin de la journée à la date de sélection annuelle d'une personne, la Société réduit sa cote de conduite du nombre de niveaux qui correspond au nombre de points de démerite connexes aux facteurs de démerite qui ont été inscrits à son dossier de conduite depuis sa dernière date de sélection annuelle. La présente règle s'applique sous réserve du paragraphe 7(2).
17. Afin que la Société puisse déterminer si une personne a eu une année exempte de facteurs de démerite, le permis de conduire de cette personne est actif si :
- a) elle a été titulaire d'un permis de conduire valide pendant 335 jours — 336 jours lors d'une année bissextile — au cours de la période qui débute le jour qui suit une date de sélection annuelle et qui se termine à sa prochaine date de sélection;
  - b) l'éventuelle suspension de ce permis pour des raisons médicales pendant la période visée à l'alinéa a) n'a pas duré plus de 90 jours au total.

**Premium for a driver's or owner's certificate**

**9(1)** To receive a driver's certificate, a person whose driver safety rating is zero must pay the base driver premium that is prescribed for the certificate in the *Automobile Insurance Certificates and Rates Regulation*. A person's driver safety rating is zero if he or she is placed at level zero on the driver safety rating scale.

**9(2)** To receive a driver's certificate, a person whose driver safety rating is at one of the merit levels must pay the discounted driver premium that in respect of the person's level is prescribed for the certificate in the *Automobile Insurance Certificates and Rates Regulation*.

**9(3)** To receive a driver's certificate, a person whose driver safety rating is at one of the demerit levels must pay the base driver premium that is prescribed for the certificate in the *Automobile Insurance Certificates and Rates Regulation* and

(a) must also pay the additional driver premium that in respect of the person's level is prescribed for the certificate in that regulation; or

(b) if the additional driver premium has been reduced by the Rates Appeal Board under section 65 of the Act, must, in accordance with section 65.1 of the Act, also pay any adjusted additional driver premium fixed by that board.

**9(4)** Except as otherwise provided in the *Automobile Insurance Certificates and Rates Regulation*, to receive a owner's certificate, a person whose driver safety rating is zero or is at one of the demerit levels must pay the basic premium that is prescribed in that regulation for the certificate and the applicable premiums for any extension insurance that the person obtains in respect of the vehicle covered by the owner's certificate.

**Prime pour certificat d'assurabilité ou de propriété**

**9(1)** Toute personne dont la cote de conduite est au niveau zéro et qui désire recevoir un certificat d'assurabilité paie la prime de base pour conducteurs que prévoit le *Règlement sur les certificats et les tarifs*.

**9(2)** Toute personne dont la cote de conduite se situe à un niveau de mérite et qui désire recevoir un certificat d'assurabilité paie la prime réduite pour conducteurs que prévoit le *Règlement sur les certificats et les tarifs* à l'égard de son niveau.

**9(3)** Toute personne dont la cote de conduite se situe à un niveau de démerite et qui désire recevoir un certificat d'assurabilité paie la prime de base pour conducteurs que prévoit le *Règlement sur les certificats et les tarifs*. De plus :

a) elle paie la prime de pénalité pour conducteurs que le *Règlement* prévoit à l'égard de son niveau;

b) si la prime de pénalité pour conducteurs a été réduite par la Commission d'appel des tarifs en vertu de l'article 65 de la *Loi*, elle paie, en conformité avec l'article 65.1 de la *Loi*, toute prime de pénalité rajustée pour conducteurs que fixe la Commission.

**9(4)** Sauf disposition contraire du *Règlement sur les certificats et les tarifs*, afin de recevoir un certificat de propriété, la personne dont la cote de conduite se situe au niveau zéro ou à un niveau de démerite paie la prime de base prévue par ce règlement ainsi que les primes applicables pour l'assurance complémentaire qu'elle obtient relativement au véhicule visé par le certificat de propriété.

**9(5)** Except as otherwise provided in the *Automobile Insurance Certificates and Rates Regulation*, to receive an owner's certificate

(a) in respect of a vehicle that is not a vehicle qualifying for a vehicle premium discount, a person whose driver safety rating is at one of the merit levels must pay

(i) the basic premium that is prescribed in that regulation for the certificate, and

(ii) the applicable premiums for any extension insurance that the person obtains in respect of the vehicle covered by the owner's certificate; and

(b) in respect of a vehicle that is a vehicle qualifying for a vehicle premium discount, a person whose driver safety rating is at one of the merit levels must pay

(i) the basic premium that is prescribed in that regulation for the certificate, and

(ii) the applicable premiums for any extension insurance that the person obtains in respect of the vehicle covered by the owner's certificate,

minus the vehicle premium discount prescribed in that regulation in reference to the person's merit-level driver safety rating.

#### **Effect of appeals on driver safety rating**

**10(1)** When a person makes an appeal after his or her annual selection date, whether under section 65 of the Act or otherwise, and

(a) the outcome of the appeal may reverse an input factor recorded on the person's driver record before that date; and

(b) the person has paid the additional driver premium assessed on the basis of his or her driver safety rating determined as of that date;

the driver safety rating remains at the determined level until the appeal authority gives its decision about the appeal.

**9(5)** Sauf disposition contraire du *Règlement sur les certificats et les tarifs*, afin de recevoir un certificat de propriété :

a) pour un véhicule qui n'est pas admissible à la remise de prime pour véhicules, la personne dont la cote de conduite se situe à un niveau de mérite paie la prime de base prévue par ce règlement et les primes applicables pour l'assurance complémentaire qu'elle obtient relativement au véhicule;

b) pour un véhicule qui est admissible à la remise de prime pour véhicules, la personne dont la cote de conduite se situe à un niveau de mérite paie la prime de base prévue par ce règlement et les primes applicables pour l'assurance complémentaire qu'elle obtient relativement au véhicule, moins la remise de prime pour véhicules que prévoit le même règlement en fonction de sa cote de conduite.

#### **Effet d'un appel sur la cote de conduite**

**10(1)** Si, après sa date de sélection annuelle, une personne dépose — notamment en vertu de l'article 65 de la *Loi* — un appel à l'issue duquel pourrait être annulé un facteur de démerite inscrit à son dossier de conduite avant cette date, sa cote de conduite demeure au niveau déterminé jusqu'à ce que l'appel soit tranché, pour autant qu'elle ait payé la prime de pénalité pour conducteurs imposée en fonction de sa cote de conduite à cette date.



**10(2)** If, in relation to an appeal referred to in subsection (1), the appeal authority

(a) confirms that the input factor was correctly recorded on the person's driver record or does not otherwise set aside the input factor, the corporation must maintain the driver safety rating at the determined level; or

(b) orders the corporation to remove the input factor from the person's driver record or otherwise sets aside the input factor, the corporation must redetermine the driver safety rating effective the date that the input factor was recorded on the person's driver record.

**10(3)** When a person makes an appeal after his or her annual selection date, whether under section 65 of the Act or otherwise, and

(a) the outcome of the appeal may reverse an input factor recorded on the person's driver record before that date; and

(b) the person has not paid the additional driver premium assessed on the basis of his or her driver safety rating determined as of that date;

the corporation must place a hold on the appealed input factor and must redetermine the person's driver safety rating and reassess the additional driver premium without taking the input factor into account.

**10(4)** If, in relation to an appeal referred to in subsection (3), the appeal authority

(a) confirms that the input factor was correctly recorded on the person's driver record or does not otherwise set aside the input factor, the corporation must remove the hold and take the input factor into consideration when it determines the person's driver safety rating as of his or her next annual selection date after the appeal decision was given; or

(b) orders the corporation to remove the input factor from the person's driver record or otherwise sets aside the input factor, the corporation must remove it effective the date that the input factor was recorded on the person's driver record.

**10(2)** Si l'autorité chargée d'entendre l'appel visé au paragraphe (1) :

a) confirme que le facteur de démerite a été inscrit correctement au dossier de conduite de la personne ou n'annule pas le facteur de démerite, la Société maintient la cote de conduite au niveau déterminé;

b) ordonne à la Société de retirer le facteur de démerite du dossier de conduite de la personne ou annule le facteur de démerite, la Société détermine à nouveau la cote de conduite en vigueur à la date où le facteur de démerite a été inscrit au dossier de conduite de la personne.

**10(3)** Si, après sa date de sélection annuelle, une personne dépose — notamment en vertu de l'article 65 de la *Loi* — un appel à l'issue duquel pourrait être annulé un facteur de démerite inscrit à son dossier de conduite avant cette date et n'a pas payé la prime de pénalité pour conducteurs imposée en fonction de sa cote de conduite à cette date, la Société suspend le facteur de démerite qui fait l'objet de l'appel, détermine de nouveau la cote de conduite de la personne et impose de nouveau la prime de pénalité pour conducteurs sans tenir compte du facteur de démerite.

**10(4)** Si l'autorité chargée d'entendre l'appel visé au paragraphe (3) :

a) confirme que le facteur de démerite a été inscrit correctement au dossier de conduite de la personne ou n'annule pas le facteur de démerite, la Société annule la suspension et tient compte du facteur de démerite lorsqu'elle détermine la cote de conduite de la personne à compter de sa prochaine date de sélection annuelle suivant le prononcé de la décision concernant l'appel;

b) ordonne à la Société de retirer le facteur de démerite du dossier de conduite de la personne ou annule le facteur de démerite, la Société le retire à compter de la date à laquelle il a été inscrit au dossier de conduite de la personne.

**10(5)** When a person makes an appeal after his or her annual selection date, whether under section 65 of the Act or otherwise, and

(a) the outcome of the appeal may reverse an input factor recorded on the person's driver record after that date; and

(b) the appeal has not been decided before his or her next annual selection date;

the corporation must place a hold on the input factor and must determine the person's driver safety rating as of the next annual selection date without taking the input factor into account.

**10(6)** If, in relation to an appeal referred to in subsection (5), the appeal authority

(a) confirms that the input factor was correctly recorded on the person's driver record or does not otherwise set aside the input factor, the corporation must remove the hold and take the input factor into consideration when it determines the person's driver safety rating as of his or her next annual selection date after the appeal decision was given; or

(b) orders the corporation to remove the input factor from the person's driver record or otherwise sets aside the input factor, the corporation must remove it effective the date that the input factor was recorded on the person's driver record.

**Transitional placement of current Manitoba residents on the driver safety rating scale**

**11(1)** This section applies despite sections 29, 48, 49, 50 and 51 of *The Drivers and Vehicles Amendment, Highway Traffic Amendment and Manitoba Public Insurance Corporation Amendment Act*, S.M. 2008, c. 36, and any other provision of this regulation.

**11(2)** The corporation's merit-demerit and merit discount systems — as authorized before the day on which this regulation comes into force — continue to apply in respect of a person, until the person's first annual selection date after that day, in the same manner as though those sections and this regulation had not been enacted.

**10(5)** Si, après sa date de sélection annuelle, une personne dépose — notamment en vertu de l'article 65 de la *Loi* — un appel à l'issue duquel pourrait être annulé un facteur de démerite inscrit à son dossier de conduite avant cette date et si aucune décision n'est rendue à l'égard de l'appel avant sa prochaine date de sélection annuelle, la Société suspend le facteur de démerite et détermine la cote de conduite de la personne à compter de la prochaine date de sélection annuelle sans tenir compte du facteur de démerite.

**10(6)** Si l'autorité chargée d'entendre l'appel visé au paragraphe (5) :

a) confirme que le facteur de démerite a été inscrit correctement au dossier de conduite de la personne ou n'annule pas le facteur de démerite, la Société annule la suspension et tient compte du facteur de démerite lorsqu'elle détermine la cote de conduite de la personne à compter de sa prochaine date de sélection annuelle suivant le prononcé de la décision concernant l'appel;

b) ordonne à la Société de retirer le facteur de démerite du dossier de conduite de la personne ou annule le facteur de démerite, la Société le retire à compter de la date à laquelle il a été inscrit au dossier de conduite de la personne.

**Placement transitoire des résidents du Manitoba sur l'échelle de cotes de conduite**

**11(1)** Le présent article s'applique malgré les articles 29, 48, 49, 50 et 51 de la *Loi modifiant la Loi sur les conducteurs et les véhicules, le Code de la route et la Loi sur la Société d'assurance publique du Manitoba*, c. 36 des *L.M. 2008*, et malgré toute autre disposition du présent règlement.

**11(2)** Les systèmes de points de mérite et de démerite ainsi que de réduction de primes de la Société — tels qu'ils étaient autorisés avant l'entrée en vigueur du présent règlement — continuent à s'appliquer à l'égard d'une personne, jusqu'à sa première date de sélection annuelle suivant cette entrée en vigueur, tout comme si ces articles et le présent règlement n'avaient pas été édictés.

**11(3)** On a person's first annual selection date after the day on which this regulation comes into force, the corporation must give the person a driver safety rating in accordance with the Transitional Placement Table set out in Schedule D, determined on the basis of the combination of

(a) the person's merit-demerit status as of the end of the day on the annual selection date, taking into account any merits that the person is expected to earn by the end of the day before his or her next anniversary date; and

(b) the number of consecutive assessment periods without an at-fault claim that the person has experienced beginning with the assessment period ending on the person's first annual selection date after the day on which this regulation comes into force and extending back in time a maximum of four additional consecutive assessment periods.

#### **Coming into force**

**12** This regulation comes into force on the same day that sections 48 to 57 of *The Drivers and Vehicles Amendment, Highway Traffic Amendment and Manitoba Public Insurance Corporation Amendment Act*, S.M. 2008, c. 36, come into force.

**11(3)** À la première date de sélection annuelle d'une personne suivant l'entrée en vigueur du présent règlement, la Société attribue à celle-ci une cote de conduite en conformité avec le tableau de placement transitoire figurant à l'annexe D. La cote est déterminée en fonction :

a) d'une part, des points de mérite ou de démérite de la personne à la fin de la journée à la date de sélection annuelle, compte tenu des points de mérite qu'elle devrait accumuler avant la fin du jour qui précède sa prochaine date anniversaire;

b) d'autre part, du nombre de périodes d'évaluation consécutives sans demande d'indemnisation — accident avec responsabilité que la personne a eues à partir de la période d'évaluation se terminant à sa première date de sélection annuelle suivant l'entrée en vigueur du présent règlement, un maximum de quatre autres périodes d'évaluation consécutives antérieures pouvant être prises en compte.

#### **Entrée en vigueur**

**12** Le présent règlement entre en vigueur en même temps que les articles 48 à 57 de la *Loi modifiant la Loi sur les conducteurs et les véhicules, le Code de la route et la Loi sur la Société d'assurance publique du Manitoba*, c. 36 des L.M. 2008.

SCHEDULE A  
(Section 1)

Table of Input Factors

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Criminal Code, s. 219	Criminal negligence in the operation of a vehicle		15
Criminal Code, s. 220	Criminal negligence in the operation of a vehicle causing death		15
Criminal Code, s. 221	Criminal negligence in the operation of a vehicle causing bodily harm		15
Criminal Code, s. 236	Manslaughter committed by means of a vehicle		15
Criminal Code, s. 249(3)	Dangerous operation of a vehicle causing bodily harm		15
Criminal Code, s. 249(4)	Dangerous operation of a vehicle causing death		15
Criminal Code, s. 249.1(3) or (4)	Flight from a peace officer causing bodily harm or death		15
Criminal Code, s. 249.2	Criminal negligence causing death while street racing		15
Criminal Code, s. 249.3	Criminal negligence causing bodily harm while street racing		15
Criminal Code, s. 249.4(1)	Dangerous operation of a vehicle while street racing		15
Criminal Code, s. 249.4(3)	Dangerous operation of a vehicle causing bodily harm while street racing		15
Criminal Code, s. 249.4(4)	Dangerous operation of a vehicle causing death while street racing		15
Criminal Code, s. 252(1)	Failing to stop at the scene of a vehicle accident as required		15
Criminal Code, s. 255(2)	Impaired operation of a vehicle causing bodily harm		15
Criminal Code, s. 255(2.1)	Blood alcohol over .08 — causing bodily harm		15
Criminal Code, s. 255(2.2)	Refuse to supply sample — causing bodily harm		15
Criminal Code, s. 255(3)	Impaired operation of a vehicle causing death		15
Criminal Code, s. 255(3.1)	Blood alcohol over .08 — causing death		15
Criminal Code, s. 255(3.2)	Refuse to supply sample — causing death		15

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Criminal Code, s. 249(1)(a) or (2)	Dangerous operation of a vehicle		10
Criminal Code, s. 249.1(1) or (2)	Flight from a peace officer		10
Criminal Code, s. 253(1)(a)	Impaired operation of a vehicle		10
Criminal Code, s. 253(1)(b)	Blood alcohol over .08		10
Criminal Code, s. 254(5)	Refuse to supply sample		10
Criminal Code, s. 259(4)	Operate a vehicle while disqualified		10
Criminal Code, s. 334	Theft or attempted theft of a vehicle, or theft or attempted theft of vehicle parts		10
Criminal Code, s. 335(1)	Taking or attempting to take a vehicle without the owner's consent; being present in a vehicle knowing that it was taken without the owner's consent		10
Criminal Code, s. 353(1)	Sell or misuse vehicle master key		10
Criminal Code, s. 354	Possession of a vehicle or vehicle-related property obtained by crime		10
Criminal Code, s. 430	Mischief in relation to a vehicle		10
Criminal Code, s. 434	Motor vehicle arson		10
Highway Traffic Act, s. 76.1(1)	Disobey peace officer's requirement to stop vehicle		10
Highway Traffic Act, s. 95(1)	Speeding — 50 km/h or more over the allowable limit		10
Highway Traffic Act, s. 95(1.2)	Speeding in a construction zone — 50 km/h or more over the allowable limit		10
Highway Traffic Act, s. 155(1)	Fail to provide required information about a vehicle accident		10
Highway Traffic Act, s. 155(2)	Failing to stop at the scene of a vehicle accident as required		10
Highway Traffic Act, s. 155(3)	Fail to provide required information about a vehicle accident involving an unattended vehicle		10
Highway Traffic Act, s. 189(1)	Racing		10
Highway Traffic Act s. 225(1)	Drive while disqualified or prohibited		10
Highway Traffic Act, s. 225(1.1)	Drive an off-road vehicle while disqualified or prohibited		10
Highway Traffic Act, s. 225(1.2)	Drive an implement of husbandry, special mobile machine or tractor while disqualified or prohibited		10
Not applicable		At-fault claim, as defined in section 1 of this regulation	5

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Highway Traffic Act, s. 4.2(1)(a)(i)	Contravene requirements regarding registration of vehicles		2
Highway Traffic Act, s. 24(1)	Drive a motor vehicle without holding a valid driver's licence or a valid driver's licence of the proper class for the motor vehicle		2
Highway Traffic Act, s. 24(1.1)	Drive an implement of husbandry, special mobile machine or tractor without holding a valid driver's licence that authorizes the holder to drive a class 5 vehicle unsupervised		2
Highway Traffic Act, s. 26.3	Zero BAC level contravention by a novice driver		2
Highway Traffic Act, s. 26.4(1)(a)	Restrictions at learner stage for novice drivers of class 5 vehicles — no supervising driver		2
Highway Traffic Act, s. 26.4(1)(b)(i)	Restrictions at learner stage for class 5 vehicles — prohibited passenger in front seat		2
Highway Traffic Act, s. 26.4(1)(b)(ii)	Restrictions at learner stage for class 5 vehicles — passenger without seat belt		2
Highway Traffic Act, s. 26.4(1)(c)	Restrictions at learner stage for class 5 vehicles — towing a vehicle		2
Highway Traffic Act, s. 26.4(2)(a)	Restrictions at intermediate stage for class 5 vehicles — driving between 5:00 a.m. and midnight with a prohibited passenger		2
Highway Traffic Act, s. 26.4(2)(b)(i)	Restrictions at intermediate stage for novice drivers of class 5 vehicles — no supervising driver when required		2
Highway Traffic Act, s. 26.4(2)(b)(ii)	Restrictions at intermediate stage for class 5 vehicles — driving between midnight and 5:00 a.m. with a prohibited passenger		2
Highway Traffic Act, s. 76	Fail to obey a peace officer directing traffic or a temporary traffic control device erected by a peace officer		2
Highway Traffic Act, s. 77(11)	Fail to obey a flagman's directions		2
Highway Traffic Act, s. 85	Disobey a traffic control device		2
Highway Traffic Act, s. 88(1)	Fail to comply with a traffic control signal		2
Highway Traffic Act, s. 95(1)	Speeding — less than 50 km/h over the allowable speed limit		2

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Highway Traffic Act, s. 95(1.2)	Speeding in a construction zone — less than 50 km/h over the allowable speed limit		2
Highway Traffic Act, s. 95(2)	Passing where prohibited		2
Highway Traffic Act, s. 95(3)	Drive imprudently		2
Highway Traffic Act, s. 96(1)	Speeding on a service road		2
Highway Traffic Act, s. 102	Driving at a lower speed than the minimum allowable speed		2
Highway Traffic Act, s. 108(1)	Fail to obey a traffic control device indicating on which part of the road to drive		2
Highway Traffic Act, s. 109(1)	Driving on the wrong side of the road		2
Highway Traffic Act, s. 109(2)	Drive a slow vehicle and fail to keep to the right		2
Highway Traffic Act, s. 109.1(2)	When approaching a stopped emergency vehicle, pass in an unsafe manner or fail to slow down and proceed only with caution		2
Highway Traffic Act, s. 109.1(3)	When approaching a stopped emergency vehicle, fail to move into a lane further from the emergency vehicle when it can be done safely		2
Highway Traffic Act, s. 110	Fail to comply with the rules respecting driving on laned roadways		2
Highway Traffic Act, s. 112(1)	Fail to keep to the right when meeting a vehicle proceeding in the opposite direction		2
Highway Traffic Act, s. 112(2)	Fail to yield half of the roadway when meeting a vehicle proceeding in the opposite direction on a roadway with a single lane in each direction		2
Highway Traffic Act, s. 112(3)	When meeting a vehicle proceeding in the opposite direction on a narrow roadway, fail to stop and proceed only when safe to do so		2
Highway Traffic Act, s. 112(4)	When driving more slowly than other traffic, fail to drive as close to the right side of the roadway as practicable		2
Highway Traffic Act, s. 113(1)(b)	Fail to dim high beams when meeting a vehicle moving in the opposite direction		2
Highway Traffic Act, s. 113(2)	Fail to dim high beams when closely following another vehicle		2

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Highway Traffic Act, s. 114(1)	When overtaking another vehicle or a bicycle proceeding in the same direction, fail to pass only on the left or to return to the right side of the roadway only when safe		2
Highway Traffic Act, s. 114(2)	Increase speed when being overtaken by another vehicle or fail to give way to the right when being overtaken		2
Highway Traffic Act, s. 115(1)	Pass on the right except when permitted		2
Highway Traffic Act, s. 115(2)	Pass on the right when unsafe to do so or by driving off the roadway		2
Highway Traffic Act, s. 116(1)	Drive in the opposite travel lane without a clear view for a safe distance		2
Highway Traffic Act, s. 116(2)	When overtaking or passing another vehicle, drive in the opposite travel lane when unsafe to do so		2
Highway Traffic Act, s. 116(3)	Drive in the opposite travel lane when prohibited		2
Highway Traffic Act, s. 117(1)	Following another vehicle too closely		2
Highway Traffic Act, s. 117(2)	Fail to maintain 90 m distance between certain vehicles		2
Highway Traffic Act, s. 118	Following fire apparatus too closely		2
Highway Traffic Act, s. 121(1)	Make a turn at an intersection from a prohibited position on the roadway		2
Highway Traffic Act, s. 121(2)	Improper right turn at intersection		2
Highway Traffic Act, s. 121(3)	Improper left turn at intersection of two-way highways		2
Highway Traffic Act, s. 121(4)	Improper left turn at intersection of one-way and two-way highway		2
Highway Traffic Act, s. 121(5)	Improper left turn at intersection of two-way and one-way highway		2
Highway Traffic Act, s. 121(8)	Turn off a highway, or move left or right on a highway, in an unsafe manner		2
Highway Traffic Act, s. 124(1)	Set a vehicle in motion when unsafe to do so		2
Highway Traffic Act, s. 125(1)	Fail to give a required signal in the manner required		2
Highway Traffic Act, s. 125(2)	When hand signals are not visible from both front and rear of the vehicle, fail to give a required signal in the manner required		2



<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Highway Traffic Act, s. 126(1)	When driving a bicycle, power-assisted bicycle, moped or mobility vehicle, fail to give a required signal in the required manner		2
Highway Traffic Act, s. 127(1)	Stop vehicle or suddenly decrease vehicle speed without signalling		2
Highway Traffic Act, s. 127(2)	When turning may affect other traffic, turn a vehicle without signalling or determining whether the turn can be made safely		2
Highway Traffic Act, s. 127(3)	Turn right or left without signalling intention to turn for a sufficient distance to warn other traffic		2
Highway Traffic Act, s. 128	Fail to yield right-of-way to traffic on the right or as directed by a traffic control device		2
Highway Traffic Act, s. 129	When about to make a left turn, fail to yield right-of-way to traffic proceeding closely in the opposite direction		2
Highway Traffic Act, s. 130	After making a required stop at an intersection, fail to yield right-of-way to traffic proceeding closely in either direction on the other highway		2
Highway Traffic Act, s. 131(1)	When entering a restricted speed area highway from a prescribed place, fail to stop before crossing the sidewalk or fail to yield right-of-way to traffic approaching closely on the highway		2
Highway Traffic Act, s. 131(2)	When entering a restricted speed area highway from a prescribed place, fail to yield right-of-way to traffic approaching closely on the highway		2
Highway Traffic Act, s. 131(3)	When entering a provincial highway outside a restricted speed area from a prescribed place, fail to stop as required or fail to yield right-of-way to traffic approaching closely on the highway		2
Highway Traffic Act, s. 131(4)	Drive onto a highway when it is unsafe to do so		2
Highway Traffic Act, s. 132	Fail to yield right-of-way to an emergency vehicle as required		2
Highway Traffic Act, s. 133(1)	Fail to yield right-of-way at a "Yield" sign when required		2
Highway Traffic Act, s. 133(2)	Fail to stop at a "Yield" sign when required		2
Highway Traffic Act, s. 134(2)	Fail to stop at a railway crossing when required		2

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Highway Traffic Act, s. 134(3)	Fail to stop at a railway crossing when driving a prescribed vehicle		2
Highway Traffic Act, s. 134(6)	Proceed across a railway crossing, except as permitted		2
Highway Traffic Act, s. 135.1	Prohibited stop at or within a railway crossing		2
Highway Traffic Act, s. 136(1)	Fail to stop vehicle when and where required		2
Highway Traffic Act, s. 136(2)	When crossing a divided highway, proceed unsafely across lanes for traffic approaching from the right or fail to yield right-of-way to traffic closely approaching from the right		2
Highway Traffic Act, s. 137(5)	Fail to stop a motor vehicle or keep it stopped in the vicinity of a school bus when required to do so		2
Highway Traffic Act, s. 139(1)	Fail to yield right-of-way to a pedestrian in a crosswalk		2
Highway Traffic Act, s. 139(3)	Pass a vehicle that is stopped for a pedestrian at a crosswalk or intersection		2
Highway Traffic Act, s. 141(1)	Fail to yield right-of-way to a pedestrian at or in a pedestrian corridor		2
Highway Traffic Act, s. 141(2)	Fail to stop vehicle before a pedestrian corridor when another vehicle is already stopped or to yield right-of-way to a pedestrian in the pedestrian corridor		2
Highway Traffic Act, s. 141(3)	Pass vehicle in the vicinity of pedestrian corridor when it is slowing to yield right-of-way		2
Highway Traffic Act, s. 142	Driver failing to take proper precautions to avoid colliding with a pedestrian who is on the highway		2
Highway Traffic Act, s. 155(4)	Fail to make an oral or written accident report respecting a vehicle accident involving death or bodily injury or property damage exceeding \$1,000		2
Highway Traffic Act, s. 155(6)	After becoming capable, fail to make a written accident report respecting a vehicle accident involving death or bodily injury or property damage exceeding \$1,000		2
Highway Traffic Act, s. 170(1)(a.1), (b) or (h)	Contravention of prohibitions respecting registrations, use of licences, cards, etc.		2

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Highway Traffic Act, s. 173(1)	Drive a motor vehicle without holding a valid driver's licence or a valid driver's licence of the proper class for the motor vehicle		2
Highway Traffic Act, s. 173(2)	Drive an unauthorized motor vehicle, or fail to comply with a driver's licence restriction, condition or limitation		2
Highway Traffic Act, s. 174(1)(a)	Drive a motor vehicle while under 16 years of age		2
Highway Traffic Act, s. 174(1)(b)	Drive a motor vehicle despite having a disease or disability that may interfere with safe driving		2
Highway Traffic Act, s. 177(1)	Drive at an unduly slow speed		2
Highway Traffic Act, s. 186(3)	Drive a motor vehicle without wearing a seat belt when one is available		2
Highway Traffic Act, s. 188(2)	Careless driving		2
Highway Traffic Act, s. 190(1)	Drive a vehicle through or within a safety zone		2
Highway Traffic Act, s. 191	Make a prohibited u-turn		2
Highway Traffic Act, s. 192	Drive in reverse either unsafely or in a manner that interferes with other traffic or persons on the highway		2
Highway Traffic Act, s. 193(1)	Drive a vehicle on a sidewalk, except as permitted		2
Highway Traffic Act, s. 193(2)	Driving on or across the median of a divided highway except at a permitted crossing		2
Highway Traffic Act, s. 194(1)	Enter a limited access highway except at a place where vehicles are allowed to enter		2
Highway Traffic Act, s. 194(2)	Leave a limited access highway except at a place where vehicles are allowed to leave		2
Highway Traffic Act, s. 195(1)	Drive on a highway median or other part of the highway right-of-way not designed for vehicle traffic		2
Highway Traffic Act, s. 213(1)	Have liquor in a vehicle contrary to <i>The Liquor Control Act</i>		2
Highway Traffic Act, s. 224(1)	Make a false statement in connection with or the course of a prescribed matter or transaction		2
Highway Traffic Act, s. 225(2)	As the owner of a motor vehicle the registration of which is suspended or cancelled, or who is disqualified from registering it, drive it on the highway		2

Act or Regulation Contravened (if applicable)	Input Factors Based on Convictions	Non-Offence Input Factors	Demerit Value
Highway Traffic Act, s. 225(3)	Driving a motor vehicle on the highway knowing that its registration is cancelled or suspended, or that its owner is disqualified from registering it		2
Highway Traffic Act, s. 226(1)	Without proper liability insurance under <i>The Manitoba Public Insurance Corporation Act</i> , drive a motor vehicle that is required to be insured under that Act		2
Highway Traffic Act, s. 226(2)	Drive without a valid certificate of insurance		2
Driver's Licence Regulation, M.R. 180/2000, s. 11	Supervising driver with blood alcohol concentration level of 50 mg or more of alcohol in 100 mL of blood		2
Driver's Licence Regulation, M.R. 180/2000, s. 11.1	Zero BAC level contravention by driver driving under the authority of a class 5A or class 6A driver's licence		2
Driver's Licence Regulation, M.R. 180/2000, s. 11.2	Zero BAC level contravention by a driver driving under the authority of a subclass F licence that is subject to a zero BAC level restriction		2
Driver's Licence Regulation, M.R. 180/2000, s. 11.3	Zero BAC level contravention by a driver driving under the authority of a class 1A to 4A licence when the driver also holds a class 5 licence that is subject to a zero BAC level restriction		2
Driver Licensing Regulation, M.R. 47/2006, s. 11(2)(a)	No air brake endorsement		2
Driver Licensing Regulation, M.R. 47/2006, s. 11(2)(b)	No supervising driver with air brake endorsement		2
Driver Licensing Regulation, M.R. 47/2006, s. 11(5)	Restrictions at intermediate stage for a novice driver driving a class 3 farm truck under the authority of a class 5I driver's licence — no supervising driver when required		2
Driver Licensing Regulation, M.R. 47/2006, s. 11(5)	Restrictions at intermediate stage for a novice driver driving a class 3 farm truck under the authority of a class 5I driver's licence — driving between 5:00 a.m. and midnight with a prohibited passenger		2

<b>Act or Regulation Contravened (if applicable)</b>	<b>Input Factors Based on Convictions</b>	<b>Non-Offence Input Factors</b>	<b>Demerit Value</b>
Driver Licensing Regulation, M.R. 47/2006, s. 11(5)	Restrictions at intermediate stage for a novice driver driving a class 3 farm truck under the authority of a class 5I driver's licence — driving between midnight and 5:00 a.m. with a prohibited passenger		2
Driver Licensing Regulation, M.R. 47/2006, s. 19(3)(a)	Novice driver restrictions — driving under the authority of a class 6L licence during prohibited sunset-overnight-sunrise hours		2
Driver Licensing Regulation, M.R. 47/2006, s. 19(3)(b)	Novice driver restrictions — drive a class 6 vehicle while carrying a passenger		2
Driver Licensing Regulation, M.R. 47/2006, s. 19(3)(c)	Novice driver restrictions — tow another vehicle while driving a class 6 vehicle		2
Driver Licensing Regulation, M.R. 47/2006, s. 20(3)(a)	Drive a class 6 vehicle under the authority of a class 6A driver's licence while carrying a passenger		2
Driver Licensing Regulation, M.R. 47/2006, s. 21(1)	As the holder of a class 1A to 5A driver's licence, drive without a supervising driver when one is required		2
Driver Licensing Regulation, M.R. 47/2006, s. 21(2)	As the holder of an out-of-province licence considered to be equivalent to class 5L or 5A, drive without a supervising driver when one is required		2

Table of Associated Input Factors

Associated Input Factor No. 1	Associated Input Factor No. 2	Associated Input Factor No. 3	Maximum Demerits
<p>Highway Traffic Act, s. 265(1) — 24-hour roadside suspension — "warn" reading</p> <p>Highway Traffic Act, s. 265(2) — 24-hour roadside suspension — blood alcohol over .05</p> <p>Highway Traffic Act, s. 265(3) — 24-hour roadside suspension — failing to provide sample</p> <p>Highway Traffic Act, s. 265(3.1) — 24-hour roadside suspension — performance on field sobriety test</p> <p>Highway Traffic Act, s. 265(3.2) — 24-hour roadside suspension for — refusing field sobriety test or failing to follow peace officer's instructions</p> <p>Highway Traffic Act, s. 265(3.3) — 24-hour roadside suspension — impairment to the extent of being unable to comply with officer's demand for a sample or field sobriety test</p>	<p>Highway Traffic Act, s. 263.1 — Three-month administrative licence suspension or driving disqualification</p>	<p>Criminal Code, s. 255(2) — Impaired operation of a vehicle causing bodily harm</p> <p>Criminal Code, s. 255(2.1) — Blood alcohol over .08 — causing bodily harm</p> <p>Criminal Code, s. 255(2.2) — Refuse to supply sample — causing bodily harm</p> <p>Criminal Code, s. 255(3) — Impaired operation of a vehicle causing death</p> <p>Criminal Code, s. 255(3.1) — Blood alcohol over .08 — causing death</p> <p>Criminal Code, s. 255(3.2) — Refuse to supply sample — causing death</p>	<p>15</p>

Associated Input Factor No. 1	Associated Input Factor No. 2	Associated Input Factor No. 3	Maximum Demerits
<p>Highway Traffic Act, s. 265(1) — 24-hour roadside suspension — "warn" reading</p> <p>Highway Traffic Act, s. 265(2) — 24-hour roadside suspension — blood alcohol over .05</p> <p>Highway Traffic Act, s. 265(3) — 24-hour roadside suspension — failing to provide sample</p> <p>Highway Traffic Act, s. 265(3.1) — 24-hour roadside suspension — performance on field sobriety test</p> <p>Highway Traffic Act, s. 265(3.2) — 24-hour roadside suspension for — refusing field sobriety test or failing to follow peace officer's instructions</p> <p>Highway Traffic Act, s. 265(3.3) — 24-hour roadside suspension — impairment to the extent of being unable to comply with officer's demand for a sample or field sobriety test</p>	<p>Highway Traffic Act, s. 263.1 — Three-month administrative licence suspension or driving disqualification</p>	<p>Criminal Code, s. 253(1)(a) — Impaired operation of a vehicle</p> <p>Criminal Code, s. 253(1)(b) — Blood alcohol over .08</p> <p>Criminal Code, s. 254(5) — Refuse to supply sample</p>	<p>10</p>

SCHEDULE B  
(Section 8)

TABLE 1

Table of Standard Upward Movement Rules for New or Returning  
Manitoba Drivers With a Conviction — Effect of a Conviction-Free  
Period That is Equivalent to an Input Factor Free Year

Demerit Level Based on Total Demerits or Equivalent	Movement Based on an Input Factor Free Year or Equivalent
Driver at level -3, -2 or -1	Move to level zero
Driver at level -4	Move to level -1
Driver at level -5	Move to level -2
Driver at level -6	Move to level -3
Driver at level -7 or -8	Move to level -4
Driver at level -9	Move to level -5
Driver at level -10	Move to level -6
Driver at level -12 or -11	Move to level -7
Driver at level -13	Move to level -8
Driver at level -14	Move to level -9
Driver at level -16 or -15	Move to level -10
Driver at level -17	Move to level -11
Driver at level -19 or -18	Move to level -12
Driver at level -20	Move to level -13



TABLE 2

Table of Modified Upward Movement Rules for New or Returning  
Manitoba Drivers With a Conviction — Effect of a Conviction-Free  
Period That is Equivalent to an Input Factor Free Year

Demerit Level Based on Total Demerits or Equivalent	Movement Based on an Input Factor Free Year or Equivalent
Driver at level - 1	None
Driver at level - 3 or - 2	Move to level - 1
Driver at level - 4	Move to level - 2
Driver at level - 5	Move to level - 3
Driver at level - 6	Move to level - 4
Driver at level - 7	Move to level - 5
Driver at level - 8	Move to level - 6
Driver at level - 9	Move to level - 7
Driver at level - 10	Move to level - 8
Driver at level - 12 or - 11	Move to level - 9
Driver at level - 13	Move to level - 10
Driver at level - 14	Move to level - 11
Driver at level - 15	Move to level - 12
Driver at level - 16	Move to level - 13
Driver at level - 17	Move to level - 14
Driver at level - 19 or - 18	Move to level - 15
Driver at level - 20	Move to level - 16

TABLE 3

Table of Standard Upward Movement Rules for New or Returning Manitoba Drivers With a Collision Claim — Effect of a Claim-Free Period That is Equivalent to an Input Factor free Year

Demerit Level Based on Total Demerits or Equivalent	Movement Based on an Input Factor Free Year or Equivalent
Driver at the level -3, -2 or -1	Move to level zero
Driver at level -4	Move to level -1
Driver at level -5	Move to level -2
Driver at level -6	Move to level -3
Driver at level -7 or -8	Move to level -4
Driver at level -9	Move to level -5
Driver at level -10	Move to level -6
Driver at level -12 or -11	Move to level -7
Driver at level -13	Move to level -8
Driver at level -14	Move to level -9
Driver at level -16 or -15	Move to level -10
Driver at level -17	Move to level -11
Driver at level -19 or -18	Move to level -12
Driver at level -20	Move to level -13

TABLE 4

Table of Modified Upward Movement Rules for New or Returning Manitoba Drivers With a Collision Claim — Effect of a Claim-Free Period That is Equivalent to an Input Factor Free Year

Demerit Level Based on Total Demerits or Equivalent	Movement Based on an Input Factor Free Year or Equivalent
Driver at level - 1	None
Driver at level - 3 or - 2	Move to level - 1
Driver at level - 4	Move to level - 2
Driver at level - 5	Move to level - 3
Driver at level - 6	Move to level - 4
Driver at level - 7	Move to level - 5
Driver at level - 8	Move to level - 6
Driver at level - 9	Move to level - 7
Driver at level - 10	Move to level - 8
Driver at level - 12 or - 11	Move to level - 9
Driver at level - 13	Move to level - 10
Driver at level - 14	Move to level - 11
Driver at level - 15	Move to level - 12
Driver at level - 16	Move to level - 13
Driver at level - 17	Move to level - 14
Driver at level - 19 or - 18	Move to level - 15
Driver at level - 20	Move to level - 16

SCHEDULE C  
 (Section 8)

TABLE 1

Table of Standard Upward Movement Rules for Current Manitoba Residents — Effect of an Input Factor Free Year on a Person at a Demerit Level

Current Demerit Level	Movement Based on an Input Factor Free Year
Currently at level -3, -2 or -1	Move to level zero
Currently at level -4	Move to level -1
Currently at level -5	Move to level -2
Currently at level -6	Move to level -3
Currently at level -7 or -8	Move to level -4
Currently at level -9	Move to level -5
Currently at level -10	Move to level -6
Currently at level -12 or -11	Move to level -7
Currently at level -13	Move to level -8
Currently at level -14	Move to level -9
Currently at level -16 or -15	Move to level -10
Currently at level -17	Move to level -11
Currently at level -19 or -18	Move to level -12
Currently at level -20	Move to level -13

TABLE 2

Table of Modified Upward Movement Rules for Current Manitoba Residents — Effect of an Input Factor Free Year on a Person at a Demerit Level

Current Demerit Level	Movement Based on an Input Factor Free Year
Currently at level - 1	None
Currently at level - 3 or - 2	Move to level - 1
Currently at level - 4	Move to level - 2
Currently at level - 5	Move to level - 3
Currently at level - 6	Move to level - 4
Currently at level - 7	Move to level - 5
Currently at level - 8	Move to level - 6
Currently at level - 9	Move to level - 7
Currently at level - 10	Move to level - 8
Currently at level - 12 or - 11	Move to level - 9
Currently at level - 13	Move to level - 10
Currently at level - 14	Move to level - 11
Currently at level - 15	Move to level - 12
Currently at level - 16	Move to level - 13
Currently at level - 17	Move to level - 14
Currently at level - 19 or - 18	Move to level - 15
Currently at level - 20	Move to level - 16

SCHEDULE D  
 (Section 11)

Transitional Placement Table

Merit-Demerit Status	Consecutive Claim-Free Years [as specified in subsection 11(3)]	Driver Safety Rating
5 merits	5	10
5 merits	4	6
5 merits	3	5
5 merits	2	5
5 merits	1	5
5 merits	0	5
4 merits	5	9
4 merits	4	6
4 merits	3	4
4 merits	2	4
4 merits	1	4
4 merits	0	4
3 merits	5	8
3 merits	4	6
3 merits	3	4
3 merits	2	3
3 merits	1	3
3 merits	0	3
2 merits	5	7
2 merits	4	6
2 merits	3	4
2 merits	2	2
2 merits	1	2
2 merits	0	2
1 merit	5	7
1 merit	4	6
1 merit	3	4
1 merit	2	2
1 merit	1	1
1 merit	0	1
0 merits	5	5
0 merits	4	4
0 merits	3	3
0 merits	2	2
0 merits	1	1
0 merits	0	0
1 demerit	Not applicable	-1
2 demerits	Not applicable	-2
3 demerits	Not applicable	-3
4 demerits	Not applicable	-4
5 demerits	Not applicable	-5
6 demerits	Not applicable	-6

Merit-Demerit Status	Consecutive Claim-Free Years [as specified in subsection 11(3)]	Driver Safety Rating
7 demerits	Not applicable	-7
8 demerits	Not applicable	-8
9 demerits	Not applicable	-9
10 demerits	Not applicable	-10
11 demerits	Not applicable	-11
12 demerits	Not applicable	-12
13 demerits	Not applicable	-13
14 demerits	Not applicable	-14
15 demerits	Not applicable	-15
16 demerits	Not applicable	-16
17 demerits	Not applicable	-17
18 demerits	Not applicable	-18
19 demerits	Not applicable	-19
20 demerits or more	Not applicable	-20

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The Queen's Printer  
for the Province of Manitoba

ANNEXE A  
(article 1)

Tableau des facteurs de démerite

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code criminel, art. 219	Négligence criminelle — conduite d'un véhicule		15
Code criminel, art. 220	Causer la mort par négligence criminelle lors de la conduite d'un véhicule		15
Code criminel, art. 221	Causer des lésions corporelles par négligence criminelle lors de la conduite d'un véhicule		15
Code criminel, art. 236	Homicide involontaire coupable commis au moyen d'un véhicule		15
Code criminel, paragr. 249(3)	Conduite dangereuse d'un véhicule causant des lésions corporelles		15
Code criminel, paragr. 249(4)	Conduite dangereuse d'un véhicule causant la mort		15
Code criminel, paragr. 249.1(3) ou (4)	Fuite résultant de la poursuite par un agent de la paix et causant des lésions corporelles ou la mort		15
Code criminel, art. 249.2	Causer la mort par négligence criminelle à l'occasion d'une course de rue		15
Code criminel, art. 249.3	Causer des lésions corporelles par négligence criminelle à l'occasion d'une course de rue		15
Code criminel, paragr. 249.4(1)	Conduite dangereuse d'un véhicule à l'occasion d'une course de rue		15
Code criminel, paragr. 249.4(3)	Conduite dangereuse d'un véhicule causant des lésions corporelles à l'occasion d'une course de rue		15
Code criminel, paragr. 249.4(4)	Conduite dangereuse d'un véhicule causant la mort à l'occasion d'une course de rue		15
Code criminel, paragr. 252(1)	Défaut d'arrêter lors d'un accident		15
Code criminel, paragr. 255(2)	Conduite d'un véhicule avec capacités affaiblies causant des lésions corporelles		15
Code criminel, paragr. 255(2.1)	Alcoolémie supérieure à 0,08 : lésions corporelles		15
Code criminel, paragr. 255(2.2)	Refus de fournir un échantillon : lésions corporelles		15
Code criminel, paragr. 255(3)	Conduite d'un véhicule avec capacités affaiblies causant la mort		15



<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code criminel, paragr. 255(3.1)	Alcoolémie supérieure à 0,08 : mort		15
Code criminel, paragr. 255(3.2)	Refus de fournir un échantillon : mort		15
Code criminel, al. 249(1)a ou paragr. 249(2)	Conduite dangereuse d'un véhicule		10
Code criminel, paragr. 249.1(1) ou (2)	Fuite résultant de la poursuite par un agent de la paix		10
Code criminel, al. 253(1)a)	Capacité de conduite d'un véhicule affaiblie		10
Code criminel, al. 253(1)b)	Alcoolémie dépassant 0,08		10
Code criminel, paragr. 254(5)	Refus de fournir un échantillon		10
Code criminel, paragr. 259(4)	Conduite d'un véhicule durant une interdiction		10
Code criminel, art. 334	Vol ou tentative de vol d'un véhicule ou de pièces de véhicules		10
Code criminel, paragr. 335(1)	Personne prenant ou tentant de prendre un véhicule sans le consentement du propriétaire ou personne présente à bord d'un véhicule en sachant qu'il a été ainsi pris		10
Code criminel, paragr. 353(1)	Vente ou usage malveillant d'un passe-partout d'automobile		10
Code criminel, art. 354	Possession d'un véhicule ou d'un bien connexe criminellement obtenu		10
Code criminel, art. 430	Méfait concernant un véhicule		10
Code criminel, art. 434	Incendie criminel d'un véhicule automobile		10
Code de la route, paragr. 76.1(1)	Désobéir à l'ordre d'un agent de la paix exigeant l'arrêt d'un véhicule		10
Code de la route, paragr. 95(1)	Excès de vitesse — 50 km/h ou plus au-delà de la vitesse maximale permise		10
Code de la route, paragr. 95(1.2)	Excès de vitesse dans une zone de construction — 50 km/h ou plus au-delà de la vitesse maximale permise		10
Code de la route, paragr. 155(1)	Ne pas communiquer les renseignements exigés au sujet d'un accident de véhicule		10
Code de la route, paragr. 155(2)	Ne pas arrêter un véhicule sur les lieux d'un accident de véhicule		10

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, paragr. 155(3)	Ne pas communiquer les renseignements exigés au sujet d'un accident de véhicule mettant en cause un véhicule laissé sans surveillance		10
Code de la route, paragr. 189(1)	Course		10
Code de la route, paragr. 225(1)	Conduire un véhicule automobile pendant une interdiction		10
Code de la route, paragr. 225(1.1)	Conduire un véhicule à caractère non routier pendant une interdiction		10
Code de la route, paragr. 225(1.2)	Conduire du matériel agricole, un engin mobile spécial ou un tracteur pendant une interdiction		10
Sans objet		Demande d'indemnisation — accident avec responsabilité au sens de l'article 1 du présent règlement	5
Code de la route, sous-al. 4.2(1)a)(i)	Inobservation des exigences relatives à l'immatriculation des véhicules		2
Code de la route, paragr. 24(1)	Conduire un véhicule automobile sans être titulaire d'un permis de conduire valide ou d'un permis de conduire valide de la classe prescrite pour le véhicule		2
Code de la route, paragr. 24(1.1)	Conduire du matériel agricole, un engin mobile spécial ou un tracteur sans être titulaire d'un permis de conduire valide autorisant la conduite d'un véhicule de classe 5 sans surveillance		2
Code de la route, art. 26.3	Non-respect de la tolérance zéro par un conducteur débutant		2
Code de la route, al. 26.4(1)a)	Restrictions s'appliquant à l'étape de l'apprentissage à l'égard des conducteurs débutants de véhicules de la classe 5 — absence de conducteur surveillant		2
Code de la route, sous-al. 26.4(1)b)(i)	Restrictions s'appliquant à l'étape de l'apprentissage à l'égard des véhicules de classe 5 — passager non autorisé assis sur le siège avant		2
Code de la route, sous-al. 26.4(1)b)(ii)	Restrictions s'appliquant à l'étape de l'apprentissage à l'égard des véhicules de classe 5 — passager ne portant pas de ceinture de sécurité		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, al. 26.4(1)c)	Restrictions s'appliquant à l'étape de l'apprentissage à l'égard des véhicules de classe 5 — remorquage d'un véhicule		2
Code de la route, al. 26.4(2)a)	Restrictions s'appliquant à l'étape intermédiaire à l'égard des véhicules de classe 5 — conduite d'un véhicule entre 5 h et minuit lorsqu'un passager non autorisé s'y trouve		2
Code de la route, sous-al. 26.4(2)b)(i)	Restrictions s'appliquant à l'étape intermédiaire à l'égard des conducteurs débutants de véhicules de la classe 5 — absence de conducteur surveillant contrairement à ce qui est exigé		2
Code de la route, sous-al. 26.4(2)b)(ii)	Restrictions s'appliquant à l'étape intermédiaire à l'égard des véhicules de classe 5 — conduite d'un véhicule entre minuit et 5 h lorsqu'un passager non autorisé s'y trouve		2
Code de la route, art. 76	Ne pas obéir à un agent de la paix qui dirige la circulation ou ne pas respecter un dispositif de signalisation temporaire érigé par un agent de la paix		2
Code de la route, paragr. 77(11)	Ne pas se conformer aux instructions données par un signaleur		2
Code de la route, art. 85	Ne pas respecter un dispositif de signalisation		2
Code de la route, paragr. 88(1)	Ne pas se conformer à un signal réglant la circulation		2
Code de la route, paragr. 95(1)	Excès de vitesse — moins de 50 km/h au-delà de la vitesse maximale permise		2
Code de la route, paragr. 95(1.2)	Excès de vitesse dans une zone de construction — moins de 50 km/h au-delà de la vitesse maximale permise		2
Code de la route, paragr. 95(2)	Dépassement interdit		2
Code de la route, paragr. 95(3)	Conduire imprudemment		2
Code de la route, paragr. 96(1)	Excès de vitesse sur une voie de service		2
Code de la route, art. 102	Conduire à une vitesse inférieure à la vitesse minimale permise		2
Code de la route, paragr. 108(1)	Ne pas respecter un dispositif de signalisation indiquant la partie de la chaussée que doit utiliser la circulation		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, paragr. 109(1)	Conduire du mauvais côté de la chaussée		2
Code de la route, paragr. 109(2)	Conduire un véhicule lent et ne pas utiliser la voie de droite		2
Code de la route, paragr. 109.1(2)	En tant que conducteur d'un véhicule s'approchant d'un véhicule d'urgence arrêté, le dépasser de façon non sécuritaire ou ne pas ralentir et ne pas agir avec prudence		2
Code de la route, paragr. 109.1(3)	En tant que conducteur d'un véhicule s'approchant d'un véhicule d'urgence arrêté, ne pas se déplacer d'une voie en s'en éloignant si le déplacement peut se faire de façon sécuritaire		2
Code de la route, art. 110	Ne pas se conformer aux règles relatives à la circulation sur les chaussées à plusieurs voies		2
Code de la route, paragr. 112(1)	Ne pas serrer sur la droite lors du croisement d'un véhicule venant en sens inverse		2
Code de la route, paragr. 112(2)	Ne pas céder une moitié de la chaussée lors du croisement d'un véhicule venant en sens inverse si la largeur de la chaussée n'autorise qu'une file de circulation dans chaque sens		2
Code de la route, paragr. 112(3)	En tant que conducteur d'un véhicule croisant sur une chaussée étroite un véhicule venant en sens inverse, ne pas arrêter son véhicule et ne pas repartir seulement lorsqu'il est sécuritaire de le faire		2
Code de la route, paragr. 112(4)	En tant que conducteur d'un véhicule qui roule à une vitesse inférieure à celle des autres usagers de la route, ne pas serrer autant que possible sur la droite de la chaussée		2
Code de la route, al. 113(1)b)	Ne pas passer aux feux de croisement lorsqu'un véhicule vient en sens inverse		2
Code de la route, paragr. 113(2)	En tant que conducteur, ne pas passer aux feux de croisement lorsque son véhicule suit de près un autre véhicule		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, paragr. 114(1)	En tant que conducteur d'un véhicule qui dépasse un autre véhicule ou une bicyclette allant dans le même sens, ne pas faire le dépassement seulement à gauche ou ne pas revenir sur sa droite seulement lorsque cette manœuvre est sécuritaire		2
Code de la route, paragr. 114(2)	En tant que conducteur d'un véhicule, accélérer pendant qu'un autre véhicule procède à un dépassement ou ne pas serrer sur sa droite lorsqu'un autre véhicule exécute cette manœuvre		2
Code de la route, paragr. 115(1)	Dépasser un véhicule à droite sauf dans les cas où cette manœuvre est permise		2
Code de la route, paragr. 115(2)	Dépasser un véhicule à droite lorsque cette manœuvre n'est pas sécuritaire ou lorsqu'il faut, à cette fin, sortir de la chaussée		2
Code de la route, paragr. 116(1)	Conduire à gauche de la ligne séparatrice des sens de la circulation d'une chaussée si la route n'est pas clairement visible sur une distance suffisante		2
Code de la route, paragr. 116(2)	En tant que conducteur d'un véhicule qui en dépasse un autre, conduire à gauche de la ligne séparatrice des sens de la circulation de la chaussée lorsque cette manœuvre n'est pas sécuritaire		2
Code de la route, paragr. 116(3)	Conduire à gauche de la ligne séparatrice des sens de la circulation d'une chaussée lorsque cette manœuvre est interdite		2
Code de la route, paragr. 117(1)	Suivre de trop près un autre véhicule		2
Code de la route, paragr. 117(2)	Ne pas maintenir une distance de 90 m entre son véhicule et certains véhicules		2
Code de la route, art. 118	Suivre de trop près un fourgon d'incendie		2
Code de la route, paragr. 121(1)	Effectuer un virage à une intersection lorsque le véhicule occupe sur la route une position interdite		2
Code de la route, paragr. 121(2)	Virage à droite irrégulier à une intersection		2
Code de la route, paragr. 121(3)	Virage à gauche irrégulier à une intersection où les deux chaussées sont à double sens de circulation		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, paragr. 121(4)	Virage à gauche irrégulier à une intersection où une chaussée est à sens unique et l'autre à double sens de circulation		2
Code de la route, paragr. 121(5)	Virage à gauche irrégulier à une intersection où une chaussée est à double sens de circulation et l'autre à sens unique		2
Code de la route, paragr. 121(8)	Effectuer un virage pour quitter une route ou déboîter à gauche ou à droite sur une route, de façon non sécuritaire		2
Code de la route, paragr. 124(1)	Mettre en mouvement un véhicule lorsque cette manœuvre n'est pas sécuritaire		2
Code de la route, paragr. 125(1)	Ne pas donner un signal requis de la façon prescrite		2
Code de la route, paragr. 125(2)	Lorsque des signaux de la main ou du bras ne sont pas visibles de l'avant ou de l'arrière du véhicule, ne pas donner un signal requis de la façon prescrite		2
Code de la route, paragr. 126(1)	En tant que conducteur d'une bicyclette, d'une bicyclette assistée, d'un cyclomoteur ou d'un véhicule de déplacement, ne pas donner un signal requis de la façon prescrite		2
Code de la route, paragr. 127(1)	Arrêter un véhicule ou le ralentir brusquement sans signaler		2
Code de la route, paragr. 127(2)	En tant que conducteur, lorsque la circulation peut être gênée par le virage du véhicule, exécuter cette manœuvre sans avoir donné le signal requis ou sans s'assurer qu'elle peut être exécutée de façon sécuritaire		2
Code de la route, paragr. 127(3)	Virer à droite ou à gauche sans donner le signal de virage à une distance suffisante pour avertir les autres usagers de la route		2
Code de la route, art. 128	Ne pas céder le passage aux conducteurs venant par la droite ou contrairement à un dispositif de signalisation		2
Code de la route, art. 129	En tant que conducteur, s'apprêter à tourner à gauche sans céder le passage à la circulation s'approchant en sens inverse		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, art. 130	En tant que conducteur, après avoir fait un arrêt obligatoire à une intersection, ne pas céder le passage à la circulation venant de l'autre route et s'approchant dans les deux sens		2
Code de la route, paragr. 131(1)	En tant que conducteur qui débouche d'un endroit déterminé dans une zone de limitation de vitesse, ne pas arrêter son véhicule avant de s'engager sur le trottoir ou ne pas céder le passage à la circulation qui s'approche de très près par la route		2
Code de la route, paragr. 131(2)	En tant que conducteur qui débouche d'un endroit déterminé dans une zone de limitation de vitesse, ne pas céder le passage à la circulation qui s'approche de très près par la route		2
Code de la route, paragr. 131(3)	En tant que conducteur d'un véhicule qui, en dehors d'une zone de limitation de vitesse, débouche d'un endroit déterminé sur une route provinciale, ne pas s'arrêter contrairement à ce qui est exigé ou ne pas céder le passage à la circulation qui s'approche de très près par cette route		2
Code de la route, paragr. 131(4)	En tant que conducteur qui a cédé le passage, remettre son véhicule en marche lorsque cette manœuvre n'est pas sécuritaire		2
Code de la route, art. 132	Ne pas céder le passage à un véhicule d'urgence de la façon prescrite		2
Code de la route, paragr. 133(1)	Ne pas céder le passage à l'approche d'un signal « cédez le passage » lorsque cela est exigé		2
Code de la route, paragr. 133(2)	En tant que conducteur, ne pas arrêter son véhicule à l'approche d'un signal « cédez le passage » lorsque cela est exigé		2
Code de la route, paragr. 134(2)	En tant que conducteur, ne pas arrêter son véhicule à un passage à niveau lorsque cela est exigé		2
Code de la route, paragr. 134(3)	En tant que conducteur d'un véhicule déterminé, ne pas s'arrêter à un passage à niveau		2
Code de la route, paragr. 134(6)	Traverser un passage à niveau, sauf dans les cas autorisés		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, art. 135.1	Arrêt à l'intérieur d'un passage à niveau		2
Code de la route, paragr. 136(1)	En tant que conducteur, ne pas arrêter son véhicule au moment et à l'endroit déterminés		2
Code de la route, paragr. 136(2)	En tant que conducteur d'un véhicule qui a traversé la première chaussée d'une route à chaussées séparées, ne pas poursuivre son chemin de façon sécuritaire ou ne pas céder le passage à la circulation qui s'approche de très près par la droite		2
Code de la route, paragr. 137(5)	Ne pas arrêter un véhicule automobile ou le garder immobilisé à proximité d'un autobus scolaire lorsque cela est exigé		2
Code de la route, paragr. 139(1)	Ne pas céder le passage à un piéton à l'intérieur d'un passage pour piétons		2
Code de la route, paragr. 139(3)	Dépasser un véhicule qui est arrêté pour permettre à un piéton de traverser à un passage pour piétons ou à une intersection		2
Code de la route, paragr. 141(1)	Ne pas céder le passage à un piéton qui s'apprête à s'engager sur le corridor pour piétons ou qui s'y trouve		2
Code de la route, paragr. 141(2)	Ne pas arrêter un véhicule avant d'aborder un corridor pour piétons lorsqu'un autre véhicule est déjà arrêté ou ne pas céder le passage à un piéton qui est engagé sur le corridor pour piétons		2
Code de la route, paragr. 141(3)	Dépasser un véhicule qui se trouve à proximité d'un corridor pour piétons lorsqu'il ralentit pour céder le passage à un piéton		2
Code de la route, art. 142	En tant que conducteur, ne pas prendre les précautions requises pour éviter d'entrer en collision avec un piéton qui se trouve sur la route		2
Code de la route, paragr. 155(4)	Ne pas faire un rapport d'accident oral ou écrit relativement à un accident de la circulation causant un décès, des blessures corporelles ou des dégâts matériels de plus de 1 000 \$		2



<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, paragr. 155(6)	Conducteur ne faisant pas, dès qu'il en est capable, un rapport d'accident écrit relativement à un accident de la circulation causant un décès, des blessures corporelles ou des dégâts matériels de plus de 1 000 \$		2
Code de la route, al. 170(1)a.1), b) ou h)	Infraction aux interdictions portant notamment sur les immatriculations et l'utilisation de permis et de cartes		2
Code de la route, paragr. 173(1)	Conduire un véhicule automobile sans être titulaire d'un permis de conduire valide ou d'un permis de conduire valide de la classe prescrite pour le véhicule		2
Code de la route, paragr. 173(2)	Conduire un véhicule automobile non autorisé par le permis ou ne pas se conformer aux restrictions, conditions ou limitations indiquées sur le permis		2
Code de la route, al. 174(1)a)	Conduire un véhicule automobile avant l'âge de 16 ans		2
Code de la route, al. 174(1)b)	Conduire un véhicule automobile malgré une maladie ou une incapacité qui peut nuire à la conduite sécuritaire du véhicule		2
Code de la route, paragr. 177(1)	Conduire à une vitesse excessivement basse		2
Code de la route, paragr. 186(3)	Conduire un véhicule automobile sans porter une ceinture de sécurité, si le véhicule est équipé de ceintures		2
Code de la route, paragr. 188(2)	Conduite négligente		2
Code de la route, paragr. 190(1)	Conduire un véhicule à travers une zone de sécurité ou à l'intérieur de cette zone		2
Code de la route, art. 191	Demi-tour interdit		2
Code de la route, art. 192	En tant que conducteur d'un véhicule, faire marche arrière d'une façon non sécuritaire ou d'une manière qui gêne les personnes ou les autres véhicules qui se trouvent sur la route		2
Code de la route, paragr. 193(1)	Conduire un véhicule sur un trottoir, sauf dans les cas autorisés		2
Code de la route, paragr. 193(2)	Conduire sur la bande médiane d'une route à chaussées séparées ou à travers celle-ci, exception faite de l'endroit prévu à cette fin		2
Code de la route, paragr. 194(1)	En tant que conducteur, s'engager sur une route à accès limité ailleurs qu'aux endroits autorisés		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Code de la route, paragr. 194(2)	En tant que conducteur, quitter une route à accès limité ailleurs qu'aux endroits autorisés		2
Code de la route, paragr. 195(1)	Conduire sur la ligne centrale d'une route ou sur une partie de l'emprise de la route qui n'est pas prévue pour la circulation des véhicules		2
Code de la route, paragr. 213(1)	Avoir des boissons alcoolisées à bord d'un véhicule, contrairement à la <i>Loi sur la réglementation des alcools</i>		2
Code de la route, paragr. 224(1)	Faire une fausse déclaration		2
Code de la route, paragr. 225(2)	En tant que propriétaire d'un véhicule automobile, conduire le véhicule sur la route lorsque l'immatriculation est suspendue ou annulée ou qu'il n'a pas le droit de le faire immatriculer		2
Code de la route, paragr. 225(3)	En tant que conducteur d'un véhicule automobile, conduire le véhicule sur la route en sachant que son immatriculation est suspendue ou annulée ou que son propriétaire n'a pas le droit de le faire immatriculer		2
Code de la route, paragr. 226(1)	Conduire un véhicule automobile qui doit être assuré sous le régime de la <i>Loi sur la Société d'assurance publique du Manitoba</i> sans avoir une assurance responsabilité suffisante		2
Code de la route, paragr. 226(2)	Conduire sans certificat d'assurance valide		2
Règlement sur les permis de conduire, R.M. 180/2000, art. 11	Conducteur surveillant ayant une alcoolémie d'au moins 50 mg d'alcool par 100 ml de sang		2
Règlement sur les permis de conduire, R.M. 180/2000, art. 11.1	Non-respect de la tolérance zéro par un conducteur titulaire d'un permis de catégorie 5A ou 6A		2
Règlement sur les permis de conduire, R.M. 180/2000, art. 11.2	Non-respect de la tolérance zéro par un conducteur titulaire d'un permis de sous-catégorie F assujetti à une telle restriction		2
Règlement sur les permis de conduire, R.M. 180/2000, art. 11.3	Non-respect de la tolérance zéro par un conducteur titulaire d'un permis de classe 1A à 4A qui est également titulaire d'un permis de classe 5 assujetti à une telle restriction		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Règlement sur les permis de conduire, R.M. 47/2006, al. 11(2)a)	Titulaire d'un permis non autorisé à conduire des véhicules automobiles munis d'un système de freinage à air comprimé		2
Règlement sur les permis de conduire, R.M. 47/2006, al. 11(2)b)	Conducteur surveillant non titulaire d'un permis l'autorisant à conduire des véhicules automobiles munis d'un système de freinage à air comprimé		2
Règlement sur les permis de conduire, R.M. 47/2006, paragr. 11(5)	Restrictions s'appliquant à l'étape intermédiaire à l'égard des conducteurs débutants conduisant un camion agricole de classe 3 tout en étant titulaires d'un permis de classe 5I — absence de conducteur surveillant contrairement à ce qui est exigé		2
Règlement sur les permis de conduire, R.M. 47/2006, paragr. 11(5)	Restrictions s'appliquant à l'étape intermédiaire à l'égard des conducteurs débutants conduisant un camion agricole de classe 3 tout en étant titulaires d'un permis de classe 5I — conduite d'un véhicule entre 5 h et minuit lorsqu'un passager non autorisé s'y trouve		2
Règlement sur les permis de conduire, R.M. 47/2006, paragr. 11(5)	Restrictions s'appliquant à l'étape intermédiaire à l'égard des conducteurs débutants conduisant un camion agricole de classe 3 tout en étant titulaires d'un permis de classe 5I — conduite d'un véhicule entre minuit et 5 h lorsqu'un passager non autorisé s'y trouve		2
Règlement sur les permis de conduire, R.M. 47/2006, al. 19(3)a)	Restrictions s'appliquant aux conducteurs débutants titulaires d'un permis de classe 6L conduisant pendant la période comprise entre une demi-heure avant le coucher du soleil et une demi-heure après le lever du soleil		2
Règlement sur les permis de conduire, R.M. 47/2006, al. 19(3)b)	Restrictions s'appliquant aux conducteurs débutants conduisant un véhicule de classe 6 en étant accompagnés d'un passager		2
Règlement sur les permis de conduire, R.M. 47/2006, al. 19(3)c)	Restrictions s'appliquant aux conducteurs débutants remorquant un autre véhicule en conduisant un véhicule de classe 6		2

<b>Loi ou règlement ayant fait l'objet d'une contravention (s'il y a lieu)</b>	<b>Facteurs de démerite fondés sur des condamnations</b>	<b>Facteurs de démerite non fondés sur des condamnations</b>	<b>Points de démerite</b>
Règlement sur les permis de conduire, R.M. 47/2006, al. 20(3)a)	Titulaire d'un permis de classe 6A conduisant un véhicule de classe 6 en étant accompagné d'un passager		2
Règlement sur les permis de conduire, R.M. 47/2006, paragr. 21(1)	En tant que titulaire d'un permis de classe 1A à 5A, conduire en l'absence d'un conducteur surveillant contrairement à ce qui est exigé		2
Règlement sur les permis de conduire, R.M. 47/2006, paragr. 21(2)	En tant que titulaire d'un permis délivré à l'extérieur de la province et réputé être équivalent à un permis de classe 5L ou 5A, conduire en l'absence d'un conducteur surveillant contrairement à ce qui est exigé		2

Tableau des facteurs de démerite connexes

Facteur de démerite connexe n° 1	Facteur de démerite connexe n° 2	Facteur de démerite connexe n° 3	Maximum de points de démerite
<p>Code de la route, paragr. 265(1) — suspension sur-le-champ d'un permis pendant 24 heures — indication « Avertissement »</p> <p>Code de la route, paragr. 265(2) — suspension sur-le-champ d'un permis pendant 24 heures — alcoolémie dépassant 0,05</p> <p>Code de la route, paragr. 265(3) — suspension sur-le-champ d'un permis pendant 24 heures — refus de fournir un échantillon</p> <p>Code de la route, paragr. 265(3.1) — suspension sur-le-champ d'un permis pendant 24 heures — test de sobriété sur place</p> <p>Code de la route, paragr. 265(3.2) — suspension sur-le-champ d'un permis pendant 24 heures — refus de passer un test de sobriété sur place ou de suivre les directives de l'agent de la paix</p>	<p>Code de la route, art. 263.1 — suspension du permis ou interdiction de conduire imposée par voie administrative pour une période de trois mois</p>	<p>Code criminel, paragr. 255(2) — conduite d'un véhicule avec capacités affaiblies causant des lésions corporelles</p> <p>Code criminel, paragr. 255(2.1) — alcoolémie supérieure à 0,08 : lésions corporelles</p> <p>Code criminel, paragr. 255(2.2) — refus de fournir un échantillon : lésions corporelles</p> <p>Code criminel, paragr. 255(3) — conduite d'un véhicule avec capacités affaiblies causant la mort</p> <p>Code criminel, paragr. 255(3.1) — alcoolémie supérieure à 0,08 : mort</p> <p>Code criminel, paragr. 255(3.2) — refus de fournir un échantillon : mort</p>	<p>15</p>

Facteur de démerite connexe n° 1	Facteur de démerite connexe n° 2	Facteur de démerite connexe n° 3	Maximum de points de démerite
<p>Code de la route, paragr. 265(3.3) — suspension sur-le-champ d'un permis pendant 24 heures — facultés affaiblies rendant impossible l'observation d'un ordre exigeant la fourniture d'un échantillon ou la passation d'un test de sobriété sur place</p> <p>Code de la route, paragr. 265(1) — suspension sur-le-champ d'un permis pendant 24 heures — indication « Avertissement »</p> <p>Code de la route, paragr. 265(2) — suspension sur-le-champ d'un permis pendant 24 heures — alcoolémie dépassant 0,05</p> <p>Code de la route, paragr. 265(3) — suspension sur-le-champ d'un permis pendant 24 heures — refus de fournir un échantillon</p> <p>Code de la route, paragr. 265(3.1) — suspension sur-le-champ d'un permis pendant 24 heures — test de sobriété sur place</p> <p>Code de la route, paragr. 265(3.2) — suspension sur-le-champ d'un permis pendant 24 heures — refus de passer un test de sobriété sur place ou de suivre les directives de l'agent de la paix</p>	<p>Code de la route, art. 263.1 — suspension du permis ou interdiction de conduire imposée par voie administrative pour une période de trois mois</p>	<p>Code criminel, al. 253(1)a) — capacité de conduite d'un véhicule affaibli</p> <p>Code criminel, al. 253(1)b) — alcoolémie dépassant 0,08</p> <p>Code criminel, paragr. 254(5) — refus de fournir un échantillon</p>	<p>10</p>

Facteur de démerite connexe n° 1	Facteur de démerite connexe n° 2	Facteur de démerite connexe n° 3	Maximum de points de démerite
Code de la route, paragr. 265(3.3) — suspension sur-le-champ d'un permis pendant 24 heures — facultés affaiblies rendant impossible l'observation d'un ordre exigeant la fourniture d'un échantillon ou la passation d'un test de sobriété sur place			

ANNEXE B  
(article 8)

TABLEAU 1

Tableau des règles normatives en matière d'augmentation des cotes applicables aux conducteurs qui ont fait l'objet d'une condamnation et qui sont de nouveaux conducteurs au Manitoba ou des conducteurs qui reviennent résider dans la province — effet d'une période sans condamnation équivalente à une année exempte de facteurs de démerite

Niveau de démerite fondé sur les points de démerite totaux ou leur équivalent	Niveau fondé sur une année exempte de facteurs de démerite ou son équivalent
Niveau -3, -2 ou -1	Niveau zéro
Niveau -4	Niveau -1
Niveau -5	Niveau -2
Niveau -6	Niveau -3
Niveau -8 ou -7	Niveau -4
Niveau -9	Niveau -5
Niveau -10	Niveau -6
Niveau -12 ou -11	Niveau -7
Niveau -13	Niveau -8
Niveau -14	Niveau -9
Niveau -16 ou -15	Niveau -10
Niveau -17	Niveau -11
Niveau -19 ou -18	Niveau -12
Niveau -20	Niveau -13



TABLEAU 2

Tableau des règles modifiées en matière d'augmentation des cotes applicables aux conducteurs qui ont fait l'objet d'une condamnation et qui sont de nouveaux conducteurs au Manitoba ou des conducteurs qui reviennent résider dans la province — effet d'une période sans condamnation équivalente à une année exempte de facteurs de démerite

Niveau de démerite fondé sur les points de démerite totaux ou leur équivalent	Niveau fondé sur une année exempte de facteurs de démerite ou son équivalent
Niveau - 1	Même niveau
Niveau - 3 ou - 2	Niveau - 1
Niveau - 4	Niveau - 2
Niveau - 5	Niveau - 3
Niveau - 6	Niveau - 4
Niveau - 7	Niveau - 5
Niveau - 8	Niveau - 6
Niveau - 9	Niveau - 7
Niveau - 10	Niveau - 8
Niveau - 12 ou - 11	Niveau - 9
Niveau - 13	Niveau - 10
Niveau - 14	Niveau - 11
Niveau - 15	Niveau - 12
Niveau - 16	Niveau - 13
Niveau - 17	Niveau - 14
Niveau - 19 ou - 18	Niveau - 15
Niveau - 20	Niveau - 16

TABLEAU 3

Tableau des règles normatives en matière d'augmentation des cotes applicables aux conducteurs qui ont fait l'objet d'une demande d'indemnisation découlant d'une collision et qui sont de nouveaux conducteurs au Manitoba ou des conducteurs qui reviennent résider dans la province — effet d'une période sans demande d'indemnisation équivalente à une année exempte de facteurs de démérite

Niveau de démérite fondé sur les points de démérite totaux ou leur équivalent	Niveau fondé sur une année exempte de facteurs de démérite ou son équivalent
Niveau -3, -2 ou -1	Niveau zéro
Niveau -4	Niveau -1
Niveau -5	Niveau -2
Niveau -6	Niveau -3
Niveau -8 ou -7	Niveau -4
Niveau -9	Niveau -5
Niveau -10	Niveau -6
Niveau -12 ou -11	Niveau -7
Niveau -13	Niveau -8
Niveau -14	Niveau -9
Niveau -16 ou -15	Niveau -10
Niveau -17	Niveau -11
Niveau -19 ou -18	Niveau -12
Niveau -20	Niveau -13

TABLEAU 4

Tableau des règles modifiées en matière d'augmentation des cotes applicables aux conducteurs qui ont fait l'objet d'une demande d'indemnisation découlant d'une collision et qui sont de nouveaux conducteurs au Manitoba ou des conducteurs qui reviennent résider dans la province — effet d'une période sans demande d'indemnisation équivalente à une année exempte de facteurs de démérite

Niveau de démérite fondé sur les points de démérite totaux ou leur équivalent	Niveau fondé sur une année exempte de facteurs de démérite ou son équivalent
Niveau - 1	Même niveau
Niveau - 3 ou - 2	Niveau - 1
Niveau - 4	Niveau - 2
Niveau - 5	Niveau - 3
Niveau - 6	Niveau - 4
Niveau - 7	Niveau - 5
Niveau - 8	Niveau - 6
Niveau - 9	Niveau - 7
Niveau - 10	Niveau - 8
Niveau - 12 ou - 11	Niveau - 9
Niveau - 13	Niveau - 10
Niveau - 14	Niveau - 11
Niveau - 15	Niveau - 12
Niveau - 16	Niveau - 13
Niveau - 17	Niveau - 14
Niveau - 19 ou - 18	Niveau - 15
Niveau - 20	Niveau - 16

ANNEXE C  
(article 8)

TABLEAU 1

Tableau des règles normatives en matière d'augmentation des cotes applicables aux résidents actuels du Manitoba — effet d'une année exempte de facteurs de démerite à l'égard d'une personne dont la cote de conduite est à un niveau de démerite

Niveau de démerite actuel	Niveau fondé sur une année exempte de facteurs de démerite
Niveau -3, -2 ou -1	Niveau zéro
Niveau -4	Niveau -1
Niveau -5	Niveau -2
Niveau -6	Niveau -3
Niveau -8 ou -7	Niveau -4
Niveau -9	Niveau -5
Niveau -10	Niveau -6
Niveau -12 ou -11	Niveau -7
Niveau -13	Niveau -8
Niveau -14	Niveau -9
Niveau -16 ou -15	Niveau -10
Niveau -17	Niveau -11
Niveau -19 ou -18	Niveau -12
Niveau -20	Niveau -13

TABLEAU 2

Tableau des règles modifiées en matière d'augmentation des cotes applicables aux résidents actuels du Manitoba — effet d'une année exempte de facteurs de démerite à l'égard d'une personne dont la cote de conduite est à un niveau de démerite

Niveau de démerite actuel	Niveau fondé sur une année exempte de facteurs de démerite
Niveau - 1	Même niveau
Niveau - 3 ou - 2	Niveau - 1
Niveau - 4	Niveau - 2
Niveau - 5	Niveau - 3
Niveau - 6	Niveau - 4
Niveau - 7	Niveau - 5
Niveau - 8	Niveau - 6
Niveau - 9	Niveau - 7
Niveau - 10	Niveau - 8
Niveau - 12 ou - 11	Niveau - 9
Niveau - 13	Niveau - 10
Niveau - 14	Niveau - 11
Niveau - 15	Niveau - 12
Niveau - 16	Niveau - 13
Niveau - 17	Niveau - 14
Niveau - 19 ou - 18	Niveau - 15
Niveau - 20	Niveau - 16

ANNEXE D  
(article 11)

Tableau de placement transitoire

Points de mérite et de démerite	Années consécutives sans demande d'indemnisation [paragr. 11(3)]	Cote de conduite
5 points de mérite	5	10
5 points de mérite	4	6
5 points de mérite	3	5
5 points de mérite	2	5
5 points de mérite	1	5
5 points de mérite	0	5
4 points de mérite	5	9
4 points de mérite	4	6
4 points de mérite	3	4
4 points de mérite	2	4
4 points de mérite	1	4
4 points de mérite	0	4
3 points de mérite	5	8
3 points de mérite	4	6
3 points de mérite	3	4
3 points de mérite	2	3
3 points de mérite	1	3
3 points de mérite	0	3
2 points de mérite	5	7
2 points de mérite	4	6
2 points de mérite	3	4
2 points de mérite	2	2
2 points de mérite	1	2
2 points de mérite	0	2
1 point de mérite	5	7
1 point de mérite	4	6
1 point de mérite	3	4
1 point de mérite	2	2
1 point de mérite	1	1
1 point de mérite	0	1
0 point de mérite	5	5
0 point de mérite	4	4
0 point de mérite	3	3
0 point de mérite	2	2
0 point de mérite	1	1
0 point de mérite	0	0
1 point de démerite	Sans objet	-1
2 points de démerite	Sans objet	-2
3 points de démerite	Sans objet	-3
4 points de démerite	Sans objet	-4
5 points de démerite	Sans objet	-5
6 points de démerite	Sans objet	-6
7 points de démerite	Sans objet	-7

Points de mérite et de démerite	Années consécutives sans demande d'indemnisation [paragr. 11(3)]	Cote de conduite
8 points de démerite	Sans objet	-8
9 points de démerite	Sans objet	-9
10 points de démerite	Sans objet	-10
11 points de démerite	Sans objet	-11
12 points de démerite	Sans objet	-12
13 points de démerite	Sans objet	-13
14 points de démerite	Sans objet	-14
15 points de démerite	Sans objet	-15
16 points de démerite	Sans objet	-16
17 points de démerite	Sans objet	-17
18 points de démerite	Sans objet	-18
19 points de démerite	Sans objet	-19
20 points de démerite ou plus	Sans objet	-20

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L'Imprimeur de la Reine  
du Manitoba

January 30, 2009

**2009 Driver Safety Rating Application  
Communication Strategy - AI.2**

## Schedule for Major Communication Activities

January 30, 2009

- MPI holds media event announcing special rate application, transition plan and additional program details
- MPI employees and brokers are notified via e-mail and notice on internal websites
- Results of public consultation posted on MPI website
- Driver Safety Rating Application filed with PUB posted on MPI website

Winter/Spring 2009

- Introduction to Driver Safety Rating posted on MPI website; employees, brokers and interested media are encouraged to read it
- PUB holds hearings on special rate application
- Communication of PUB order

Early to Late Summer 2009

- Presentations begin at summer fairs and community events
- Information sessions begin for employees and brokers
- MPI's "Manitoba Driver" news service begins distributing stories on different aspects of the coming changes

Early September 2009

- MPI unveils revamped renewal notice by way of media announcement (see attached draft prototype renewal notices)
- Advertising awareness campaign begins
- Information booklet delivered to all Manitoba households

Mid September 2009

- Customers with November renewal dates are first to receive revamped renewal notice, accompanied by guide to the new format and information booklet about Driver Safety Rating
- Media are encouraged to run features on topics such as how Driver Safety Rating works and how everyone's DSR level is being determined
- Mall displays begin
- Point-of-purchase materials appear

October 2009 and onward

- Ongoing personalized notices in advance of renewal notices





**Manitoba  
Public Insurance**

**It's time to visit your  
Autopac agent**

**December 20, 2009** is the **expiry date** for your:

- Driver's licence/insurance
- Vehicle registration and insurance

ABIGAIL BERGERON  
1234 PARK DRIVE  
APARTMENT 5B  
WINNIPEG MB R1A 2B3

A123(V)

November 5, 2009

**Abigail Bergeron**  
Customer number: 1234567890

**This is your first multi-year renewal notice.**

Visit an Autopac agent before **December 20, 2009** to:

- renew your driver's licence and have your photo taken
- renew your Autopac
- discuss your coverage needs.

Once you've renewed, your policies and licence will be in place for **three** years. You'll receive your next multi-year renewal notice before your next expiry date: **December 20, 2012**. After that, your renewals will be every five years.

In the years when we don't send you a renewal notice like this one, we'll send you a **statement of account**. This will explain how much you owe for the next year. See *About the new renewal process* enclosed for more information.

**Summary of what you owe this year**

– see page 2 for details

Driver's licence charge	\$20.00	
Base driver premium	\$45.00	
Driver Safety Rating discount	–\$15.00	
<b>Total driver's licence cost</b>		<b>\$50.00</b>
Vehicle registration	\$208.00	
Vehicle insurance	\$3,155.00	
Driver Safety Rating discount	–\$473.00	
Immobilizer discount	–\$45.00	
<b>Total vehicle cost</b>		<b>\$2,845.00</b>
<b>Total amount due</b>		<b>\$2,895.00</b>

Safe driving saves you money. See the explanation on the right for information about your Driver Safety Rating.



For more information, contact your Autopac agent. More than 300 insurance brokerages located throughout Manitoba represent Manitoba Public Insurance as Autopac agencies.

**Introducing the new  
Driver Safety Rating scale**

Now it's easy to see how safe driving pays

Safe driving moves you up the scale to more merits and discounts. Higher-risk driving moves you down the scale to more demerits and higher premiums.

**Remember:** Safe driving means savings. Higher-risk driving means higher premiums.

**About YOUR Driver Safety Rating**

This year, your Driver Safety Rating is **+5**.

**This means that you've earned:**

- a **\$15 discount** on your base driver premium, and
- a **15% discount** on your vehicle insurance premium.

**How we determined your place on the scale**

Under the old system, you have 3 merits and would have been entitled to a 15% discount. Your position of +5 on the new Driver Safety Rating scale gives you the same discount.

**Save more by driving safely this year**

If you drive for a full year with no at-fault claims or traffic violations, you'll move up to a Driver Safety Rating of **+6**. If you had been at that level this year, you would have earned:

- a **\$20 discount** on your base driver premium, and
- a **20% discount** on your vehicle insurance premium.

MERITS FOR SAFE DRIVING



DEMERITS FOR HIGHER-RISK DRIVING



## Information about your driver's licence

### Your driver's licence cost

Driver's licence charge	\$20
Base driver premium	\$45
Driver Safety Rating discount	-\$15
<b>Total</b>	<b>\$50</b>

## Information about your vehicle registration and insurance

Each year, we determine how much you'll pay for your vehicle insurance premiums by looking at four factors: where you live, the type of vehicle you drive, how you use your vehicle and your Driver Safety Rating.

Description	Last year's premium (\$)	Increase or decrease (\$)	This year's premium (\$)	Driver Safety Rating discount (\$)	Immobilizer discount (\$)	Vehicle registration charge (\$)	Total cost for your vehicle (\$)
<b>2004 Harley Davidson FLHT Classic Plate: DEF 456 Insurance use: Pleasure</b>							
Basic premium	1,371	-7	1,364	-205			
\$300 collision deductible	34	0	34	-5			
\$200 comprehensive deductible	276	-2	274	-41			
\$1 million third party liability	21	-1	20	-3			
<b>Total</b>	<b>1,702</b>	<b>-10</b>	<b>1,692</b>	<b>-254</b>	n/a	<b>89</b>	<b>1,527</b>
<b>2004 Chrysler Pacifica Plate: ABC 123 Insurance use: All-purpose</b>							
Basic premium	1,343	-10	1,333	-200	-40		
\$300 deductible	110	-2	108	-16	-5		
\$1 million third party liability	23	-1	22	-3			
<b>Total</b>	<b>1,476</b>	<b>-13</b>	<b>1,463</b>	<b>-219</b>	<b>-45</b>	<b>119</b>	<b>1,318</b>
<b>Total</b>	<b>\$3,178</b>	<b>-\$23</b>	<b>\$3,155</b>	<b>-\$473</b>	<b>-\$45</b>	<b>\$208</b>	<b>\$2,845</b>

## Ways to pay

You can pay the full amount you owe in person at your Autopac agent by VISA, MasterCard, debit, cash or cheque.

For more convenience, you can choose to make automatic monthly payments from your bank account or credit card. If you want to change your payment method, speak to your Autopac agent.



To learn more about the new Driver Safety Rating scale and how safe driving pays, contact your Autopac agent or visit [www.mpi.mb.ca](http://www.mpi.mb.ca).



**Remember,** it's against the law to drive with expired insurance or an expired driver's licence.



**Manitoba  
Public Insurance**

Abigail Bergeron  
Customer number: 1234567890



**Manitoba  
Public Insurance**

### How safe driving can save you money

The table on the right shows you how much you pay for your driver premium and what your vehicle premium discount is when you're at different positions on the Driver Safety Rating scale.

	DRIVER PREMIUM	VEHICLE PREMIUM DISCOUNT
THIS YEAR	<b>\$30</b>	<b>15%</b>

This year, your Driver Safety Rating is **+5**. This means that you've earned a **\$15 discount** on your base driver premium and a **15% discount** on your vehicle insurance premium.

If you drive safely with **no at-fault claims or traffic violations**, you can move up one position on the Driver Safety Rating scale each year. This means that you'll save money on your driver and vehicle premiums. Plus, each year for the next five years, we'll add one additional merit to the Driver Safety Rating scale up to a maximum Driver Safety Rating of +15.

The driver premiums and vehicle premium discounts shown on the right are in effect this year. They may change in the future.

MERITS FOR SAFE DRIVING	DRIVER PREMIUM	VEHICLE PREMIUM DISCOUNT
+10	\$0	25%
+9	\$0	25%
+8	\$0	25%
+7	\$20	25%
+6	\$25	20%
<b>THIS YEAR +5</b>	<b>\$30</b>	<b>15%</b>
+4	\$30	15%
+3	\$35	10%
+2	\$35	10%
+1	\$40	5%
0	\$45	0%
-1	\$45	0%
-2	\$45	0%
-3	\$45	0%
-4	\$45	0%
-5	\$45	0%
-6	\$245	0%
-7	\$270	0%
-8	\$295	0%
-9	\$320	0%
-10	\$345	0%
-11	\$395	0%
-12	\$445	0%
-13	\$495	0%
-14	\$545	0%
-15	\$595	0%
-16	\$670	0%
-17	\$745	0%
-18	\$820	0%
-19	\$895	0%
-20	\$1,044	0%

DEMERITS FOR HIGHER-RISK DRIVING

MPI 17201 Prototype 1 – Draft 6 – January 22, 2009



# Manitoba Public Insurance

## Your next payment is due December 20, 2010

ABIGAIL BERGERON  
1234 PARK DRIVE  
APARTMENT 5B  
WINNIPEG MB R1A 2B3

A123(V)

First 4-payment plan payment	\$443.00
Total driver's licence cost	\$65.00
<b>Total you must pay by Dec 20, 2010</b>	<b>\$508.00</b>
Plus automatic monthly payment	\$9.71

November 5, 2010

**Abigail Bergeron**  
Customer number: 1234567890

### This is your first annual statement of account.

It tells you how much you owe for the next 12 months for your:

- driver's licence/insurance
- vehicle registration and insurance.

We'll send you a statement of account like this one in the years when we don't send you a renewal notice. See *About the new renewal process* enclosed for more information.

Please make sure that you pay **\$508** by **December 20, 2010** to avoid a **late payment charge of \$20**. For your convenience, you can pay online or by telephone banking. Your first automatic monthly payment of \$9.71 will be charged automatically to your credit card on December 20, 2010. See page 2 for details.

### Summary of what you owe this year

– see page 2 for details

Driver's licence charge	\$20.00	
Base driver premium	\$45.00	
<b>Total driver's licence cost</b>		<b>\$65.00</b>
Vehicle registration	\$208.00	
Vehicle insurance	\$3,169.00	
Immobilizer discount	-\$45.00	
<b>Total vehicle cost</b>		<b>\$3,332.00</b>
<b>Total amount due</b>		<b>\$3,397.00</b>

Safe driving saves you money. See the explanation on the right for information about your Driver Safety Rating.

### About your Driver Safety Rating

This year, your new Driver Safety Rating is **0**. Last year, your Driver Safety Rating was **+5**.

Your Driver Safety Rating **went down** because you had one at-fault claim.

**This means that you've received:**

- **no discount** on your base driver premium, and
- **no discount** on your vehicle insurance premium.

If you had not had your at-fault claim, you would have earned:

- a **\$20 discount** on your base driver premium, and
- a **20% discount** on your vehicle insurance premium.

This means you would have saved **\$654** on the amount you owe this year.

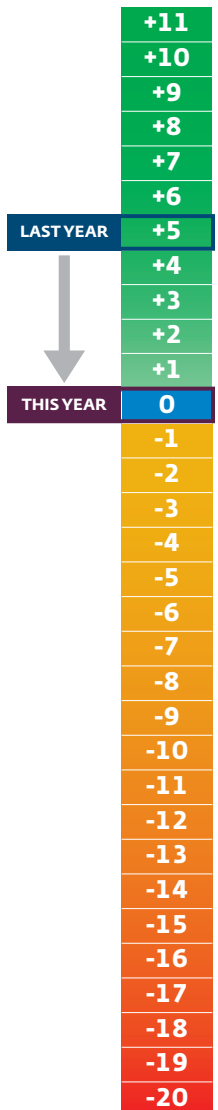
### Save more by driving safely this year

If you drive for a full year with no at-fault claims or traffic violations, you'll move up to a Driver Safety Rating of **+1**. If you had been at that level this year, you would have earned:

- a **\$5 discount** on your base driver premium, and
- a **5% discount** on your vehicle insurance premium.

**Remember:** Safe driving means savings. Higher-risk driving means higher premiums.

MERITS FOR  
SAFE DRIVING



DEMERITS FOR  
HIGHER-RISK DRIVING



For more information, contact your Autopac agent. More than 300 insurance brokerages located throughout Manitoba represent Manitoba Public Insurance as Autopac agencies.



## Information about you

If any information in this section is not correct, you must contact your Autopac agent.

Your name: **Abigail Bergeron**

Your address: **1234 Park Drive  
Apartment 5B  
Winnipeg, MB R1A 2B3**

If your address changes, please contact your Autopac agent right away.

Your date of birth: **August 20, 1973**

Driving restrictions: None

Remember to tell your Autopac agent if you have any medical conditions that affect your ability to drive.

## Information about your driver's licence

Payment plan: Full payment

### Your driver's licence cost

Driver's licence charge	\$20
Base driver premium	\$45
Driver Safety Rating discount	\$0
<b>Total</b>	<b>\$65</b>

## Information about your vehicle registration and insurance

Each year, we determine how much you'll pay for your vehicle insurance premiums by looking at four factors: where you live, the type of vehicle you drive, how you use your vehicle and your Driver Safety Rating. If any information in this section is not correct or if you want to make any changes, contact your Autopac agent **before December 20, 2010**.

Description	Last year's premium (\$)	Increase or decrease (\$)	This year's premium (\$)	Driver Safety Rating discount (\$)	Immobilizer discount (\$)	Vehicle registration charge (\$)	Total cost for your vehicle (\$)
<b>2004 Harley Davidson FLHT Classic Plate: DEF 456 Payment plan: Automatic monthly payments Insurance use: Pleasure</b>							
Basic premium	1,364	4	1,368	0			
\$300 collision deductible	34	0	34	0			
\$200 comprehensive deductible	274	2	276	0			
\$1 million third party liability	20	1	21	0			
<b>Total</b>	<b>1,692</b>	<b>7</b>	<b>1,699</b>	<b>0</b>	n/a	<b>89</b>	<b>1,788</b>
<b>2004 Chrysler Pacifica Plate: ABC 123 Payment plan: 4 payments Insurance use: All-purpose</b>							
Basic premium	1,333	5	1,338	0	-40		
\$300 deductible	108	1	109	0	-5		
\$1 million third party liability	22	1	23	0			
<b>Total</b>	<b>1,463</b>	<b>7</b>	<b>1,470</b>	<b>0</b>	<b>-45</b>	<b>119</b>	<b>1,544</b>
<b>Total</b>	<b>\$3,155</b>	<b>\$14</b>	<b>\$3,169</b>	<b>\$0</b>	<b>-\$45</b>	<b>\$208</b>	<b>\$3,332</b>

## Your payment plans

The payment plans shown below are based on the payment plans you chose last year. To make any changes, visit your Autopac agent.

### Your automatic monthly payment plan

Total cost: \$1,788.00 Interest rate: 6.5%  
Administration fee: \$4.00 Total interest: \$116.48

Here is your automatic monthly payment schedule:

Dec 20, 2010	\$9.71	Jun 20, 2011	\$308.08
Jan 20, 2011	\$9.71	Jul 20, 2011	\$308.08
Feb 20, 2011	\$9.71	Aug 20, 2011	\$308.08
Mar 20, 2011	\$9.71	Sep 20, 2011	\$308.08
Apr 20, 2011	\$9.71	Oct 20, 2011	\$308.08
May 20, 2011	\$308.08	Nov 20, 2011	\$11.45
<b>Total</b>		<b>\$1,908.48</b>	

Days in agreement: 365

Credit card information: VISA \*\*\*\* \* 1234

Expiry date: Feb 2015

### Your 4-payment plan

Total cost: \$1,544.00 Interest rate: 6.5%  
Administration fee: \$4.00 Total interest: \$100.62

Here are the amounts you'll owe if you stay on this plan:

First payment due December 20, 2010	\$443.00
Second payment due February 20, 2011	\$400.54
Third payment due May 20, 2011	\$400.54
Fourth payment due August 20, 2011	\$400.54
<b>Total</b>	<b>\$1,644.62</b>

You can pay online or by telephone banking. For more convenience you can make automatic monthly payments from your bank account or credit card. You can also pay the full amount you owe in person at your Autopac agent by VISA, MasterCard, debit, cash or cheque.

To change your payment plans, speak to your Autopac agent.

Abigail Bergeron  
Customer number: 1234567890



**Manitoba  
Public Insurance**

### How safe driving can save you money

The table on the right shows you how much you pay for your driver premium and what your vehicle premium discount is when you're at different positions on the Driver Safety Rating scale.

	DRIVER PREMIUM	VEHICLE PREMIUM DISCOUNT
THIS YEAR <b>0</b>	<b>\$45</b>	<b>0%</b>

This year, your Driver Safety Rating is **0**. This means that you've received **no discount** on your base driver premium and **no discount** on your vehicle insurance premium.

If you drive safely with **no at-fault claims or traffic violations**, you can move up one position on the Driver Safety Rating scale each year. This means that you'll save money on your driver premium and earn a discount on your vehicle premium. Plus, each year for the next four years, we'll add one additional merit to the Driver Safety Rating scale up to a maximum Driver Safety Rating of +15.

If you don't drive safely this year, you could move down the scale and pay an Additional Driver Premium.

The driver premiums and vehicle premium discounts shown on the right are in effect this year. They may change in the future.

	DRIVER PREMIUM	VEHICLE PREMIUM DISCOUNT
<b>MERITS FOR SAFE DRIVING</b>		
+11	\$0	25%
+10	\$0	25%
+9	\$0	25%
+8	\$0	25%
+7	\$20	25%
+6	\$25	20%
+5	\$30	15%
+4	\$30	15%
+3	\$35	10%
+2	\$35	10%
+1	\$40	5%
<b>THIS YEAR 0</b>	<b>\$45</b>	<b>0%</b>
-1	\$45	0%
-2	\$45	0%
-3	\$45	0%
-4	\$100	0%
-5	\$100	0%
-6	\$250	0%
-7	\$300	0%
-8	\$300	0%
-9	\$350	0%
-10	\$400	0%
-11	\$500	0%
-12	\$500	0%
-13	\$600	0%
-14	\$700	0%
-15	\$800	0%
-16	\$1,000	0%
-17	\$1,200	0%
-18	\$1,200	0%
-19	\$1,300	0%
-20	\$1,500	0%
<b>DEMERITS FOR HIGHER-RISK DRIVING</b>		



# Manitoba Public Insurance

## Your next payment is due December 20, 2010

ABIGAIL BERGERON  
1234 PARK DRIVE  
APARTMENT 5B  
WINNIPEG MB R1A 2B3

A123(V)

First 4-payment plan payment	\$362.00
Total driver's licence cost	\$45.00
<b>Total amount due Dec 20, 2010</b>	<b>\$407.00</b>
Plus automatic monthly payment	\$7.87

November 5, 2010

**Abigail Bergeron**  
Customer number: 1234567890

### This is your first annual statement of account.

It tells you how much you owe for the next 12 months for your:

- driver's licence/insurance
- vehicle registration and insurance.

We'll send you a statement of account like this one in the years when we don't send you a renewal notice. See *About the new renewal process* enclosed for more information.

Please make sure that you pay **\$407** by **December 20, 2010** to avoid a **late payment charge of \$20**. For your convenience, you can pay online or by telephone banking. Your first automatic monthly payment of \$7.87 will be charged automatically to your credit card on December 20, 2010. See page 2 for details.

### Summary of what you owe this year

– see page 2 for details

Driver's licence charge	\$20.00	
Base driver premium	\$45.00	
Driver Safety Rating discount	-\$20.00	
<b>Total driver's licence cost</b>		<b>\$45.00</b>
Vehicle registration	\$208.00	
Vehicle insurance	\$3,169.00	
Driver Safety Rating discount	-\$634.00	
Immobilizer discount	-\$45.00	
<b>Total vehicle cost</b>		<b>\$2,698.00</b>
<b>Total amount due</b>		<b>\$2,743.00</b>

Safe driving saves you money. See the explanation on the right for information about your Driver Safety Rating.

### About your Driver Safety Rating

This year, your new Driver Safety Rating is **+6**. Last year, your Driver Safety Rating was **+5**.

Your Driver Safety Rating **improved** because you drove for a full year with no at-fault claims or traffic violations.

**This means that you've earned:**

- a **\$20 discount** on your base driver premium, and
- a **20% discount** on your vehicle insurance premium.

### Save more by driving safely this year

If you drive for another full year with no at-fault claims or traffic violations, you'll move up to a Driver Safety Rating of **+7**. If you had been at that level this year, you would have earned:

- a **\$25 discount** on your base driver premium, and
- a **25% discount** on your vehicle insurance premium.

**Remember:** Safe driving means savings. Higher-risk driving means higher premiums.

#### MERITS FOR SAFE DRIVING



#### DEMERITS FOR HIGHER-RISK DRIVING



For more information, contact your Autopac agent. More than 300 insurance brokerages located throughout Manitoba represent Manitoba Public Insurance as Autopac agencies.



## Information about you

If any information in this section is not correct, you must contact your Autopac agent.

Your name: **Abigail Bergeron**

Your address: **1234 Park Drive  
Apartment 5B  
Winnipeg, MB R1A 2B3**

If your address changes, please contact your Autopac agent right away.

Your date of birth: **August 20, 1973**

Driving restrictions: None

Remember to tell your Autopac agent if you have any medical conditions that affect your ability to drive.

## Information about your driver's licence

Payment plan: Full payment

### Your driver's licence cost

Driver's licence charge	\$20
Base driver premium	\$45
Driver Safety Rating discount	-\$20
<b>Total</b>	<b>\$45</b>

## Information about your vehicle registration and insurance

Each year, we determine how much you'll pay for your vehicle insurance premiums by looking at four factors: where you live, the type of vehicle you drive, how you use your vehicle and your Driver Safety Rating. If any information in this section is not correct or if you want to make any changes, contact your Autopac agent **before December 20, 2010**.

Description	Last year's premium (\$)	Increase or decrease (\$)	This year's premium (\$)	Driver Safety Rating discount (\$)	Immobilizer discount (\$)	Vehicle registration charge (\$)	Total cost for your vehicle (\$)
<b>2004 Harley Davidson FLHT Classic Plate: DEF 456 Payment plan: Automatic monthly payments Insurance use: Pleasure</b>							
Basic premium	1,364	4	1,368	-274			
\$300 collision deductible	34	0	34	-7			
\$200 comprehensive deductible	274	2	276	-55			
\$1 million third party liability	20	1	21	-4			
<b>Total</b>	<b>1,692</b>	<b>7</b>	<b>1,699</b>	<b>-340</b>	n/a	<b>89</b>	<b>1,448</b>
<b>2004 Chrysler Pacifica Plate: ABC 123 Payment plan: 4 payments Insurance use: All-purpose</b>							
Basic premium	1,333	5	1,338	-268	-40		
\$300 deductible	108	1	109	-22	-5		
\$1 million third party liability	22	1	23	-4			
<b>Total</b>	<b>1,463</b>	<b>7</b>	<b>1,470</b>	<b>-294</b>	<b>-45</b>	<b>119</b>	<b>1,250</b>
<b>Total</b>	<b>\$3,155</b>	<b>\$14</b>	<b>\$3,169</b>	<b>-\$634</b>	<b>-\$45</b>	<b>\$208</b>	<b>\$2,698</b>

## Your payment plans

The payment plans shown below are based on the payment plans you chose last year. To make any changes, visit your Autopac agent.

### Your automatic monthly payment plan

Total cost: \$1,448.00 Interest rate: 6.5%  
Administration fee: \$4.00 Total interest: \$94.38

Here is your automatic monthly payment schedule:

Dec 20, 2010	\$7.87	Jun 20, 2011	\$249.87
Jan 20, 2011	\$7.87	Jul 20, 2011	\$249.87
Feb 20, 2011	\$7.87	Aug 20, 2011	\$249.87
Mar 20, 2011	\$7.87	Sep 20, 2011	\$249.87
Apr 20, 2011	\$7.87	Oct 20, 2011	\$249.87
May 20, 2011	\$249.87	Nov 20, 2011	\$7.81
<b>Total</b>		<b>\$1,546.38</b>	

Days in agreement: 365  
Credit card information: VISA \*\*\*\* \* 1234  
Expiry date: Feb 2015

### Your 4-payment plan

Total cost: \$1,250.00 Interest rate: 6.5%  
Administration fee: \$4.00 Total interest: \$81.51

Here are the amounts you'll owe if you stay on this plan:

First payment due December 20, 2010	\$362.00
Second payment due February 20, 2011	\$323.17
Third payment due May 20, 2011	\$323.17
Fourth payment due August 20, 2011	\$323.17
<b>Total</b>	<b>\$1,331.51</b>

You can pay online or by telephone banking. For more convenience you can make automatic monthly payments from your bank account or credit card. You can also pay the full amount you owe in person at your Autopac agent by VISA, MasterCard, debit, cash or cheque.

To change your payment plans, speak to your Autopac agent.



Abigail Bergeron  
Customer number: 1234567890



**Manitoba  
Public Insurance**

### How safe driving can save you money

The table on the right shows you how much you pay for your driver premium and what your vehicle premium discount is when you're at different positions on the Driver Safety Rating scale.

	DRIVER PREMIUM	VEHICLE PREMIUM DISCOUNT
THIS YEAR <b>+6</b>	<b>\$25</b>	<b>20%</b>

This year, your Driver Safety Rating is **+6**. This means that you've earned a **\$20 discount** on your base driver premium and a **20% discount** on your vehicle insurance premium.

If you drive safely with **no at-fault claims or traffic violations**, you can move up one position on the Driver Safety Rating scale each year. This means that you'll save money on your driver and vehicle premiums. Plus, each year for the next four years, we'll add one additional merit to the Driver Safety Rating scale up to a maximum Driver Safety Rating of +15.

The driver premiums and vehicle premium discounts shown on the right are in effect this year. They may change in the future.

	MERITS FOR SAFE DRIVING	DRIVER PREMIUM	VEHICLE PREMIUM DISCOUNT
	+11	\$0	25%
	+10	\$0	25%
	+9	\$0	25%
	+8	\$0	25%
	+7	\$20	25%
THIS YEAR	<b>+6</b>	<b>\$25</b>	<b>20%</b>
	+5	\$30	15%
	+4	\$30	15%
	+3	\$35	10%
	+2	\$35	10%
	+1	\$40	5%
	0	\$45	0%
	-1	\$45	0%
	-2	\$45	0%
	-3	\$45	0%
	-4	\$100	0%
	-5	\$100	0%
	-6	\$250	0%
	-7	\$300	0%
	-8	\$300	0%
	-9	\$350	0%
	-10	\$400	0%
	-11	\$500	0%
	-12	\$500	0%
	-13	\$600	0%
	-14	\$700	0%
	-15	\$800	0%
	-16	\$1,000	0%
	-17	\$1,200	0%
	-18	\$1,200	0%
	-19	\$1,300	0%
	-20	\$1,500	0%
	DEMERITS FOR HIGHER-RISK DRIVING		

Toward a better  
*driver safety rating*



Results of  
Public Consultation

September - October 2008



**Manitoba  
Public Insurance**

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## Executive Summary

From September 12 to October 10, 2008, all Manitobans were invited to comment on a proposed model for determining how individual driving behaviour affects driver and vehicle insurance premiums. Manitoba Public Insurance was seeking the public's views before formally presenting the new model to government for consideration. The intent was to gauge whether Manitobans felt the model would:

- Create stronger incentives to drive safely,
- Provide more meaningful rewards and penalties,
- Be easier to understand,
- Treat all drivers fairly, and
- Provide an acceptable transition strategy.

### Consultation methods

Consultation activities were designed to obtain informed feedback from a broad cross-section of Manitobans.

To encourage input that was informed and genuine, the corporation:

- Announced the consultation process by way of a news release
- Sent a discussion paper to organizations with a demonstrated interest in these matters
- Created a special section on its website
- Ran newspaper ads across the province
- Staged information displays at nine shopping malls across the province.

Manitobans were invited to express their views by way of an online survey, written submissions and e-mail.

### Response

Although only two organizations chose to provide feedback, the corporation was extremely pleased with the response from the general public. The mall displays resulted in meaningful, one-on-one discussion with more than 1,000 Manitobans, including many who said they came to the malls for the specific purpose of learning more about the proposal and expressing their views. The survey was completed 390 times, and more than 220 written comments were received.

By a large margin, most feedback was very positive. Of those responding to the survey:

- 94 per cent agreed “there should be higher rewards for the safest drivers and higher penalties for those who persist in higher risk behaviour.”
- 92 per cent agreed that they “support the idea of one integrated scale for driver safety rating.”
- 91 per cent agreed “it is better to add one merit for every year of incident-free driving instead of one merit for every two years.”
- 82 per cent agreed that “the proposed system is fair.”
- 81 per cent agreed “it is fair for all new drivers to start at the base level on the scale.”
- 82 per cent agreed that “the proposed system is easier to understand than the current system.”
- 78 per cent agreed “the proposed system addresses the problems in the current system.”
- 63 per cent agreed “higher surcharges should be phased in to allow time for higher-risk drivers to change their behaviour.”

The written comments and mall visits also demonstrated that many Manitobans are frustrated with the limited benefits provided to long-time safe drivers by the current system. The single most common focus of feedback was the importance of providing higher premium discounts and other rewards to drivers with long histories of incident-free driving. “It’s about time,” was a frequent comment.

People also expressed agreement that higher penalties are the most effective way of changing driving behaviour. Some had very strong feelings in this regard. In fact, the proposed phase-in of higher penalties was the idea on which there was the least consensus.

The two organizations providing feedback were the Coalition of Manitoba Motorcycle Groups, which felt that all penalties and surcharges should be on driver’s licences, and the Manitoba Used Car Dealers Association, which was generally positive to the proposed model, with the exception of annual merit increases.

## Conclusion

The public consultation validated the corporation’s belief that Manitobans would embrace the proposed model. The process also provided a unique opportunity to engage Manitobans in meaningful discussion about risk, rewards and the future of their public auto insurance system.

## Background

Manitoba Public Insurance has proposed a new model for determining how individual driving behaviour affects driver and vehicle insurance premiums. The corporation began developing the proposed model shortly after the merger of driver and vehicle licensing (DVL) into the public auto insurance corporation in 2004.

Prior to the merger, Manitoba Public Insurance was responsible for administering all vehicle registration and insurance activities, while DVL had been responsible for all driver licensing and insurance activities. By bringing the two organizations together, the government of Manitoba enabled far more integration of these activities, to the benefit of all motorists. Without the merger, this new model of rewarding safe drivers and surcharging higher risk drivers would not have been possible.

As the model was being developed, the corporation tested public acceptance of the underlying aims and principles through two telephone surveys conducted by Prairie Research Associates (Appendix A). This preliminary and subsequent research showed widespread agreement with the ideals on which the concept was based, such as higher rewards for safer drivers and ease of understanding.

By the summer of 2008, the corporation had completed development of a viable driver safety rating model that was ready for presentation to the Manitoba government. The provincial government asked the corporation to seek public input before formally submitting the proposal for consideration. The corporation responded by conducting a public consultation process between September 12 and October 10, 2008.

### Intent of this Public Consultation

The corporation's objective was to ensure that the proposed model would be regarded as an improvement over the existing system, and that the general rules and principles would be acceptable to Manitobans. Specifically, the corporation wanted to gauge whether Manitobans felt the proposed model would:

- Create stronger incentives to drive safely
- Provide more meaningful rewards and penalties
- Be easier to understand
- Treat all drivers fairly
- Provide an acceptable transition strategy

A secondary objective was to identify any aspects of the proposed model that might be misinterpreted or require more explanation, should the proposal be accepted by government and implemented by the corporation.

The consultation process was designed to obtain informed feedback from a broad cross-section of the Manitoba public, and from organizations with a demonstrated interest in the rate-setting, driver licensing and road safety policies of Manitoba Public Insurance.

## Public Consultation Activities

For 20 years, Manitoba Public Insurance has held three public meetings annually, as required by The Crown Corporations Public Review and Accountability Act. Consistently, turn-out has been very low. Therefore, the corporation saw the need to employ a more contemporary style of consultation that would generate the required levels of participation and input from a broad cross-section of Manitobans.

A series of public consultation activities brought the discussion to today's two main community meeting places – the shopping mall and the Internet. All of the components worked together to encourage input that was informed and genuine.

- First, general awareness was generated. Through earned media and advertising, Manitobans were invited to learn about the proposed model through the corporation's website or by visiting mall displays.
- At the mall displays, Manitobans had the opportunity for in-depth personal discussions about the proposal to ensure that they understood the concept and what it would mean to them. Once informed, they were encouraged to share their views via the corporation's website or by mail.
- Finally, the online survey and other feedback mechanisms provided the means for every Manitoban to voice his or her views with equal strength and influence.

### Media coverage

- The public consultation process was announced by way of a news release on September 12, 2008. The news release was sent to all print and broadcast news outlets in Manitoba, and posted on the corporation's website. (Appendix B-1)
- Media coverage subsequently appeared in seven newspapers and on eight radio and television stations across the province. (Appendix B-2)

## Discussion paper

- A 16-page discussion paper explaining the model and its goals was published in print and electronic formats. (Appendix B-3)
- The discussion paper was sent directly to organizations:
  - Routinely participating in the corporation's Public Utilities Board hearings
    - CAA Manitoba
    - Consumers Association of Manitoba
    - Coalition of Manitoba Motorcycle Groups
    - Manitoba Bar Association
    - Manitoba Society of Seniors
    - Scootering Manitoba
  - Representing professional drivers
    - Manitoba Trucking Association
    - Delivery Drivers Alliance of Manitoba
  - Concerned with road safety
    - Safety Services Manitoba
    - Driver Education instructors
    - RCMP "D" Division
  - Generally interested in the policies of Manitoba Public Insurance
    - Public Utilities Board
    - Ombudsman
    - Insurance Brokers Association of Manitoba
    - Manitoba Infrastructure and Transportation
    - Manitoba Used Car Dealers Association
    - Armed Forces 17 Wing
- The paper was also distributed at information displays, published on the corporation's website and mailed to individuals on request.

## Website

- A special section was added to the corporation's website, [www.mpi.mb.ca](http://www.mpi.mb.ca), to provide broad public access to all information materials and feedback mechanisms related to the proposal. (Appendix B-4)
- Information materials included:
  - A 10-minute audio/video presentation explaining the model in simple terms
  - The discussion paper, in both html and downloadable pdf formats
  - Schedule of information displays
- Online feedback mechanisms included:
  - A brief survey asking level of agreement with eight statements and inviting additional written comments
  - A dedicated e-mailbox



**Information displays**

- Staffed information displays were presented at a total of nine shopping malls in Manitoba, including four in Winnipeg and one each in Steinbach, Winkler, Brandon, Dauphin and Thompson. (Appendix B-5)
- Visitors to the displays had the opportunity to discuss the proposed model with knowledgeable staff. They were also given small cards displaying the website address as an encouragement to take the survey and provide comments.
- The displays were in operation for a total of 162 hours or 16 days, including evenings and weekends.

**Newspaper advertising**

- Advertisements were run in 51 daily and weekly newspapers across the province to invite the public to visit the website and information displays. (Appendix B-6)

**Employee and broker notices**

- Using the corporation's internal websites, the public consultation process was also explained to the corporation's employees and Autopac agents.

# Results

## Participation Rate

Manitoba Public Insurance estimates that more than 1,000 Manitobans had direct one-on-one discussions with the corporation about the proposed model during the one-month consultation period. Several hundred more people visited the corporation's website to learn about and comment on the proposal.

### Survey and written comments

More than 400 individuals and organizations expressed their views by participating in the online survey and sending in written comments.

- The survey was completed 390 times.
- Close to half (173) of the survey respondents provided additional written comments.
- In addition to written comments appended to the survey, 48 written responses were received by e-mail.

### Website

The public consultation section of the website was visited 1,671 times between September 12 and October 10, 2008. Within the site:

- The online presentation was visited 494 times.
- In pdf format, the discussion paper was downloaded or viewed 444 times.
- In html format, the "proposed model" section of the discussion paper was visited 554 times.
- The "ways to participate" and schedule of information displays were viewed 213 and 182 times respectively.

### Information displays

Employees staffing the information displays estimate that more than 1,000 people stopped by to discuss the proposal.

- In Winnipeg, the displays were visited by about 100 people per day – about 800 people in total.
- During the two-day stop in Brandon, the display was visited by about 100 people.

- In smaller centres, the display was visited by about 125 people in total (Steinbach – 50 people over two days, Dauphin – 20 people in one day, Winkler – 40 people over two days, Thompson – 15 people in one day).
- Most visitors to the display were middle-aged Manitobans or seniors.
- Several said they had made a point of stopping by because they had seen the newspaper ads.

### **Responses from organizations**

Three responses received by way of the website, e-mail and post were identified as being from special interest organizations:

- Coalition of Manitoba Motorcycle Groups (CMMG)
- Manitoba Used Car Dealers Association (MUCDA)
- RCMP “D” Division (declining invitation to comment)

No other organizations chose to provide a formal response.

## Survey Results

A few things to take into consideration when interpreting the results of the online survey include:

- Selection bias – only those *who chose to* participate and who had access to a computer with an internet connection completed the survey.
- We cannot differentiate between responses from the general public and Manitoba Public Insurance employees.
- There was no filter in place to prevent people from filling out the survey multiple times, which may inflate one particular level of agreement.

### Summary

By a large margin, the 390 responses to the survey expressed an overall positive opinion regarding the increased rewards in the proposed new system, as well as its simplicity and apparent fairness.

The survey asked people to indicate their level of agreement or disagreement with eight statements. The number of people strongly or somewhat in agreement was more than 80 per cent for six of these eight statements.

- 94 per cent agreed “there should be higher rewards for those with the safest driving records and higher penalties for those who persist in higher risk driving behaviour.”
- 92 per cent agreed that they “support the idea of one integrated scale for driver safety rating.”
- 91 per cent agreed “it is better to add one merit for every year of incident-free driving instead of one merit for every two years.”
- 82 per cent agreed that “the proposed system is fair.”
- 81 per cent agreed “it is fair for all new drivers to start at the base level on the scale.”
- 82 per cent agreed that “the proposed system is easier to understand than the current system.”
- 78 per cent agreed “the proposed system addresses the problems in the current system.”
- 63 per cent agreed “higher surcharges should be phased in to allow time for higher-risk drivers to change their behaviour.”

**Table 1** provides a breakdown of the level of agreement for each statement. Nearly 80 per cent or more of survey participants *strongly agreed* with statements 5 and 7, which dealt with the increase in rewards. The only statement not receiving a high agreement rating was the one dealing with the idea of phasing in higher penalties.

<b>Table 1: Results of Online Survey</b>							
	Data retrieved October 14, 2008 at 8:30 a.m. N=390	Strongly disagree (1)	Somewhat disagree (2)	Neither agree nor disagree (3)	Somewhat agree (4)	Strongly agree (5)	Mean rating out of 5
<b>Q1</b>	I find the proposed system easier to understand than the current system.	3%	2%	14%	32%	51%	<b>4.3</b>
<b>Q2</b>	I support the idea of one integrated scale for driver safety rating.	3%	1%	4%	24%	68%	<b>4.5</b>
<b>Q3</b>	The proposed system is fair.	4%	4%	10%	33%	49%	<b>4.2</b>
<b>Q4</b>	The proposed system addresses the problems in the current system.	4%	5%	13%	40%	39%	<b>4.0</b>
<b>Q5</b>	It's better to add one merit for every year of incident-free driving, instead of one merit for every two years.	2%	2%	5%	12%	80%	<b>4.7</b>
<b>Q6</b>	Higher surcharges should be phased in to allow time for higher-risk drivers to change behaviour.	12%	12%	13%	32%	31%	<b>3.6</b>
<b>Q7</b>	There should be higher rewards for those with the safest driving records, and higher penalties for those who persist in higher-risk driving behaviour.	2%	2%	2%	11%	83%	<b>4.7</b>
<b>Q8</b>	I feel it's fair for all new drivers to start at the base level on the scale.	4%	6%	9%	25%	56%	<b>4.2</b>
Results exclude missing data							

## Verbatim Comments and E-Mail

People used e-mail and the “comments” section of the survey to emphasize certain points and provide additional ideas for consideration. Although the results cannot be viewed as statistically representative of all Manitobans, a number of distinct recurring themes emerged. These frequent areas of focus were also noted by staff who spoke to the public at the information displays.

All of the quotes in italics below were taken from the online survey responses and e-mail responses, which are shown in their entirety in Appendices C-1 and C-2. The groupings used in coding are listed in Appendix C-3.

### General

#### Responses mostly positive

Statements about the proposed model were usually positive. More than half (58 per cent) of the written comments included favourable remarks about the prospect of greater rewards and penalties, simplicity, fairness and consistency. It was common to see and hear comments such as these:

*“Exactly what Manitoba needs. Very impressed with the new system!”*

*“Big improvement!”*

*“I like where you are going with the new system.”*

*“I think this is a great idea!!! It only makes sense that bad drivers who speed and cause accidents are the ones that should be paying more for insurance and good drivers should be rewarded.”*

### Driving history

#### “Importance of long-term safe driving” the single most common focus

About half (48 per cent) of the written comments contained remarks underscoring the idea that better rewards should be provided to those with a long history of safe driving. Many experienced drivers pointed out that they have been driving accident-free for decades, but “maxed out” on merits after 10 years. These were typical comments:

*“I have been driving since I was 16 years old (39 years) and have never had an accident or speeding ticket. It seems a bit unfair that I still have only five merits and have no chance to earn any more but could easily lose them.”*

*"I have more than 40 years of driving without an accident and I pay the same rate as my son who has written off two vehicles and accumulated a 'few' tickets in his 10 years of driving."*

*"I've had five merits on my licence for 25 consecutive years. Therefore, the proposal to benefit safe drivers is a very good idea, however, long overdue."*

Many long-time drivers also noted that the proposed model would eliminate what they see as an inequity under the current system – the possibility of quickly losing their full merits or facing a \$200 surcharge because of one at-fault claim, regardless of how long they had been driving accident-free. As one respondent said, *"I have been driving for 28 years and have five merits but fear that should I have one accident, I may lose half or more of those merits."* Another said: *"The current system reduces a full-discounted driver to a no-discount driver with only one incident. This is completely independent of how long they have been accident-free."*

Many drivers who have held five merits for several years said they hoped their full driving history would be taken into account if the new model were adopted – both at the time of transition and afterward. One out of every five people commented that these drivers should be placed at a higher level on the scale than those who had held five merits for only a year or two. As one person put it, *"For drivers with five merits and a safe driving record for a long time, and it's easy to check, they should be given extra merits at the outset."* About an equal number said that long-term good driving should be a factor when penalties were being applied.

## Rewards

### **"Additional rewards" the advantage cited most often**

The most attractive feature by far (mentioned by about one in six people providing written comments) seemed to be the prospect of receiving additional premium discounts or other rewards for long-time safe driving. There were many comments such as:

*"Allowing good drivers to go beyond five merits is brilliant – that is the biggest complaint I hear from friends and families, being limited on the reward side but not the punishment side. This proposal will address that complaint!"*

*"It's always nice to give people a way to save money by modelling good behaviour."*

*"It's about time the good drivers get higher discounts for safe driving."*

One of the most common questions was, “How much more would I save?” People were very interested in whether the maximum insurance discount would be higher than today, and by how much.

### **Ideas for rewarding the safest drivers**

Some people suggested how drivers at the highest level on the scale should be rewarded. Suggestions included a “mulligan” or “free” at-fault claim that would not affect what the driver would pay and/or movement on the scale, lower deductibles and substantial insurance discounts. Among the suggestions were these:

*“How about special rewards for those with no violations or at-fault collisions for 10, 15, 20 or more years? For example, after ten such years, waive insurance premiums and licence fees (not admin. fees) for one year. Repeat in five years if the driving record is unchanged.”*

*“I think that FREE driver’s licence every year, once reached 10+ years, plus discount on registrations.”*

## **Penalties**

### **“Additional penalties” also recognized as important**

The second most common focus of positive comments was the additional punishment factor for higher-risk driving behaviour. People cited the need to send a stronger message to reckless drivers. *“Penalize more drivers more since your costs are because of them and they just might decide to become better drivers like the rest of us.”*

### **Some disagreement over whether higher penalties should be phased in**

One in every 20 people mentioned that higher penalties should *not* be phased in to help higher risk drivers adapt to a new program. Many of these people expressed strong feelings in this regard, and had little sympathy for chronic high-risk drivers who would be paying more. *“Higher risk drivers do not deserve time to change their behaviour by phasing it in. How many people is it okay for them to hurt while they ‘learn’?”*

### **Mixed reaction to proposed .05 penalties**

Seven people (about 1.5 per cent of those leaving comments) expressed concern with the proposal to impose five demerits for 24-hour roadside suspensions for blood alcohol level greater than .05. *“Five years of punishment for driving after only having two drinks is too much, especially in rural Manitoba where taxis and public transit does not exist. Two or three demerits seems more reasonable.”*



## Other themes

### Not seen as a panacea

While the great majority of comments were positive, they also reflected an understanding that the proposed model could not fix all problems in the system. About one in every 15 people noted that the model would not address issues such as people driving without insurance, higher-risk drivers registering vehicles in someone else's name ("flipping") or suspended drivers registering vehicles.

### Many questions about transition rules

Nearly half of the people expressed a desire for more information about the proposed model. The most common focus of questions was, "Where would I be placed on the scale?" Most of their comments aligned with the transition strategy that the corporation is proposing – that is, to place existing drivers on the scale at a point that reflects an individual driver's past driving record and discount levels. People also asked for more information about rewards and penalties and the rules for downward movement.

### Drivers moving to the province

Some comments also emphasized that a good driving history should have more influence when a driver is moving to Manitoba. *"Currently, you only receive one merit (I believe) when you move here even if you have had 20+ years of safe driving or if you were a previous driver in Manitoba. It would be one more incentive to a prospective Manitoban if they knew their previous driving record would benefit them."* The corporation's proposed model would address these concerns.

## Comments at Shopping Malls

At the shopping mall displays, most people echoed the comments received through the online survey and e-mail. Comments were mostly positive, with several people asking, “Where do I sign up for this new program?”

These were the major themes:

**“I’ve had five merits forever. It’s about time you started giving us bigger rewards.”**

The most common focus of interest and enthusiasm was once again the prospect of additional rewards for long-time safe driving. Many people expressed frustration that they had reach the maximum discount level decades ago, yet received no further reward in return. “This should have happened years ago,” was a frequent comment.

The potential for higher premium discounts was mentioned more often than other reward ideas, such as some sort of forgiveness provision or lower deductibles. People liked the concept of more merits that could be earned annually, but most said they would need to be accompanied by higher savings to make the change truly worthwhile.

**“It’s good that bad drivers will pay more.”**

As in the survey, most people understood that higher rewards would need to be accompanied by higher penalties. Many people shared the view that higher premiums were the only way to make some drivers change their behaviour.

**“Professional drivers should be treated differently.”**

A number of professional drivers expressed the view that people who drive for a living should be given some sort of special consideration. This view has been presented by professional drivers for many years. (In reality, these drivers bring much lower risk into the insurance pool, and they are rarely surcharged. When they are surcharged, the system’s existing appeal mechanisms allow special consideration to be given.)

## Comments from Organizations

Sixteen organizations were sent the discussion paper and asked to provide a formal response. Feedback was provided by two organizations. A third organization, RCMP “D” Division, sent a note explaining that it did not feel it appropriate for the organization to comment.

The feedback from organizations is summarized below. The complete responses are shown in Appendices D-1 and D-2.

### **Coalition of Manitoba Motorcycle Groups (CMMG)**

CMMG’s position is that all penalties and surcharges for high-risk driving should be applied only to the driver’s licence (and not to the vehicle).

### **Manitoba Used Car Dealers Association (MUCDA)**

MUCDA e-mailed its survey responses to the electronic mailbox for the public consultation. The organization’s responses were primarily positive, but it did not agree with the concept of earning one merit for every year of incident-free driving, rather than for every two years.

## Conclusion

Manitoba Public Insurance was pleased with the level of interest shown by both the media and average Manitobans in this public consultation process.

By a large margin, the proposal received enthusiastic support from most of the 1,000 or more Manitobans who took an interest in the public consultation process. The many long-time safe drivers among them expressed frustration with the limitations of the current system, and frequently voiced the opinion that change is long overdue. They recognize the need for higher rewards as well as higher penalties, and they perceive the current system as being unfair to those who have been driving accident- and violation-free for many years.

This process has provided a valuable indicator of public support, and a strong foundation on which to move forward.

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## **Appendix A: Pre-consultation research results**

In 2006, Manitoba Public Insurance began formally testing public support for the principles on which the proposed model is based. Prairie Research Associates Inc. (PRA) was engaged by the corporation to conduct two telephone surveys and a focus group.

PRA's findings are summarized in three reports on the following 13 pages.

- A-1 Telephone Survey, 2006
- A-2 Focus Groups, 2006
- A-3 Telephone Survey, 2007

## A-1: Telephone Survey, 2006

Manitoba Public Insurance  
Driver Safety Rating System—June 8, 2006

1

### Summary

### Background

Manitoba Public Insurance uses a method known as the “Bonus/Malus” System to assess individuals to determine how much they should pay for their driver’s licence and vehicle insurance. This system is common to the insurance industry and is predicated on the notion that drivers who have not had at-fault accidents or received traffic tickets are a better risk and should pay less for their insurance. Conversely, those who have had at-fault accidents or received traffic tickets are a higher risk and should pay more for their insurance.

The concept is based on the idea that an individual’s driver history should influence the amount s/he pays for his/her insurance whether it be on the driver’s licence or the vehicle.

PRA Inc. was engaged by Manitoba Public Insurance to conduct a quantitative survey of Manitobans with valid driver’s licences. The purpose of the study is to understand respondents’:

- comprehension of the drivers rating system
- attitudes toward the current system of merits and penalties as they apply to their licence and vehicle insurance
- assessment of how certain behaviours should be counted toward licence and vehicle insurance penalties
- reactions to potential changes to the driver safety rating system.

### Methodology

The survey of Manitoba drivers was conducted between the end of March and the middle of April 2006, and it involved 827 residents, 18 years of age and older. In order to participate, a respondent had to have a valid driver’s licence.

In cases when the random sample produces a divergence from the sample population, we correct for slight discrepancies in the sample from key demographics. In this case, we know our sample diverges slightly from the population of licence holders in terms of age and gender. We weight the data to conform more closely to the actual age and gender distribution of adult Manitobans with driver’s licences.

### Summary and observations

Most Manitobans believe the current system of assigning discounts and penalties to driver’s licence and vehicle insurance is somewhat or very fair. Most believe that a person’s driving record is important in setting their insurance rates. Most also agree that certain driving



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behaviours should affect how much someone pays for his/her insurance and that different poor driving behaviours should result in different penalties.

While this suggests that the findings of this research are very straightforward, in fact, they are more complicated than the summary above indicates.

A significant number of respondents believe the current system is unfair. They say this is because drivers receive too few merits and that merits are too easy to lose and difficult to regain. Similarly, the system is seen as unfair because good drivers pay too much, and poor drivers do not pay enough. While most can provide a reason why they think the system is not fair, these same respondents are significantly more likely to say they also do not understand the system. While this may appear illogical – how can people say it is not fair if they do not understand? – it reflects the fact that transparency is often used as a key criterion of fairness. It is also likely that many respondents who say they have an “ok understanding” of the current system, in fact, have only a rudimentary knowledge of its workings. If a system is not easily understood, many will assume it is hiding some inequities. To be seen as fair, any changes to the current system must result in its being easier to understand.

Almost all respondents, whether they believe the current system is fair or not, say that considering a person’s driving record is important when setting that individual’s insurance rates. This would suggest that the longer someone has been driving with a clean record, the less he/she should pay. Conversely, the less time someone has been driving with a clean record, the more he/she should pay. However, it appears that new drivers are to be exempt from this rule.

- A large majority of respondents believe Manitoba Public Insurance should assume that new drivers are good drivers until they prove otherwise. According to respondents, Manitobans are taught that someone is innocent until proven guilty, and thus to assume someone is a poor driver without evidence to support it would be unfair.
- Given a driver with 10 years of experience and a clean record and a driver who just got a licence, half of the respondents say both drivers should pay the same for their licences. Almost half disagree, saying the new driver should pay more.
- Given an experienced driver with five or more years of experience and a driver with one year of experience, both of whom have a clean record, a majority of respondents believe that if both cause an accident, both should pay the same penalty for that accident. This appears to contradict the importance of considering a driver’s record in setting rates. For many, it is only after this first at-fault accident that drivers have a record against which they can be judged. Again, these responses simply reflect a belief that people should be treated the same until there is evidence to contrary.

Participants are clear that driving behaviour should affect the amount people pay for their licence and vehicle insurance. Given various types of driving behaviour, ranging from a minor traffic violation to criminal offences, most Manitobans believe at least some of these behaviours should affect how much they pay. The perceived seriousness of the offence strongly influences whether respondents think it should affect their insurance rates. Almost all agree that serious behaviours such as being caught driving with a B.A.C. of .08 or leaving the scene of an accident should





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result in someone paying more for their insurance. Similarly, most agree that driving through a red light or stop sign should result in a person having to pay more. Respondents are split on whether breaking other laws should result in people paying more (e.g., not wearing a seat belt or speeding 15 kilometres over the speed limit on highways). While many support the use of red light cameras as a means for controlling traffic, very few support the idea that vehicle owners should pay more on their insurance as a result of tickets from red light cameras. In part, this reflects a belief that some activities have greater risk associated with them and that only high-risk behaviour should be taken into consideration, and only when the driver responsible can be identified. Further, these attitudes may reflect that they do not want to include behaviours that they themselves practice.

Not only do respondents think some behaviours should affect how much they pay, but respondents typically assign an amount that fits their perceptions of the seriousness of that behaviour. For these respondents, all behaviour should not be treated the same. Respondents believe that to be fair, the system needs to assess driving behaviours differently, reflecting the seriousness of the infraction. Thus, someone caught driving with a B.A.C. of .08 should pay much more than someone who causes an accident.

While almost all respondents agree that the driving record is important in setting an individual's insurance rates, there is less agreement as to what elements of a driver's history should be considered. Since there is no consensus among Manitobans, changes to the current system may not necessarily satisfy all drivers. However, any system that is easy to understand and that clearly applies rules consistently should be considered fair by more drivers than compared to the current system. Thus, it is not surprising that a majority of participants, whether or not they believe the current system is fair, believe that the proposed changes are good ideas. These changes speak of making the system simpler and more transparent, and ensuring that everyone is treated similarly. Manitobans support these ideas.



## A-2: Focus Groups, 2006

Manitoba Public Insurance

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Driver Rating System: Focus Groups—June 26, 2006

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### Introduction

Manitoba Public Insurance uses a method known as the “Bonus/Malus” System to assess individuals to determine how much they should pay for their driver’s licence and vehicle insurance. This type of system is common to the insurance industry, although the application may vary widely. The system is predicated on the notion that drivers who have not had at-fault accidents or received traffic tickets are a lower risk and should pay less for their insurance. Conversely, those who have had at-fault accidents or received traffic tickets are a higher risk and should pay more for their insurance.

The concept is based on the idea that an individual’s driving history should influence the amount s/he pays for his/her insurance, whether it be on the driver’s licence or the vehicle.

PRA Inc. was engaged by Manitoba Public Insurance to conduct a study to understand Manitobans’:

- comprehension of the driver rating system
- attitudes toward the current system of merits and penalties as they apply to their licence and vehicle insurance
- assessment of how certain behaviours should be counted toward licence and vehicle insurance penalties
- reactions to potential changes to the driver safety rating (DSR) system.

As part of this study, and as a follow-up to a quantitative survey of Manitobans with driver’s licences, PRA conducted focus groups with drivers.

### Methodology

As a follow-up to the survey of 825 Manitobans, PRA conducted six focus groups. The discussion in these groups focused on three broad areas:

- perceptions of good and poor driving
- perceptions of the current system of discounts and penalties, including the fairness of the system
- discussion of a new system of discounts and penalties, in particular, how merits and demerits should be awarded for various driver behaviours.

Working with Manitoba Public Insurance, PRA developed a moderator’s guide and questionnaires for use during these groups. After the first night of groups, slight modifications were made to the guide and questionnaires.

Participants were recruited both from the general population and from among those who agreed at the end of the survey to be recontacted to participate in further research. In order to



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Driver Rating System: Focus Groups—June 26, 2006*

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participate, Manitobans had to be 18 years of age or older and hold a valid driver's licence. In total, 56 individuals participated in these groups.

We conducted six focus groups: four in Winnipeg and two in Brandon. The Brandon groups included mainly individuals who live in smaller communities surrounding the city. The groups involved a mix of men and women.

All participants were segmented based on their perceptions of fairness of the current system. We explained that in Manitoba, *"if you cause an accident, or if you are convicted of certain kinds of traffic offenses, you may pay more for your licence and your Autopac insurance. Similarly, if you are accident free and have no traffic offenses, you receive discounts for both your licence and Autopac Insurance."* We then asked if they thought the current system of discounts and penalties was fair or unfair. Based on their response, they were invited to the appropriate group.

- We held three groups involving those who said the current system of discounts and penalties was very or somewhat fair.
- We also held three groups with those who said the current system was somewhat or very unfair.

### Summary and conclusion

Good driving and a good driving record are two different things, according to participants. The former represents actual behaviour, while the latter is often said to be a matter of luck. Similarly, although not to the same extent, poor driving and a poor driving record are not necessarily synonymous. A poor driving record is in part *"bad luck,"* but there is a greater consensus that poor driving will result in a poor driving record.

The current system of penalties and discounts attempts to treat everyone the same way and thus is fair in terms of being equitable. However, most of our participants think the current system is only somewhat fair or unfair. In part, this reflects the fact that most participants do not have a good understanding of the current system. But also, it is a result of what they understand fairness to be. When asked to define the term, only a few spoke of a system that is equitable or consistent. Most others stress other aspects of fairness. Many say that a fair system is one that is just, that is, one in which decisions are made impartially and based on full information from all sides of the issue. Thus, they think a fair system is one that involves a judicial process. For others, a fair system results in reasonable outcomes given the circumstances.

The reasons the current system is not said to be completely fair, partly reflect participants' own definitions of fairness, but also reflect some more practical considerations. Many say that the current system is unfair because it does not take into account circumstances surrounding an accident or the traffic violation. Similarly, some believe the outcomes of certain offences are not reasonable. Others think the system does not do enough to reward good drivers (e.g., there should be more merit points) or penalize poor drivers. Some participants think the current system is too tough on good drivers, making it easy to lose merit points and difficult to regain them.



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In many ways, what is fair is in the eyes of the beholder. Certainly, regardless of the changes adopted by Manitoba Public Insurance, not everyone will agree that the new system is totally fair. The goal should be for the Corporation to adopt changes that make the system simpler to understand and more equitable in its application. While these changes will not address the issues raised above, they will strengthen the case that the new system is fair.

Most participants react to the proposed DSR scale positively, although independently in most groups, at least one participant asked why the scale is not balanced. Participants think that, to be fair, good drivers should be rewarded with as many positive points as poor drivers are penalized with negative points. This is partly a gut reaction and may change if the reasoning for the scale is explained.

There is much commonality among participants in terms of how they think the scale should reward good drivers. Most would see a point assigned for each year of good driving (that is, a year without an at-fault accident and tickets for traffic violations). Most also say that an increasing discount should come with each point. Participants think that good driving should be rewarded over the long term; that the amount of the discount needs to increase. This appears to be based on the simple principle that it is unfair for drivers with different numbers of years of good driving to receive the same discount.

Most participants place new drivers at the base amount. However, this cannot be interpreted as supporting higher charges for new drivers. Rather, given a scale that identifies the base as zero, most participants say that it is logical for new drivers to have to earn their points by demonstrating that they are good drivers.

There is much less consensus as to how poor driving behaviours should be penalized. While generally there is an order of magnitude to each of the poor driving behaviours, the actual penalty is very subjective and is based on participants' impressions of the seriousness of the behaviour. Most participants also strongly believe that to be fair, both the circumstances and the outcome of an accident should play a role in setting a penalty.

Most of our participants think of themselves as good drivers (indeed, most had five merit points). Any new system that results in their having to pay more will be seen as unfair. While many of our participants would accept higher rates if the Corporation explained why, most would be upset or angry. Indeed, any new system that results in good drivers paying more will erode any good will the Corporation has built up with its customers.

These results demonstrate that in many ways, each individual has his or her own criteria of what is fair and what is not, in terms of both how the system works and how penalties are assessed. Any new system will be assessed as more fair if it treats people equitably, is well explained, and is simple to understand. However, it is unlikely that all customers will say that any system of insurance discounts and penalties is completely fair.



## A-3: Telephone Survey, 2007

Manitoba Public Insurance  
Driver Safety Rating System—September 18, 2007

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### EXECUTIVE SUMMARY

#### Executive Summary

#### Methodology

This telephone survey of Manitoba drivers was conducted between mid and late July 2007, and it involved 804 drivers, 18 years of age and older. The survey involves a stratified random sample of three groups: low-risk drivers (i.e., those with more than one merit on their driver's licence) moderate-risk drivers (i.e., those with one or fewer merits and no more than five demerits) and high-risk drivers (i.e., those with six demerits or more on their licence).

Throughout this report, when presenting overall results, we have weighted each of the driver types back to their correct proportion in terms of the total population of Manitoba drivers. Further, we have corrected for slight discrepancies in age and gender by weighting the data.

#### Profile of driver types

The typical adult **low-risk drivers** are female (55%), over 40 years of age (74%), and married (66%), and most have a vehicle insured in their name (85%). Most low-risk drivers report that they have never had an at-fault accident (75%) and have not received a traffic ticket (80%) in the last 10 years. Most report that in the last two months they never or rarely exceeded the speed limit either in cities (64%) or on highways (59%). There are 464,200 low-risk risk drivers in Manitoba.

The typical adult **moderate-risk drivers** are male (64%), under 40 years of age (76%), and single (55%) and many do not have a vehicle insured in their name (34%). A slim majority of moderate-risk drivers report that they have had an at-fault accident (53%) or traffic tickets (51%) in the last 10 years and that in the last two months they have exceeded the speed limit at least occasionally on city streets (51%) and on highways (55%). There are 101,782 moderate-risk drivers in Manitoba.

The typical adult **high-risk drivers** are male (90%), under 40 years of age (87%), and single (61%) and many do not have a vehicle insured in their name (33%). The majority of high-risk drivers report that they have had an at-fault accident (64%) and traffic tickets (90%) in the last ten years. The majority also report that in the last two months they exceeded the speed limit at least occasionally on city streets (56%) and on highways (56%). There are 2,795 high-risk drivers in Manitoba.

About half of our respondents consider themselves to be somewhat (29%) or much (19%) better than the typical driver in Manitoba, and the other half saying they are about the same (51%). These results are similar to the results of a survey conducted with drivers in April 2006. Low-risk drivers are similar to drivers overall, with half saying their driving abilities are about the same (50%) as the typical Manitoba driver. Moderate-risk drivers are slightly more likely to



consider themselves to be typical drivers (56%). High-risk drivers are the most likely to say they are better than the typical Manitoba driver. Over half say they are at least somewhat (24%) or much (28%) better

### Attitudes and understanding of the current system

Overall, drivers have a favourable (56%) or very favourable (19%) opinion of Manitoba Public Insurance. These results are also similar to those from 2006. High-risk drivers have the least favourable opinion of the Corporation out of all the driver types. Even so, a majority of high-risk drivers report that they have a favourable (47%) or very favourable (14%) opinion of the Corporation.

We explained to respondents that in Manitoba if someone causes an accident or is convicted of certain kinds of traffic offences, he/she might pay more for a licence and Autopac insurance. If they are accident-free and have no traffic offences, they receive discounts for both their licence and Autopac insurance. As was the case in 2006, overall 3 drivers in 4 report that the current system is somewhat (43%) or very (32%) fair. The higher the driver's risk level, the less likely they are to think the system is fair. However, regardless of the driver risk group, the majority of people surveyed consider the current system to be at least somewhat fair. For example, among the high-risk drivers, over 6 in 10 say the current system is somewhat (46%) or very (17%) fair.

Although Manitobans pay some of the lowest vehicle insurance rates in the country, many believe the value they get is about the same as other provinces. When they think about auto insurance in Manitoba, including the price, coverage, and the service customers receive, 39% say they get better value, 26% say they get the same value and 12% say they get poorer value than residents in other provinces. The remaining 23% say they do not know. The overall findings are almost identical to April 2006. Respondents' perception of value is the same regardless of driver risk type.

As reported a year ago, it is surprising, given that the current system of discounts and penalties is complicated, that so many respondents think they have a very good understanding of the system. In 2007, almost 9 respondents in 10 (88%) report that their understanding of how the system discounts and penalties works is at least okay. Indeed, 42% say their understanding is very good. Conversely, about 1 in 10 (11%) say they do not have a very good understanding or really don't understand it at all. However, self-assessed understanding does not appear to have any correlation to knowledge of how the current system works.

We asked respondents to specify how many merits a driver has to have to receive the maximum discount of 25%. The majority of drivers (61%) believe incorrectly that they need to have five merits to receive the maximum discount of 25% on their vehicle insurance. This may result from a misunderstanding between the discount on vehicle insurance and the discount on their driver's licence. The licence discount is based on 5% per merit up to a maximum of 25%. Only about 1 driver in 20 (6%) correctly report that one merit is required to receive the maximum discount. The higher respondents' self-assessed knowledge of the system, the more likely they are to incorrectly say that five merits are needed to receive the maximum insurance discount of 25%.



For example, 66% of those who say they have a very good understanding of the current system, incorrectly say that five merits are needed for the maximum discount.

While they may not understand how they get the maximum discount, over 6 in 10 believe this discount is about right (63%). About 1 driver in 3 (32%) says the discount for good drivers is too low. The results are the same regardless of driver risk type and are similar to the results from 2006.

Asked how long someone has to drive accident- and conviction-free to get a merit on their driver's licence, about half provide a correct response of two years (51%). Again, individual self-assessed understanding of the system does not appear to translate into accurate knowledge. Just over half of those who self-assessed their understanding of the current system as very good (55%) or okay (54%) correctly indicated that a person has to go two years accident- and conviction-free to get a merit.

Respondents were asked to indicate whether each of four scenarios would earn them a merit point on their driver's licences. All driver risk groups provide similar answers. Over half (55%) assume that they would earn a merit point if they drove without causing an accident for one year. In fact, drivers have to go two years without causing an accident to get a point. Less than half (47%) also believe they would earn a merit point if they drive for one year without any traffic convictions. Again, two years of such driving is currently necessary to earn a point. Over 1 driver in 5 (22%) says that they would earn a merit point for taking driver education. Although it may improve their driving, successful completion of driver education does not earn those students a merit on their licence. Over 1 driver in 10 (14%) thinks that they would earn a merit point for having an immobilizer installed in their vehicle. While owners of registered vehicles who have an immobilizer installed do get a discount on their vehicle insurance, they do not earn a merit for doing so.

Self-assessed knowledge of the current system does not appear to significantly affect their answers. In other words, those who claim to have a very good understanding are just as likely to answer incorrectly as those who say they have an okay understanding and, for the most part, those who say they do not have any understanding.

Respondents appear to be more knowledgeable of circumstances that will result in penalties on their driver's licences. Over 9 drivers in 10 (94%) correctly report that they would receive penalties on their licence for causing an accident. Over 8 drivers in 10 (84%) correctly report that they would receive penalties on their licence for getting a speeding ticket for exceeding the posted speed limit. About 6 drivers in 10 (59%) correctly report that they would receive penalties on their driver's licence for being convicted of stealing a vehicle. About 1 driver in 3 (33%) believes, incorrectly, that they would receive penalties on their driver's licence for getting a ticket from a photo radar camera. The higher the driver risk group, however, the less likely they are to believe this is the case. For example, while 34% of low-risk drivers think a ticket from a photo radar camera would result in penalties on their licence, only 13% of the high-risk drivers say this is the case.



Self-assessed level of understanding of the current system has no significant impact on respondents' answers, except in one instance. Those who say they do not have a very good understanding or no real understanding at all (74%) of the system are more likely than those with an okay (57%) or very good (56%) understanding to correctly say that being convicted of stealing a vehicle results in penalties on your driver's licence.

We asked respondents whether they agree or disagree that they should pay more for their driver's licence if they cause an accident. Among all drivers almost 9 in 10 (86%) agree at least somewhat that drivers who have caused an accident should pay more, including over half (54%) who strongly agree. Depending on the driver risk type, responses differ. For example, while still a majority, only 7 in 10 high-risk drivers somewhat (41%) or strongly (30%) agree that those who cause an accident should pay more. Conversely, about 3 in 10 high-risk drivers somewhat (17%) or strongly (12%) disagree.

Respondents are less likely to agree that they should pay more for their driver's licence if they get a speeding ticket than if they cause an accident. Among all drivers about 2 in 3 (66%) agree that getting a speeding ticket should result in paying more for a licence, including 29% who strongly agree. About 1 in 3 (32%) disagree, including 10% who strongly disagree. The higher the driver risk type, the more likely they are to disagree that they should pay more on their driver's licence if they get a speeding ticket. For example, while about half agree at least somewhat (49%), half disagree at least somewhat (51%), including 26% who strongly disagree.

As we have found in the past, almost all Manitobans believe that a person's driving history should be an important consideration when setting that person's Autopac insurance rate. In the current survey, 9 respondents in 10 (93%) rate a person's driving history as important when setting that person's insurance rate, including 55% who rate it as very important. This is very similar to the results in April 2006. Regardless of driver risk type, the majority of respondents say it is at least important that a person's driving history should be considered when setting that person's Autopac insurance rates. However, the importance placed on a person's driving history changes significantly depending on the driver risk group. For example, high-risk drivers are the least likely to think a person's driving history is important. While 2 in 3 say it is important (38%) or extremely important (27%), about 1 high-risk driver in 5 (19%) says driver history is not important.

Not surprisingly, given their answers above, most drivers believe it is important for drivers to be able to clearly see how their past driving experience affects the amount they pay for their driver's licence each year. Among all drivers over 9 in 10 (93%) say that it is important that drivers be able to clearly see how their past driving experience affects the amount they pay for their licence. This includes 60% who say it is extremely important to clearly show this link. Depending on the driver risk types, respondents are less likely to think that seeing the connection is important. For example, high-risk drivers are less convinced of the importance. While a majority—3 high-risk drivers in 4—believe seeing the connection is important, only 37% say it is extremely important. Indeed, 15% say it is not important at all.





### Possible changes to the system

Respondents were asked to consider two systems of rewarding good drivers: the current system where a driver gets one merit for every two years they go without causing an accident or getting a traffic conviction to a maximum of five merits or a new system where a driver would get a merit every year they met these same conditions, up to a maximum of ten. Almost 8 drivers in 10 (79%) chose the system that provides a merit every year for a maximum of ten. The results are the same regardless of driver risk type.

We explained that under a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. We asked respondents to choose between two options. In the first, drivers would be able to remove some demerits more quickly than normal by successfully completing an approved Driver Safety Course. In the other option, drivers would only be able to remove demerits based on their actual driving history. Overall, almost 6 respondents in 10 (57%) say that demerits should only be removed based on actual driving history. About 4 respondents in 10 (40%) say that completing a Driver Safety Course should remove the demerits more quickly. Responses differ by driver risk group. All high-risk drivers have six or more demerits, and therefore, it may not be surprising that over 6 in 10 (63%) say that drivers should be able to removed demerits more quickly than normal by successfully completing an approved Driver Safety Course.

We asked respondents to imagine someone who decides not to renew their driver's licence for a year. During that year, the individual would not have any accidents or convictions because they are not driving. We explained that some people say that such people should be treated like anyone else, and should be rewarded for having a good driving record. Others say that only those who actually have a valid driver's licence should be rewarded. Given these options, almost 9 drivers in 10 (87%) think that only those with valid driver's licences should be rewarded. This is true regardless of driver risk type.

We explained that in the proposed driver rating system, drivers who cause accidents or have traffic convictions would pay more for their driver's licence and vehicle insurance. We asked respondents to consider what should happen to any extra money if the new system generates more than is needed. A slim majority (53%) believe any extra money should be given back to good drivers only, allowing them to pay less for their driver's licence and insurance. About 1 in 4 (27%) believes any extra money should be given back to all drivers equally. Less than 1 driver in 5 (17%) says that the money should be invested into driver's safety courses and programs that will help poor drivers improve their skills. Low-risk drivers are slightly more likely to say the money should be given back to good drivers (56%), where as high-risk drivers are more likely to say that it should be given back equally to all drivers (48%).



## Conclusion

This study focuses on three types of Manitoba drivers: low-risk drivers, who account for about 82% of Manitoba drivers; moderate-risk drivers, who make up about 18% of drivers; and high-risk drivers, who represent less than 1% of Manitoba drivers.

The majority of drivers, regardless of driver risk type-agree on some broad principles that should guide any driver safety rating system. The majority of drivers in all groups say that a person's driving record is important in setting that person's insurance rates. The majority of drivers agree (at least somewhat) that if they cause an accident they should pay more for their insurance. Except for drivers in the high-risk group, most also agree that if they get a speeding ticket they should pay more for their insurance.

The majority of drivers believe they have at least an okay understanding of the current driver safety rating system. However, this self-assessed level of understanding appears to have little to do with their actual knowledge. Regardless of their self-assessed understanding of the current system, most could not correctly answer specific questions about how the current system works. For example, the majority reported incorrectly that five merits are needed to get the maximum discount on their vehicle insurance. This is a key benefit of the current system, but it is only understood by few.

Most respondents think it is important for drivers to clearly see how their driving experience affects the amount they are paying for insurance. The current system is less than clear. Some of the proposed changes to the Driver Safety Rating System receive strong support: most prefer a system that provides one merit per year for a maximum of ten merits; and most prefer a system that only rewards individuals who have a valid driver's licence.

Other possible changes divide drivers based on their risk type. Overall, the majority of drivers say demerits should only be removed based on driving history. However, the majority of high-risk drivers support the possibility of removing demerits by other means. If there is more money than needed as a result of changes to the system, about half overall say this money should be given back to good drivers only. Low-risk drivers are most supportive of this approach, high-risk drivers are least supportive.

Manitoban drivers appear to be open to changes to the Driver Safety Ratings system. Indeed, over half have no concerns about a new system of discounts and penalties. Others are less likely to cite concerns, but instead provide guidelines for any such change, specifically that any change should be fair, that any change needs to be clearly explained, that good drivers should be rewarded, and that the individuals driving histories must be considered.

Support for specific changes appears to differ based on who will benefit. It is not surprising that drivers want to see changes that they would benefit from. Most drivers would probably say, however, that they support the changes that would make the system fairer. As we have found in the past, the perception that the system is fair is probably the most important factor in having a positive opinion of both the driver safety rating system, and Manitoba Public Insurance more generally.



## Appendix B-1: News release



# News Release

September 12 , 2008

## Manitobans asked to comment on proposal to improve merit/demerit system

### *Manitoba Public Insurance proposing simple new model for rewarding safe driving*

Manitobans are being asked for their feedback on proposed improvements to Manitoba's merit/demerit system, which influences how much drivers pay for their vehicle and driver insurance.

Manitoba Public Insurance is seeking public feedback by October 10 so the public auto insurer can present the proposal to the Manitoba government later in the fall.

"We want to build on the best features of the current system while removing the confusion and complexity that limits its effectiveness," said Manitoba Public Insurance Chief Executive Officer Marilyn McLaren.

"For years, Manitobans have been telling us that the safest drivers deserve higher financial rewards, and we certainly agree. This new model would make those rewards possible."

If accepted by government, the proposed model would replace the current discount and surcharge rules with a plan that is simpler and more effective.

"Now that we run driver licensing and auto insurance, we see the opportunity to create one clear, consistent set of rules for both systems," McLaren said. "We want to make it easier for Manitobans to see how their driving affects their insurance premiums."

The basis of the system would be a simple up-and-down scale. Manitobans who drive safely would earn more merits and move up the scale to higher insurance discounts. Those who engage in higher-risk driving behaviour – like at-fault collisions and traffic violations – would move down the scale. As higher-risk drivers moved down, they would pay additional premiums to reflect the additional risk they bring into the insurance pool.

"We would put this scale right on everyone's insurance and licence renewal form so they could see exactly where they are heading," McLaren said.

The new model would provide several additional incentives for Manitobans to drive safely:

- Instead of just five merits, Manitobans would be able to earn up to 15 merits for continued safe driving.
- With more merit levels, it would be possible to have more “shades of grey” for rewards and penalties. Subject to Public Utilities Board approval, very safe drivers could earn even better discounts after reaching the highest point on the scale.
- Drivers would earn one merit for every year of driving with no at-fault collisions or traffic violations, instead of one merit for every two years.

“We know Manitobans are proud of their driver's licence merits, so we want to make it possible for them to earn even more. At the same time, we want to make it much easier for them to understand how merits and insurance savings are earned, and how higher-risk driving behaviour can make them disappear.”

Manitobans are invited to visit the Manitoba Public Insurance website, [www.mpi.mb.ca](http://www.mpi.mb.ca), where the company has posted a discussion paper, presentation and online survey. The discussion paper is also available by calling 985-7000, toll-free 1-800-665-2410, TTY/TDD 985-8832.

Manitobans can provide written responses to the proposal by way of e-mail or post.

Later this month, the corporation will also set up information displays in local shopping malls across the province. Representatives from the corporation will be on hand to discuss the proposed model.

Watch for the displays in these locations:

<b>Winnipeg</b>	St. Vital Shopping Centre – September 19-20 Kildonan Place Shopping Centre – September 22-23 Garden City Shopping Centre – September 24-25 Polo Park Shopping Centre – September 26-27
<b>Steinbach</b>	Clearspring Centre – September 29-30
<b>Winkler</b>	Southland Mall – October 1-2
<b>Brandon</b>	Shoppers Mall – October 3-4
<b>Dauphin</b>	Marketplace Mall – October 6
<b>Thompson</b>	City Centre Mall – October 8

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Contact:

Manitoba Public Insurance  
Media Relations  
(204) 985-7000 or 1-888-554-9549 (toll-free)

## Appendix B-2: Media coverage

### Radio and television

#### WINNIPEG, September 12, 2008

CKND-TV, 10:09PM, Length: 1:14. Reach: 13,000

#### WINNIPEG, September 15, 2008

BREAKFAST TELEVISION (CHMI-TV), 08:02AM, Length: 52 seconds. Reach: 4,000

BREAKFAST TELEVISION (CHMI-TV), Winnipeg, 15 Sep, 09:02AM, Length: 1:03. Reach: 7,000

#### WINNIPEG, September 23, 2008

CJOB-AM, 04:11PM, Length: 1:30. Reach: 15,000

CJOB-AM), 06:21PM, Length: 1:15. Reach: 14,000

SHAW-CA, 07:29PM, Length: 3:10.

#### BRANDON, September 23, 2008

CKLQ-AM, 07:02AM, Length: 30 seconds. Reach: 12,000

CKXA-FM, 07:32AM, Length: 18 seconds. Reach: 4,000

CKLQ-AM, 08:02AM, Length: 00:00:24, Reach: 14,000

CKXA-FM, 08:34AM, Length: 12 seconds. Reach: 4,000

CKXA-FM, 12:00PM, Length: 18 seconds. Reach: 3,000

CKX News CKX-TV, 06:12PM, Length: 55 seconds. Reach: 9,000

#### CROSS LAKE, September 23, 2008

NCI-FM, 12:02PM, Length: 33 seconds

### Print media

#### WINNIPEG, September 23, 2008

*Winnipeg Free Press*: "MPI reviews merit system"

#### BRANDON, September 23, 2008

*Brandon Sun*: "MPI takes new merit proposal to the public"

#### FLIN FLON, September 17, 2008

*The Flin Flon Reminder*: "MPI ponders change"

#### RESTON, September 20, 2008

*The Reston Recorder*: "MPI proposing simple new model for rewarding safe driving"

#### SOURIS, September 20, 2008

*The Souris Plaindealer*: "MPI proposing simple new model for rewarding safe driving"

#### SHOAL LAKE, September 20, 2008

*Crossroads This Week*: "Change may be in store for motorists"

#### NEEPAWA, September 22, 2008

*The Neepawa Press*: "MPI wants a new system"

#### STEINBACH, September 29, 2008

*The Carillon*: "MPI Offers Changes to the Merit System"

## Appendix B-3: Discussion paper

# Moving Toward a Better Driver Rating System

*A Proposal for Improving  
Manitoba's Merit Discount  
and Demerit Surcharge System*



**Manitoba  
Public Insurance**

## Foreword

This document is an invitation to participate in the development of a single cohesive system for determining fair and appropriate insurance rates for drivers, based on individual behaviour. After more than a year of development, we are ready to propose improvements to Manitoba's merit discount and demerit surcharge system, and we look forward to hearing your views.

Manitoba Public Insurance has been considering ways to improve the current system since 2004, when driver licensing and vehicle registration operations were merged into the corporation. The alignment of our systems and processes has presented new opportunities to bring greater fairness, consistency and transparency to the way we assess driver risk and rewards. This is one of the greatest potential benefits of merging our licensing and insurance systems.

With this opportunity come significant challenges. Our goal is to retain the best features of our existing system, while providing stronger incentives for safe driving behaviour. Ideas must be balanced with practical considerations, such as what is possible using the data available to us and the need to make the system acceptable to the majority of Manitobans. And in the end, we must be able to translate these decisions into a system that can be applied consistently and efficiently with the support of technology.

Before we take this proposal to the Manitoba government, we are seeking your feedback. We need your input to ensure our proposed system will work in the best interests of Manitobans, and we hope you will take the time to share your views and insights.

If a new model is approved by the provincial government, Manitoba Public Insurance will make a special rate application to the Public Utilities Board. A special hearing would follow. If all approvals are obtained, the new system could be introduced in the fall of 2009.

Thank you for your attention to this important matter.



Don Palmer

VICE-PRESIDENT OF FINANCE AND CHIEF FINANCIAL OFFICER

## Introduction

Manitoba Public Insurance is seeking improvements to the merit discount/demerit surcharge system that determines how individual insurance rates are impacted by driving behaviour. The goal is to replace the disjointed rules now in use with a simpler method that would provide stronger incentives to drive safely. The new model would apply to individual drivers only, and would be independent of programs that apply to fleet customers and corporations.

### Why the system is being redesigned now

Improving the safety of our roads is a priority for Manitobans. The Public Utilities Board and other organizations have long recognized that the auto insurance rating system plays an important role in encouraging safe driving behaviour. These organizations have been calling for improvements to the current merit/demerit system for a number of years.

Until recently, the corporation's ability to improve the system was limited. This changed in October 2004, as driver and vehicle licensing operations were merged into Manitoba Public Insurance. Since then the corporation has been harmonizing the technical platforms and service delivery process for driver licensing and auto insurance, providing the corporation with access to a more complete set of data that can be applied consistently across all programs.

This alignment presents new opportunities to improve Manitoba's incentives for safe driving. Manitoba Public Insurance believes these opportunities should be pursued so that Manitobans can derive full value from the merger of our driver licensing and auto insurance systems.

### The public consultation process

This discussion paper outlines the new model proposed by Manitoba Public Insurance. Manitobans are encouraged to share their views before the new system is presented to the Manitoba government for consideration.

Responses to this discussion paper should be delivered  
**no later than October 10, 2008.**

There are a number of ways you can provide feedback.

- Send written submissions to Manitoba Public Insurance.  
By e-mail: [DSRconsultation@mpi.mb.ca](mailto:DSRconsultation@mpi.mb.ca)  
By post: Driver Safety Rating Consultation  
Manitoba Public Insurance  
Box 6300  
Winnipeg, Manitoba R3C 4A4
- Visit an information display in your community. The schedule is posted on our website at [www.mpi.mb.ca/DSRconsultation](http://www.mpi.mb.ca/DSRconsultation).
- Participate in the survey on our website at [www.mpi.mb.ca/DL/DSRsurvey.aspx](http://www.mpi.mb.ca/DL/DSRsurvey.aspx).



## Building on the current system

*Manitoba's current merit/demerit system includes several positive features that can be built upon as we introduce improvements.*

### Driver history is used to determine risk and premium

Under the current system, drivers pay higher premiums and surcharges when they exhibit higher-risk driving behaviour. If they are found to be at-fault in an accident, they pay more for their insurance because they bring more risk into the pool.

The idea of paying more or less in the future because of past behaviour is a sound actuarial principle that is consistently supported by Manitobans. Statistics show that a driver who has been involved in one collision is more likely to be involved in a second collision. In customer surveys, 95 per cent of good drivers and 84 per cent of average drivers say it is important or extremely important to consider a person's driving history when determining the individual's insurance rates.

### Manitobans love their merits

The concept of driver's licence merits has been embraced by Manitobans. Most drivers know how many merits they hold, and take pride in reaching the maximum. This familiar terminology would be retained under the new system.

### Today's system is free of discrimination

Manitoba's public auto insurance system does not discriminate on the basis of age or gender. All new drivers enter the system paying the basic \$45 insurance premium, and then pay more or less through time, depending on their individual driving records. This has been the practice in Manitoba since the creation of Manitoba Public Insurance, and the corporation believes this practice should continue. In public opinion surveys, 75 per cent of Manitobans agree with this principle.

**See Appendix A** for a full description of the current merit discount/demerit surcharge system.

## Concerns to address

*While Manitoba's current system has many positive features, many customers feel it doesn't go far enough in rewarding safer drivers and discouraging higher-risk behaviour. The complexity of the system can also limit its ability to encourage safe driving.*

### Limited rewards for the safest drivers

Drivers with the longest periods of claim-free driving have expressed frustration that Autopac discounts reach the maximum after only five years of claim-free driving. Drivers with 30 years of incident-free driving receive no greater reward than those who have been incident-free for five years, a discrepancy many consider to be unfair. A recurring theme in discussions with customers is that there should be more merits available for safer driving, and it should not take as long to regain merits.

Some feel the current system is too tough on drivers who are involved in a collision after many years of incident-free driving. As one customer asked during a recent focus group: "Why is it when you get into an accident even after 20 years or more of good driving, your insurance automatically goes up? Small infractions automatically start your two years of waiting to regain a merit."

### Limited penalties for higher-risk drivers

Under the current system, demerit point surcharges are limited to \$999, and many customers feel there is a need to respond with higher penalties. Courts and appeal boards can allow higher-risk drivers to retain their licences, so larger financial penalties are needed to properly reflect their risk.

### Confusion and inconsistency

Since 1971, there have been two separate surcharge systems for driver's licences – one for convictions, and one for accidents. There is also a merit mark and demerit point system for driver's licences, and a merit discount system for Autopac premiums.

There has been little integration among these four systems – in part, because it was impossible to unite them before the 2004 merger of driver and vehicle licensing operations into Manitoba Public Insurance.

Over the years, each of these systems has evolved to meet different needs. These incremental changes have resulted in rules that are inconsistent, complex and difficult to understand.

An example of the widespread misunderstanding is the common belief that drivers with the most merits receive the highest Autopac discounts. In fact, drivers can receive the highest Autopac discounts if they have just one merit and five years of claim-free driving – but most Manitobans believe otherwise.

This lack of clarity sends conflicting signals to drivers. It's difficult for the average Manitoban to understand how higher-risk driving behaviour affects the amount they pay for insurance. This, in turn, dilutes the driver's motivation to reduce costs by driving safely.

In customer surveys, more than 80 per cent of drivers said it is important or extremely important for drivers to be able to clearly see how their past driving experience affects the amount they are paying for their driver's licence each year. In focus groups, customers often define "fairness" as having clear, established rules that are applied equally and that everyone knows and can understand.

#### Some examples of why the current program is confusing

- ▶ *Accident surcharges are based on a three-year moving window, which many Manitobans find overly complicated.*
- ▶ *Terminology used in the different methods is inconsistent. For example, the "merit" program for vehicle rating is not based on the number of "merits" in the driver licensing system.*

See **Appendix A** for a full description of the current merit discount/demerit surcharge system.

## The proposed model: One clear system for rating driver risk

*Under the system being proposed by Manitoba Public Insurance, one cohesive and integrated scale would replace the separate scales that currently exist for the accident surcharge, demerit surcharge and merit discount programs.*

The foundation of the proposed system is a scale that would determine rewards and penalties, based on driver behaviour over time. From year to year, drivers would move up the scale when safer driving behaviour was exhibited, and down the scale in response to higher-risk behaviour.

### Safe behaviour would move a driver up the "merit" side of the scale.

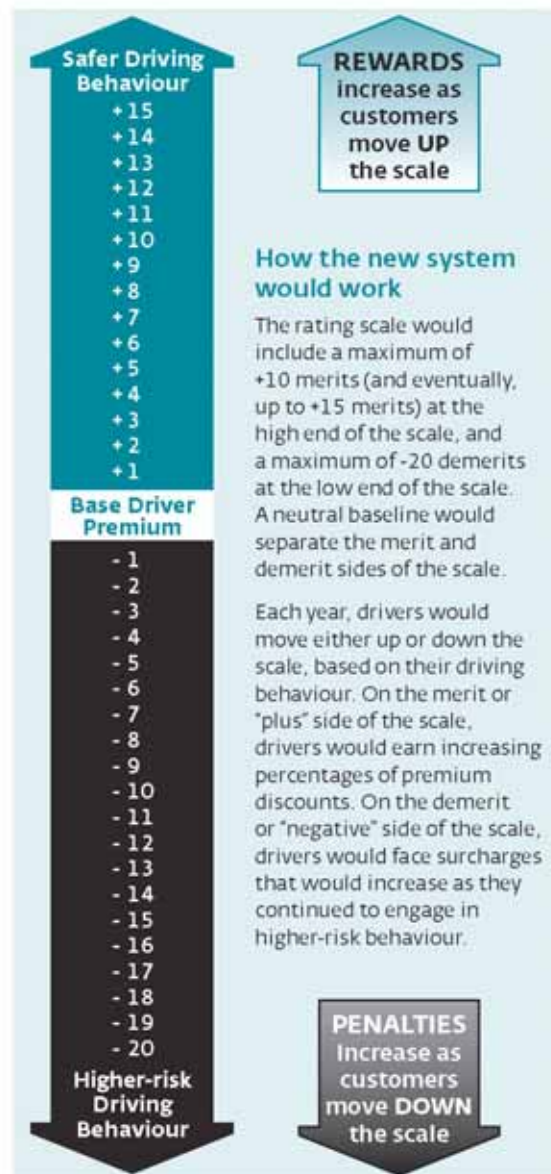
Drivers would earn one merit and move up the scale whenever they completed a year with no convictions or at-fault accidents.

### Higher-risk behaviour would move a driver down the "demerit" side of the scale.

Drivers would be given demerits for at-fault accidents and traffic violations, just as they are given demerits for traffic violations today. The number of demerits – or steps down the scale – would depend on the nature and severity of the infraction.

### Placement on the scale would determine discounts and surcharges.

A driver's total merits or demerits would then determine how much he or she would pay for vehicle insurance and driver's licence premiums each year. Premium discounts would increase as more merits were earned. Surcharges would increase if the number of demerits increased.



### Data sources

The types of convictions and violations that would earn demerits would be largely unchanged. The program would consider several possible indicators of future claims activity, including:

- At-fault claims
- Minor convictions
- 24-hour roadside suspensions
- Major convictions, such as impaired driving

The only significant proposed change is that five demerits be imposed for 24-hour roadside suspensions for blood alcohol level greater than .05. Under the current system, no demerits are imposed for this.

#### The proposed model aims to:

- ▶ *Provide higher rewards for the safest drivers*
- ▶ *Provide stronger incentives for higher-risk drivers to improve their behaviour*
- ▶ *Improve drivers' understanding of how their driving behaviour can affect the amount they pay for auto insurance*

## Benefits of the proposed system

*The intent is to reward the best drivers while providing stronger incentives for everyone to drive more carefully.*

### Consequences of driving behaviour would be easier to understand

The scale would easily communicate the rewards of safer driving, and the penalties of engaging in higher-risk driving. Drivers would immediately see the dollars-and-sense benefits of improving their driving behaviour.

### Higher rewards for safer drivers

The proposed scale would begin with a maximum of 10 merits, compared to the current five merits, and could grow to as many as 15 merits in subsequent years.

The increased scale would allow the safest drivers to earn additional rewards – in the form of either a higher vehicle premium discount, or a cushion against the financial impact of a first conviction or at-fault accident after many years of safe driving. In customer surveys, most drivers say the safest drivers should be given some form of additional reward.

### Timely rewards and penalties

Today it takes two years to earn one merit, but under the proposed system, Manitobans would earn a merit after driving a year without any convictions and at-fault accidents. Drivers would be able to track their progress up and down the scale every year, providing an annual reminder of why safe driving pays.

The proposed one year/one merit system has been endorsed by more than 80 per cent of customers during surveys and focus groups. They feel annual rewards would be easy to understand, and would be a timely reminder to continue safe driving practices.

## Making the transition to a new system

*If the proposed system is adopted, it will be important to introduce it in a manner that is acceptable to Manitobans.*

A transition strategy would ensure that the safest drivers would see benefits quickly, and that drivers at the lower end of the scale would be given time to adjust their behaviour before higher penalties are phased in.

### Initial placement on the scale

At transition, no one would pay more than they would have under the current system. Individual drivers would be placed on the scale at levels that would provide the same discounts and surcharges as would apply under the current system.

For example, a driver with five merits and a 25 per cent discount under the current system would be placed on the new scale at +10 merits. At this level on the new scale, the driver would continue to receive a 25 per cent discount.

After their initial placement, drivers would move up or down the scale based on their subsequent driving behaviour.

### Phased-in increases to surcharges

In time, the proposed system would move toward higher surcharges for the riskiest driving behaviour, but these increases would be phased in gradually. In the transition year, demerit surcharges would be very similar to the surcharges in place today. During the phase-in period, an individual driver would be able to avoid paying a higher surcharge by simply driving with no new convictions or at-fault accidents and moving up the scale.

### Improved customer communication

Manitoba Public Insurance would support the program by introducing customized forms showing each customer how and why they have moved up or down the scale each year. Communication with each customer would be individualized to capitalize on the educational opportunities of the proposed system.

## Share your views

- Do you find the proposed system easier to understand than the current system?
- Do you agree with the idea of one integrated scale for driver safety rating?
- Is the proposed system fair?
- Does the proposed system address the problems in the current system?
- Do you feel it's better to add one merit for every year of incident-free driving, rather than one merit for every two years?
- Do you agree with the concept of phasing in higher surcharges to allow time for higher-risk drivers to change their behaviour?
- Do you agree that there should be higher rewards for those with the safest driving records, and higher penalties for those who persist in higher-risk driving behaviour?
- Would it be fair for all new drivers to start at the base level on the scale?
- Is there anything else you would like us to consider?

### Send written submissions to Manitoba Public Insurance

By e-mail: [DSRconsultation@mpi.mb.ca](mailto:DSRconsultation@mpi.mb.ca)

By post: Driver Safety Rating Consultation  
Manitoba Public Insurance  
Box 6300  
Winnipeg, Manitoba R3C 4A4



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**APPENDIX A: OVERVIEW OF THE CURRENT SYSTEM**

## Overview of the current merit discount/demerit surcharge system

Today individual driving behaviour has an impact on two insurance premiums – the coverage provided with a Manitoba driver's licence, and Basic Autopac coverage for registered Manitoba vehicles. Over time, good and bad driving behaviour can impact these premiums in a variety of ways.

The coverage included with a Manitoba driver's licence ensures that the auto insurance pool is supported by all drivers, not just those who own vehicles.

The annual basic premium on driver's licences is \$45. The premium paid by an individual driver progressively decreases from this base amount if the driver meets the merit criteria, which include incident-free driving over specified periods of time. Premium surcharges are added to the base amount if the driver exceeds a specified threshold for driving offences and/or collisions within a certain period.

These discounts and surcharges are determined by a system known as the Manitoba Merit Mark/Demerit Point Program:

**MERIT MARKS** can be earned by drivers when they maintain safe and legal driving practices. One merit mark is earned for every continuous two-year period in which the driver:

- does not have any DVL demerit points,
- is not assessed any DVL demerit points,
- holds a valid and continuous Manitoba driver's licence in the Intermediate or Full stage,
- is not suspended or prohibited from driving, and
- is not assessed a surcharge as a result of two or more collision insurance claims.

A driver can earn a maximum of five merit marks. They can be applied against any subsequent DVL demerit points at a rate of one merit mark for every two demerit points.

New residents to Manitoba with a clear driving record from another jurisdiction may be issued one merit mark when their licence is transferred or on their 18th birthday, whichever is later. Members of the Canadian Armed Forces may be eligible for special merit provisions.

**APPENDIX A: OVERVIEW OF THE CURRENT SYSTEM**

**DVL DEMERIT POINTS** are assessed when a driver is convicted of certain driving offences or involved in certain types of collisions. Points range from two demerits for a minor offence to 15 demerits for the most serious offences. Two demerit points are assessed for every collision for which the driver was at least 50 per cent responsible, but only if the collision was reported to the police. A conviction for imprudent driving would add two demerit points, while careless driving would add eight points and dangerous driving would add 10 points.

**A MERIT DISCOUNT** is subtracted from the \$45 annual base premium when the driver:

- has one or more merit marks,
- hasn't had an at-fault claim (that is, a claim for which the driver was found to be at least 50 per cent responsible) for one year, counting back from the last day of the driver's birth month, and
- hasn't had a major conviction for two years, counting back from the last day of the driver's birth month.

The driver earns a \$5 discount off the base premium for every merit mark, to a maximum of \$25 for five merit marks.

MERIT MARKS	BASE PREMIUM	DISCOUNT	NET PREMIUM
0	\$ 45	0	\$ 45
1	\$ 45	- \$ 5	\$ 40
2	\$ 45	- \$ 10	\$ 35
3	\$ 45	- \$ 15	\$ 30
4	\$ 45	- \$ 20	\$ 25
5	\$ 45	- \$ 25	\$ 20

If the driver has an at-fault claim, the driver loses this discount for one year, starting with the next licence renewal.

**APPENDIX A: OVERVIEW OF THE CURRENT SYSTEM**

**DEMERIT POINT SURCHARGES** are added to the \$45 annual base premium when the driver has six or more demerit points upon renewal. The surcharge amount increases as the number of demerits increases:

DEMERIT POINTS	BASE PREMIUM	SURCHARGE	NET PREMIUM
0-5	\$ 45	\$ 0	\$ 45
6	\$ 45	\$ 200	\$ 245
7	\$ 45	\$ 225	\$ 270
8	\$ 45	\$ 250	\$ 295
9	\$ 45	\$ 275	\$ 320
10	\$ 45	\$ 300	\$ 345
11	\$ 45	\$ 350	\$ 395
12	\$ 45	\$ 400	\$ 445
13	\$ 45	\$ 450	\$ 495
14	\$ 45	\$ 500	\$ 545
15	\$ 45	\$ 550	\$ 595
16	\$ 45	\$ 625	\$ 670
17	\$ 45	\$ 700	\$ 745
18	\$ 45	\$ 775	\$ 820
19	\$ 45	\$ 850	\$ 895
20	\$ 45	\$ 925	\$ 970
21 and over	\$ 45	\$ 999	\$ 1,044

## APPENDIX A: OVERVIEW OF THE CURRENT SYSTEM

**ACCIDENT SURCHARGES** are added to the driver’s licence base premium in certain circumstances:

- When a driver without a current and valid vehicle registration has an at-fault claim, the driver receives a \$200 surcharge.
- When a driver with a registered vehicle has an at-fault claim after at least six years of claims-free driving, the driver is assessed a \$200 surcharge in lieu of losing his or her merit discount on vehicle premiums.
- When any driver has two or more at-fault claims within 36 months, the driver pays a surcharge ranging from \$400 for the second at-fault claim within the period, to a maximum of \$1,200 for four or more at-fault claims within 36 months.

### Impact of driver behaviour on Basic Autopac premiums

Driver behaviour risk is one of four factors currently used to determine individual vehicle insurance premiums. (The other three factors are the risk presented by the type of vehicle, how it is used and where it is used.)

**MERIT DISCOUNTS** are available to registered owners of passenger vehicles and light trucks insured for certain uses if the owner has at least one merit mark on his or her driver’s licence.

To be eligible, the owner must also:

- be free of at-fault claims for at least a year following her or his Autopac anchor date (the day before the registered owner’s policy anniversary date or the day before a new policy started); OR
- have at least six years of no at-fault claims, and no more than one at-fault claim on or after March 1, 2001.

In addition, the owner must have had:

- no major offence convictions during the previous two-year period before her or his anchor date.

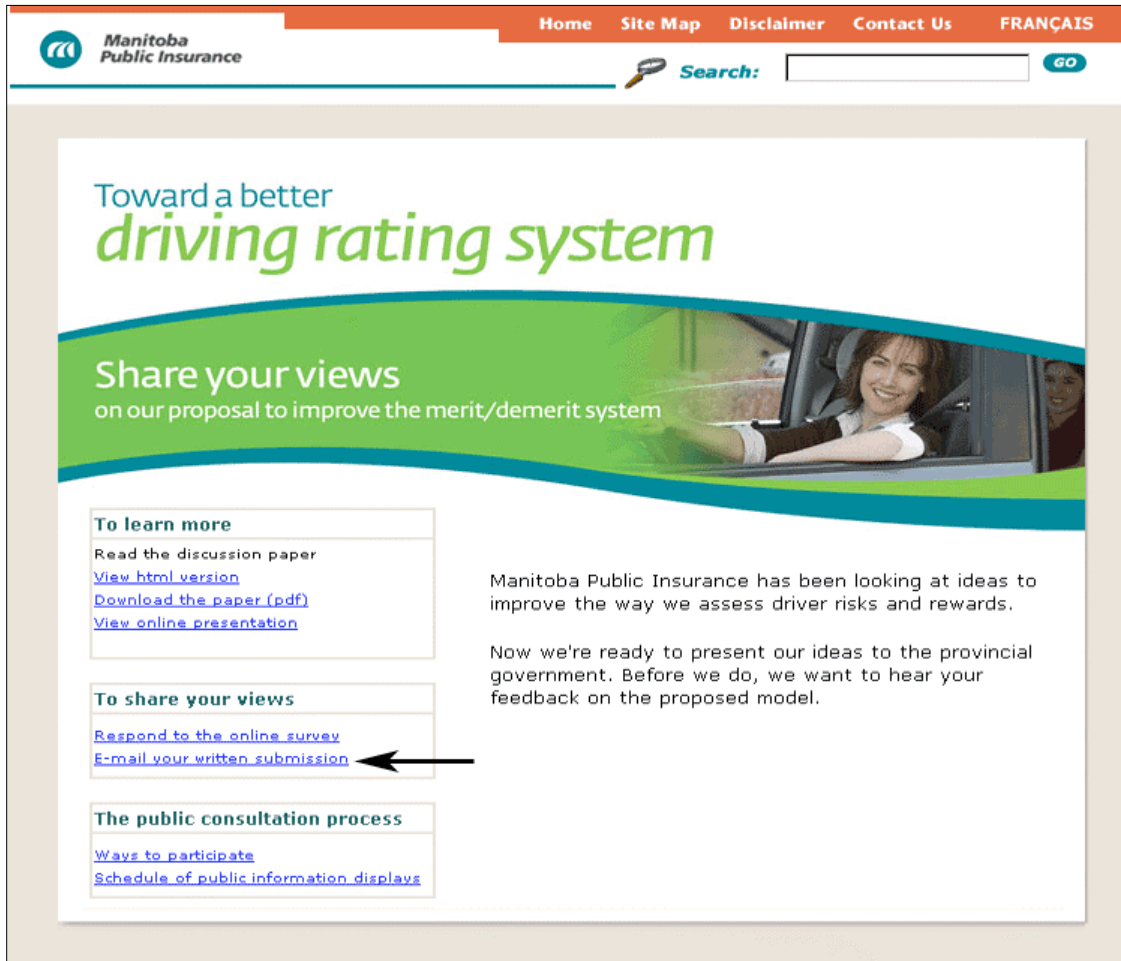
The size of the discount depends on how many years the registered owner has been free of at-fault claims:

NUMBER OF YEARS FREE OF AT-FAULT CLAIMS BEFORE POLICY STARTS	1 year	2 years	3 years	4 years	5 years
BASIC AUTOPAC DISCOUNT	- 5%	- 10%	- 15%	- 20%	- 25%

Customers eligible for merit discounts also receive discounts on the premium for optional insurance coverages, such as lower Autopac deductibles, higher third-party liability limits, Auto Loss of Use, New Car Protection and Leased Car Protection.

## Appendix B-4: Website

A special section was added to the corporation’s website, [www.mpi.mb.ca](http://www.mpi.mb.ca), to provide broad public access to all information materials and feedback mechanisms related to the proposal. This also included a dedicated e-mail box.



“Ways to participate” page of website

The screenshot shows the Manitoba Public Insurance website. At the top, there is a navigation bar with links for Home, Site Map, Disclaimer, Contact Us, and FRANÇAIS. A search bar is located to the right of the navigation bar. Below the navigation bar, the page title is "Toward a better driving rating system". The main content area is titled "Ways to participate".

**Discussion Paper**

- [Foreword](#)
- [Introduction](#)
- [Building on the current system](#)
- [Concerns to address](#)
- [The proposed model](#)
- [Benefits of the proposed system](#)
- [Making the transition](#)
- [Share your views](#)
- [Overview of the current system](#)
- [Download the paper \(pdf\)](#)
- [View online presentation](#)

**To share your views**

- [Respond to the online survey](#)
- [E-mail your written submission](#)

**The public consultation process**

- [Ways to participate](#)
- [Schedule of public information displays](#)

**Ways to participate**

There are a number of ways to learn more and provide feedback:

- **Information displays** will travel to nine locations across the province. You are invited to stop by and learn more by talking to company representatives.
- The **online survey** is an opportunity to share your views on the basic concept.
- You can send a written submission to [DSRconsultation@mpi.mb.ca](mailto:DSRconsultation@mpi.mb.ca) or you can send your comments by post to:  
 Driver Safety Rating Consultation  
 Manitoba Public Insurance  
 Box 6300  
 Winnipeg, Manitoba R3C 4A4

First, we ask that you read the discussion paper and view the online presentation.

- We've also asked for direct input from organizations that routinely participate in the annual Public Utilities Board hearings.

Please send your comments by **October 10, 2008**.

We plan to share your feedback with the provincial government later this fall, when we propose our new model for consideration.

## Schedule of information displays on website

The screenshot shows the Manitoba Public Insurance website with a navigation bar (Home, Site Map, Disclaimer, Contact Us, FRANÇAIS) and a search bar. The main content area features a banner with the text "Toward a better driving rating system" and "Share your views on our proposal to improve the merit/demerit system" over a background image of a woman in a car. Below the banner is a section titled "Schedule of public information displays" containing a table of dates, locations, and times for various cities.

City	Location	Dates	Times
Winnipeg	St. Vital Shopping Centre	Friday, September 19	10am-9pm
		Saturday, September 20	10am-6pm
	Kildonan Place	Monday, September 22	10am-9pm
		Tuesday, September 23	10am-9pm
	Garden City	Wednesday, September 24	10am-9pm
		Thursday, September 25	10am-9pm
Polo Park	Friday, September 26	10am-9pm	
	Saturday, September 27	10am-6pm	
Steinbach	Clearspring Mall	Monday, September 29	9:30am-9pm
		Tuesday, September 30	9:30am-9pm
Winkler	Southland Mall	Wednesday, October 1	9:30am-9pm
		Thursday, October 2	9:30am-9pm
Brandon	Shoppers Mall	Friday, October 3	9:30am-9pm
		Saturday, October 4	9:30am-9pm
Dauphin	Market Place Mall	Monday, October 6	9:30am-6pm
Thompson	City Centre Mall	Wednesday, October 8	9:30am-6pm

**Online survey asking level of agreement with eight statements and inviting additional written comments**

Toward a better  
driving rating system

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**Share Your Views**

For each statement, click on the response that matches how you feel after learning about the proposed improvements.

	Strongly Agree	Somewhat Agree	Neither Agree Nor Disagree	Somewhat Disagree	Strongly Disagree
1. I find the proposed system easier to understand than the current system.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. I support the idea of one integrated scale for driver safety rating.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. The proposed system is fair.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. The proposed system addresses the problems in the current system.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5. It's better to add one merit for every year of incident-free driving, instead of one merit for every two years.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6. Higher surcharges should be phased in to allow time for higher-risk drivers to change their behaviour.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7. There should be higher rewards for those with the safest driving records, and higher penalties for those who persist in higher-risk driving behaviour.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8. I feel it's fair for all new drivers to start at the base level on the scale.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other comments:



Online information materials included a 10-minute audio/video presentation explaining the model in simple terms.

**Manitoba Public Insurance**

**Moving Toward a better driving rating system**

**A proposal for Improving Manitoba's Merit/Surcharge System**

**Why we want to improve the system**

**Our mission:**  
Working with Manitobans to reduce risk on the road

**Safe driving**

- Keeps claims cost low
- Protects Manitobans from harm

**Today – four separate programs**

- LICENCE SURCHARGE-CONVICTIONS
- LICENCE SURCHARGE-COLLISIONS
- LICENCE MERIT/ DISCOUNT SYSTEM
- AUTOPAC MERIT/ DISCOUNT SYSTEM

**The driver safety rating scale**

Safe Driving Behaviour

Higher Risk Driving Behaviour

REWARDS INCREASE AS MERITS INCREASE

+15

**The driver safety rating scale**

Safe Driving Behaviour

Higher Risk Driving Behaviour

SURCHARGES INCREASE AS DEMERITS INCREASE

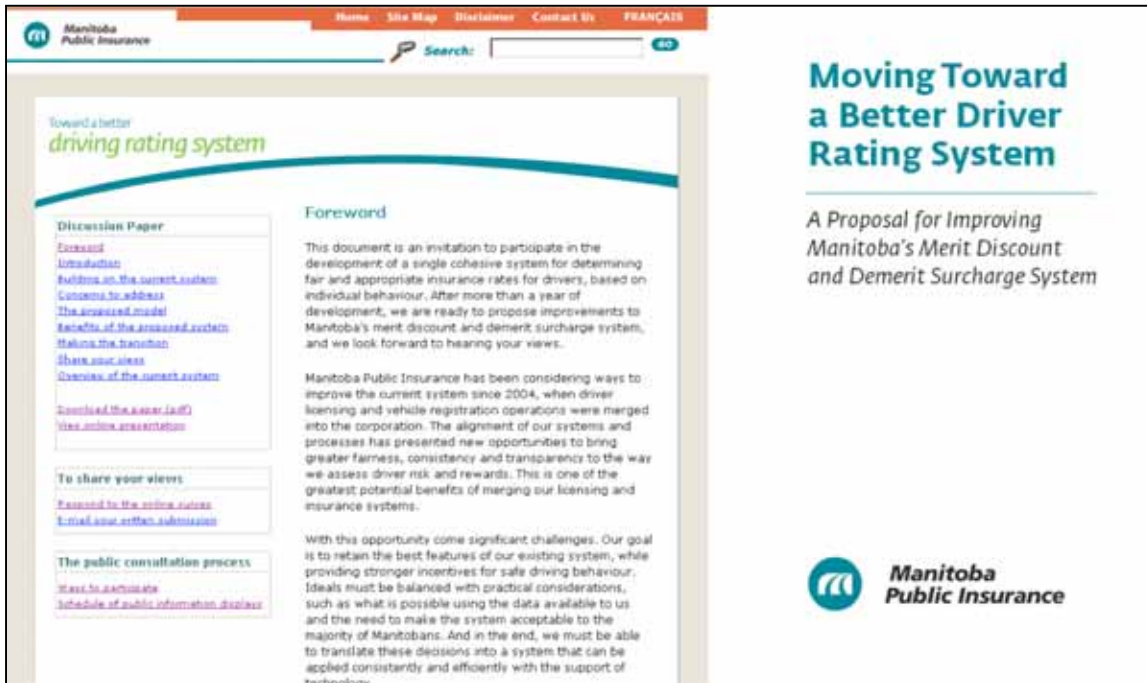
-20

**Please share your views by October 10, 2008**

Take the [survey](#)

E-mail us a written response.

The discussion paper was posted on the website, in both html and downloadable pdf formats.



### Appendix B-5: Information display

During the consultation period, a display staffed by Manitoba Public Insurance employees traveled to nine shopping malls across the province.



## Appendix B-6: Advertising

This advertisement, customized for each region, was published in 55 newspapers across Manitoba.



**Toward a better  
*driver rating system***


We're proposing ways to improve Manitoba's Merit Discount/Demerit System and encourage safe driving.  
*We want to hear from you.*

**Learn more at one of our information displays:**

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### 41 Publications w/ Date - September 22, 2008

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## Appendix C-1: Survey comments

**The following comments were provided by people responding to the survey. They are reproduced here as written. Salutations, subject lines and identifying information about the senders have been deleted.**

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I feel that this change is long overdue. It will help the claims staff better explain the system and make it more acceptable to at fault driver's. It will be easier to follow and the driver's who pay surcharges will have only one surcharge to pay instead of the two systems that are now in place. Bravo to MPI

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I feel those that have 5 merits for more than 10 years begin at the level of 15 when a transition is done. I do not feel that they should start at 5. Some recognition should be given to those who have never had an infraction since the implimenttion of the merit system.

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Change is hard for a lot of people, good or bad. But the old system is broken and needs to be simplified. Best of luck.

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it would be nice if the current drivers that possess maximum merits and have had them for many years would start at a slightly higher level on the good side of the scale ... considering you're looking at penalizing persons who are currently high risk, you should reward persons at the other end of the scale.

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The presentation fails to illustrate specific examples of how this system could be applied. It also fails to answer the issue of how merit discounts will be applied to the purchase of insurance for customers. What are the implications of a 15 merit situation when insuring a vehicle? Are we still looking at 25% discount? 10% ? What is it? Without concrete examples, it is impossible to compare the two systems and form an opinion on whether one is fairer than the other. In principal, the idea of a simpler system is good. However, to really garner public acceptance, it must be transparent and give illustrations of what we are proposing. I regret to say, I am very sceptical this change would be accepted by the public as presented. A lot of people would suspect there are aspects which are not being divulged to silence dissention.

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I think it is terribly wrong to lose 2 years of merits for 1 minor traffic ticket. Forgetting to wear a seat belt one day should not effect insurance rates for many years.

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P.I.P.P. should be transferred to the drivers license.

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Penalties are already too high!

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I feel that long time drivers that have been at the top of the merit program for many years, should be given a better rate, higher than the 5 on the scale. You should be recognizing people by moving them up the scale not leaving them at the 5 they currently have. I have been driving for over thirty years and have had 5 merits on my license for over 15 years and feel that I should be recognized more in the new program for my excellent driving habits.

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What constitutes a conviction? Photo Radar? Or everthing but those? What if I have all the demerits and then transfer all the policies to my spouse? How does that part work now? You have records for year gone back. Will those people get full 15 merit discounts.

Would like to see some kind of "Merit calculator" that you can put your infomation in so you know approximately where you would end up on the scale. I think it is s simple system but I think the most confusion will be where do I fit when it is implemented. If I currently have 5 merits and have had fault free accidents for 20 years do I go to 5 or 15? If I go to 5 then that means that it will take 10 years to move to the top but it also means that bad drivers who shold be a - 20 are given a break?

IF I HAVE 5 MERIT NOW DO I GET 10 IN THE NEW SYSTEM

Three concerns: 1) This doesn't address drivers who spend a lot of time behind the wheel. Many of the "safest" drivers, according to MPI, are senior citizens who may only drive a few kilometers a couple of times a week. Meanwhile, other drivers must commute half an hour a day. On a per-kilometer basis, it is the so-called "safe" driver who actually causes more accidents. 2) New drivers shouldn't be the only ones who get tested. Why aren't people who have, say, five demerits or more, immediately assigned to take a new road test? In fact, many of the people with valid drivers licenses have never taken a modern road test, and probably aren't aware that they are bad drivers. 3) Please don't try to "spin" me. Your press release says "comment on proposed improvements" ... come on! Tell me you want me to comment on proposed changes, maybe, but if you're telling me that you've already decided that they are improvements, why do you even need my opinion? It's insulting.

With the advent of photo radar and intersection camrea's the rate of INdividual conviction of these offences is on the decline. How do you propose to deal with this so the perpetual speeders are not just getting photo tickets based on the vehicle but are recieving actual sitations?

I ALSO BELIVE THERE SHOULD BE FORGIVENESS IF A DRIVER HAS BEEN A CERTAIN AMOUNT OF TIME WITHOUT ANY INCIDENTS, OR PERHAPS THE PENALTY IS IMPOSED FOR THE ONE YEAR AND THEN HE/SHE GOES BACK TO THE OLD SCALE IF THEY HAVE NO MORE INCIDENTS

I totally agree

AS AN AUTOPAC AGENT MY VIEWS MAY NOT ACCURATELY REFLECT THOSE OF THE AVERAGE MANITOBAN, ALSO, I WOULD LIKE TO SEE MORE DETAILED INFORMATION REGARDING HOW MUCH THE DISCOUNTS WOULD BE

I think this proposal requires more explanation. For instance, if a driver with 15 merits has an at fault accident will they loose merits and if so how many. How will an at fault accident reflect in driver's liscence costs. I have had one at fault accident in my driving career 30 plus years) and held 5 merits points at that time. I kept my points but was dinged big time on the cost of my liscence. I was told by MPI that it was more beneficial to pay a higher liscence than to loose merit points. I disagreed completely with that. I do think your proposed plan is a good one but you are asking us to make a judgement with very little info available.

---

I think that this is a system that could work very well and is easy to understand. However, I think the merit/demerit rate should increase /decrease faster for people who hold a professional drivers license (i.e. classes 1-4). These people put on more miles in a year than the average driver and I feel it would be more fair to reward/penalize them faster.

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You will still get the transferring of vehicles between spouses if one of them has an accident and then loses their discount. They will then only get their drives lic. surcharged and not their vehicle as well. Still would like to see one free accident if someone has 15+ years of accident and conviction free driving.

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The problem I see with this system is different family members will be at different levels. I think we will see the driver with the better driving record insuring all of the vehicles in their name. Autopac Brokers will also need to see what the driving infractions are for each driver in order to explain the rating system. Currently only accidents are listed.

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I find it totally disgusting that the person who insures the vehicle is accused of a traffic violation if another person is driving. By this system alone you as MPI show that you do not care that you catch the correct person to punish, you are only in it for the extra cash you get from the owner of the vehicle. Another area which I find totally disgusting is that should a member of the public complain reagrdng another persons driving, the police will issue a summons without examing all the facts, again it shows all MPI are interested in is money.

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I think that people such as myself who have had no at fault accidents ever in their driving career and I have been driving since 91, the first accident that happens I get a surcharge or 200 dollars on my license, I think that proves that if you do make a mistake even once in almost 20 years you are being penalized, it's highway robbery.

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I would hope that my current driving record/merit count would be translated over to the new system (eg, if I have 6 merits, then I should be around a 12 on the scale)

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Do not forget to add photo radar tickets into the account and I hope this is going to be retro active for the thousands of Manitobans like me who havent had a ticket or accident in 20 plus years

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I could not comment on number 6 because people make mistakes, like for instance to go out on cruise night and get pulled over for reving your engine, its not fair so I feel the surcharges are high enough, expecially with the money the photo radar vans pull in. I could not comment on number 7 because when I was younger I lost my license for speeding and I found the fines and the lost of license to be enough punishment at that time. Also ever since then Ive been a safe driver but Im still paying for it from my demerits so NO, its not fair!

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We have a surprising number of clients with suspended or cancelled licences get in their vehicle and drive away because they are still allowed to register a vehicle. This has to be remedied some how!!!!

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I have never had a claim with mpi and have had 5 merit points for eons. I feel that people like myself should be rewarded for our good record and have more merit points given to us for a good driving record not starting at a level playing field as someone with a bad driving record. It's about time that people with good driving records are rewarded for there driving skills and we should have more of a decout now not one or two years down ths road.

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This is the same idea as the Grid in Alberta. As an insurance agent who has sold in both Manitoba and Alberta, I think this is a great idea. I do not agree with everyone starting at the same level. It should be reflective of your current driver history and record. The phase-in for surcharges does not seem fair, as a good driver I would continue to pay higher premiums over the next few years still to accomodate the "bad" drivers. Your number/rating should be determined on current info, not giving them time to change to be a better driver.

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This should have been implemented long ago!

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These changes to not fix the one major problem on the autopac side, whereby vehicles are being insured in different names in order to avoid the surcharges. For example a husband should be surcharged due to his driving history but he changes his vehicle from his name into his wifes name. Since his wife has a good driving record - they continue to get the discount on the vehicle insurance and have therefore Sidestepped the system. This is not fair to the single individual who cannot change the vehicle into a spouses name.

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What kind of insurance discount are we talking about? IT should be 5% for every merit you have to a maximum of 50%.

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One accident is just that, an accident. Dont penalize drivers for one mistake, after all, mistakes happen.

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This is an excellent proposal. Thanks MPI.

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I feel a person who has maintained 5 merits at the current system, which takes 10 years to get, should not have to pay anything for their drivers license. Under the new system, the same should be for 10 years of accident free/no ticket drivers. Under the new system, autopac premiums should drop 3% for every merit you get to the max of 15 merit. Reward those that are responsible and defensive and charge those that are not.

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Higher risk drivers do not deserve time to change their behaviour by phasing it in. How many people is it okay for them to hurt while they "learn"?

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I'd be curious where the "average" driver ranks in this system... I'd hope the average is well into the merit side. This would be an interesting tidbit for reporting to the public - are Manitoba drivers becoming more better or worse overall based on our aggregate average merit or demerit level?

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Where do drivers start, who are new to the province but have held a d/l previously?

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I do not think the system is necessarily fair in that it doesn't address the base problems with rates now. The rates should not include liability insurance attached to the vehicle but to the driver. A driver can only drive one vehicle at a time so why are we paying for liability insurance on additional vehicles that are parked and not in a position to utilize the liability coverage. The second problem is the loss transfer issue which does not assess blame for the accidents to proper group of drivers. Take the issue of motorcycles and cars. The car group should pay all of the costs including physical medical costs for the motorcyclist if they are at fault for the accident. The smaller motorcycle group should not have rates based on personal injury costs unless the motorcyclist is at fault for the accident. If a car is at fault when it hits a pedestrian the car pool of insureds would pay for all the personal injury costs for the pedestrian even though it is inherent that in a vehicle/person accident the person is at greater risk for injury than anyone in the car. Same goes for motorcycles. These problems need to be fixed to ensure greater fairness in rates as well as good driving behaviour.

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I think drivers with a safer record should get a greater discount - if the driver already has 5 merits then should get 10 on your scale and it should be pro-rated to the number of years with 5 merits and given merits accordingly.

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Big improvement!

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I would recommend that those drivers who have had 5 merits under the old system for 10 yrs or longer start with +15 I think demerits for minor driving offense should be added at 1 demerit, not 2.

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I'm not sure about starting everyone who currently has 5 merits at 10 on the new scale - this means that someone with 20 or 30 years of accident-free / claim-free driving is at the same starting point on the new scale as someone with way fewer years. Why not start those with 20+ years of safe driving at a higher level and give them some added benefit right from the start??

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After so many years of having 5 merits I DO NOT WANT TO GO BACK TO ZERO and start fresh! DO NOT PENALIZE the good drivers by putting them back to zero with everyone else that is a bad driver. If you go to this system the merits MUST STAND at their present spot and have an opportunity to increase - someone who's 65 or 70 yrs old now won't have much of a chance to ever get to 15 merits!!! Age must be taken into account.

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New drivers are likely better than a lot of drivers on the road today (many of those never had to take a test). I can see the vehicle ownership being changed a lot--people will register the car in the name of the person with the best driving record (just like today)--the proposed system will not resolve this problem. This is kind of unrelated, but why isn't Legislation being changed so that MPI could pursue subrogation from liable drivers convicted of an alcohol offense?

---

The only unfair part of the system is if you can have 20 demerits one should be able to have 20 merits. And if a 20 demerit person is highly penalized, then the 20 merit person should be equally rewarded. A 25% discount is not in line with private insurance companies around North America. When one has shown to be a very minute risk of less than 20% chance compared to a poorer driver the low risk should be receiving a minimum of 45-50% reduction. If one area can be 45-50% lower (rural vs Winnipeg rates)

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why can't one driver be 50% lower in premiums. If claims are lower based on area, certainly claims are also lower based on driving pattern. Some one with 5 merits for the past 15 years is certainly worth a financial reward from their insurance company. It's about time MPI started insuring based on risk of the individual driving record. Some vehicles get into more accidents than others, but certainly a more indepth study would reveal the drivers with the accidents of the particular vehicles share some similarities, poor driving habits, speeding convictions, etc. The type of wheels do not dictate the manner of driving, the person in control (or lack there of) dictates the performance of the vehicle. Is a 70 year old female car buff with a stellar driving record being treated fairly when she registers her mustang convertible and pays 25% less than the 22 year old male with 3 demerits on a comparable car? Most private insurance companies would realize the 70 year old with 5 merits for the past 20 years is extreemley low risk. MPI has the start dealing with drivers of the cars. not just the owners. One can own a car have no other drivers and be low risk, another can be registered owner and the husband with 10 demerits is the principal driver. Is that really fair and equitable insurance practice, I think not.

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THE ONLYTHING I CAN NOT UNDERSTAND FOR THOSE DRIVERES WITH 5 MERIT POINTS WHICH ARE RECIVING THE HIGHEST DISCOUNT NOW WHAT WILL BE BENFICIAL?

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I feel that the Driver Improvement and Control Program should only apply to drivers who are on the demerit side of the new scale. Some acknowledgement of previous good driving behavior should come into play for this program.

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It looks like hight surcharges might be phased in for bad drivers so that they can changed their driving habits. I have been accident free for over 30 years what happens in my case?

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Right now, the system isn't fair. The drivers already pay their fines and more for their licence, then they lose the insurance discount. I have a fmaily member that has some demerits and got a seltbelt ticket 18 months after his last offence and was brought back down below the "dreaded" 12 points, which is when one may loose their licence and pay dearly once again. WHich is a whole other part. Driver without a licence in yor purse or pocket is not unsafe driving yet the penilties are high. This has nothing to do with at fault driving. Even the seltbelt thing is a little out of line or failing to signal when changing lanes. Some of these things are seemed to be a "cash cow" for the department. and very unfair for a young person whom is trying to get back on track. Right now it would take 24 years to clear off the 12 demerits. I really like the new ideas.

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Please consider people who move into the province. Currently, you only receive 1 merit (I believe) when you move here even if you have had 20+ years of safe driving or if you were a previous driver in Manitoba. It would be one more incentive to a prospective Manitoban if they knew their previous driving record would benefit them. And it should work the other way too, if a driver is really bad in another province then they should start with high rates in this province and not at the base level. I have moved in and out of this province 3 times due to job related moves. Each time I start at 1 merit despite that I grew up in Manitoba and took my drivers test in Manitoba (1968). I have more than 40 years of driving without an accident and I pay the same rate as my son who has written off 2 vehicles and accumulated a 'few' tickets in his 10 years of driving.

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Bravo!

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The maximum of 5 merits under the current system should be amended (when translating to the new proposed system) to reflect the good driving of those who have max'd out on the current system years ago and received no recognition for years of additional good driving.

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the amount of actual kilometers driven in a set time period should be a factor. ie: is a person who drives 5-6000k a yr with no infractions a better driver than someone who drives over 36,000k + a yr with a minor infraction? I don't believe they should be awarded merits based solely on time, but with regards to actual kilometers traveled in set period. Is it not said that practice makes perfect, Rest breeds rust? In an ideal world drivers should be reviewed with a written + road test at least every 5yrs. Have you seen how a lot of EXPERIENCED DRIVERS perform lately?

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The current system of freezing merits at 5 points makes no sense to me. I have not received a moving traffic violation for 28 years; and no at fault accidents in that time frame. Private insurance would reward my record with much lower premiums than MPI does currently. This is a better proposed system.

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I feel that this is only part of what needs looked at. The VERY HIGH cost of motorcycle insurance is nothing more than a rip off. Let the riders with the good records, insure for a "Reasonable" amount. With the high cost of gas, midsized and small bike use should be encouraged. My wife and I are in our 50's, rode for years and after a few years off, are just getting back into riding again. The cost is shocking.

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I am not sure how the accident or speeding, etc surcharges/points are applied. Does everyone get points or is there still \$200.00 charges on license renewals. does this affect my car registration or just my driver's license?

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people with long time good driving record are not given enough credit. The system should also take into consideration drivers that drive 100,000 km per year than those who drive 10,000 km per year ie. higher mileage driver would have more minor violations than a low mileage driver and not have any accidents, but have higher demerits. People on high mileage have log books to prove their time on the road. Time spent on the road should also be factored into the merit system especially people driving for a living.

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New driver should spend 1 year at -1 level to prove they are actually ready. If the first year is accident and conviction free, 2nd year they go to level 2 on the plus side. It is similar to what private insurance does, but on a much smaller scale, with much quicker recovery for good drivers.

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I agree with the methodology behind the proposed merit / demerit system. It sounds like you will be increasing surcharges - but it is unclear as to whether you are increasing the actual merit discount - you can't have it both ways - if you increase surcharges - you need to increase rewards - i.e. higher than 25% - otherwise having more merits - what difference does it make what the number is?

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Keep it simple and easy for the public to understand.

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The new Driver Safety Rating should include information whether the new system will change the insurance discount as well or will it remain the same. Often customers confuse merits with how much discount they will receive off their insurance i.e. 1 merit=5% and 5 merits=25% which is incorrect, will the new system increase discounts over 25% as well? Or will it remain the same.

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Ban all use of cell phones, texting, e-mails, etc., etc. while in control of any motor vehicle. Make it a high fine offence if caught.

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Sounds like a great new start to an antiquated system that we should have corrected years ago but any time to fix is better than no time to fix.

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For drivers with 5 merits & a safe driving record for a long time & it's easy to check, they should be given extra merits at the outset. Otherwise, it's not fair for them at all.

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It's about time you guys finally listened. People have been suggesting this option for years now

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The one thing I noticed is that the discounts are still topped at 25% off, Right now there is already a lot of people out there that has this, it would be nice to see good drivers get a better discount. The new system shows that there is going to be more penalties, but I do not see any greater incentives. Where it looks like autopac is going to get more money from bad drivers, which seems right, but I would like to see a better incentive for good drivers. Unless the vehicle insurance rates are going to go down??

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This should have been implemented years ago. As a professional driver I see the needs everyday of penalizing the wreckless and rewarding the consciencous driver. My only bad feeling is that like backpay in a new contract I wish I could get backpaid for all the incident free years of driving I have maintained. It is definately a step in the right direction. Thank-you MPI.

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It seems pretty fair and transparent. Severity of crashes might be factored in.

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2.) Some highway traffic violations that currently do not affect your auto merit discount should continue on the same as long as they do not directly affect the "money pool". 8.) I think that new drivers (having never held a drivers license from a reciprocal jurisdiction) should be subject to 2 years of a 50% faster rate of change. Meaning it the driving record stays clean it would allow them to be up to 4 merits at the beginning of there 5th year. On the flip side if they are found to not be staying clean then the cost would be greater. The entire premise of this proposal is dependent upon the value of a merit. This should be included in the presentation.

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I would like to see a clearer definition of what is thought of as someone "displaying high risk/low risk behavior. Is a courier driver with no accidents in the last 10 years deemed as a high risk simply because of the time on the road compared to the average driver??? How someone is termed low risk or high risk behavior in everything I've read on this page is extremely vague. And if earning 1 merit per year works out to the same dollar figure as earning 2 in 2 years then whats the point ?? And a system seriously needs to be worked on for the benefit of motorcycle enthusiasts. There are some very sound smart safe riders around that have been riding for years with no claims. They should be rewarded for that in ever

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decreasing premiums. Not gouged simply because they ride two wheels. They should actually be rewarded on top of that for operating something that is more environmentally friendly and one of the most fuel efficient vehicles on the road.

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Professional drivers should be judged separately when driving personal vehicles. There should be two licenses, one for private and one for professional vehicles. Professional drivers shouldn't have accidents...they are perfect...they can read the minds of every other driver out there...we've seen it all and know every speed reduction and every stop sign in every little town in North America unless you are in Texas where they don't reduce the speed for little towns.

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Why is there no comments on merits being retro active, or as usual we have to wait and see how much it costs first? I also would like to see, this garbage of the demerits dropped to one as well, if an accident occurs, or a traffic violation, at the rate of two, as it is now I just see another cash cow in the works and many good people with blemishes not getting a fair break. We as Manitobians pay too much already for insurance and if this program is a MONEY SAVER it will work, if not there will be a lot of un-insured people with vehicles on the roads.

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one concern, if someone has been claims free for 10 years and then has an at fault accident would they then drop down to the 0 merit rate. this to me would be unfair.

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In the absence of fair, competitive, drivers liability and motor insurance in Manitoba, your new initiative seems to be a better plan than the current one.

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Rewarding those who drive safely makes way more sense. But we need to ensure that those who drive poorly are pulled off the road and not given chance after chance to cause devastation. But lets also not raise rates because you are give out large discounts that is not what this had better come down to then really there is no difference. Also if you own a vehicle then do you really need to pay for a licence when you are dishing out at least \$700 - 800 to register the car can we not make it all one package.

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This would appear to be much better system for dealing with the merit/demerit system than at present. Recognizing the long term safe driving records is long overdue. Now it would be appropriate to deal with methods for determining autopac rates for Basic Insurance. The present method of grouping vehicles does not allow for individual lowering of rates based on the age and driving habits. Under the present system a vehicle becomes 1 yr older annually but because of the grouping system has an increase in basic insurance while decreasing in value. This means more chance of being written off while paying an increased premium. Doesn't seem right. Changing the merit/demerit system will partially address this but the problem with the grouping system is the root problem and should be addressed.

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15 years is too long to get the max discount on insurance, I would like to see it cap out at 10 years. You might have to give a reward of 1.5 merits a year to get the same effect on cost reductions.

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People who earn their living by driving should have a separate license, a chauffers or professional license if you will, so that mistakes in their personal lives don't affect their professional lives and vice/versa. Airplane pilots and cruise,cargo,oil tanker ships captains, whose judgement and

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responsibility affects up to hundreds or even thousands of people as well as delivery of dangerous cargos, are allowed to continue working and essentially are operating a vehicle much as we are, but can continue to do so regardless of their personal drivers license status. And not unlike them professional drivers such as cab drivers, bus operators, tow truck operators, limousine drivers, delivery drivers, couriers, cement truck operators, dump truck drivers, semi truck drivers and many I'm sure I've forgotten should have the same rights to continue earning a living in their chosen area of expertise regardless of the status of their personal license. Tying a person's personal license to their professional license is unfair and potentially penalizes professional drivers unlike any other profession. No other industry would consider taking away somebodys ability to earn a living based on the loss of their driver's license in spite of how it occurred as it has no bearing on their ability to continue to do their job professionally and safely. Work and personal time are separate and should remain separate for the thousands of people who make their living driving, put a stop to the potentially devastating loss of employment that can occur and the resulting possibility of losing ones home or being unable to provide for their family based on mistakes or poor personal life choices that have no direct effect on their ability to perform their work conscientiously and safely. Just as airline and bush plane pilots, helicopter pilots, fishing boats, oil tankers and cruise liner captains can perform their duties if they lose their personal drivers licenses, so should professional drivers. The ability to do so should be determined by their on the job performance and not their personal behaviour during their personal time. So please consider creating a two tiered system of driver licensing to separate our personal drivers licences from our professional drivers licences so as to prevent the continuing unfair double jeopardy we face just because we choose to drive on roads for a living instead of flying or boating, give us the recognition we deserve as professionals and separate our licenses so that it ensures us fairness and stability and minimizes the impact of mistakes that should remain personal mistakes, not family destroying catastrophies.

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I feel that MPI should look at an immediate greater than 25% discount for a driver with a good (no accidents) in the 10-20 year period previous to the new program. I think that would be fair to get an immediate rebate for such a good driving record.

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We have felt for years that safe drivers are not rewarded enough for their safe driving practices. We both have 5 merits, and have had for 30 years. We get no recognition for all the years of good driving, but would soon lose merits even for traffic violations that do not include accidents. High risk drivers should be penalized and safe practice drivers should be rewarded. Lets make it more appealing to drive safely.

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As a professional driver the most important issue for me is having one drivers license. Between work and personal I am behind the wheel about 10 hours a day, 99% city driving. My mother drives her car 4 blocks to Safeway once a week. We both hold the same drivers license but who is at more risk of becoming involved in a collision? It is a lot harder for me to collect merit points (I do have 5) simply because I spend more time on the road. I think it is about time that Manitoba separate personal driving licenses from professional driving licenses.

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I STRONGLY AGREE WITH MPI GIVING HIGHER DISCOUNTS TO DRIVERS WHO HAVE NOT HAD CLAIMS, ETC FOR 20 YEARS, AND THAT YOU ARE NOT GOING TO CAP THEM AT THE CURRENT 5 YEAR DISCOUNT. THEY SHOULD NOT BE PENALIZED AS SEVERELY FOR ONE ACCIDENT AFTER 20 YEARS CLAIMS FREE. I COMMEND MPI FOR TRYING TO MAKE THESE CHANGES THAT WILL REFLECT A DRIVERS RECORD MORE ACCURATELY.

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There should be an opportunity to recognize both good and bad driving behaviour into the scale based on driving record and driving record trends. For example, if a driver had on average 5 merits for the last 20 years, that should be taken into consideration. If the same driver had one at-fault prior to the introduction, the two merit loss would be disproportionately heavy-handed. Other scenarios for a demerit trend should also be considered.

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If accidents are going to stay assessed at no fault the system isn't going to work. Right now you loose a merit plus pay \$200. If you carry this over what's the point? I would think having a merit to loose to saves you from paying any money. As for traffic violations. If you get a speeding ticket or camera ticket, if it doesn't affect your insurance don't count it into the system.

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It's about time!!! I also feel insurance should reflect the price of the vehicle. I have a 2000 year car worth around \$3,000. The insurance is \$1,100. That is almost half of what it's worth. It's not worth it, but because I can't afford a new vehicle I'm stuck paying the ridiculous amount.

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Out of province drivers who move to Manitoba should receive credit for good driving records in their previous home province or state if records are available. To have them start from zero if they have had a good driving record seems unfair.

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I have had my license 10 years, drive thousands of hours a year and still have the same consequences that somebody who drives very little ( usually incorrectly and dangerously) do. My hourly log should allow me cheaper license and autopac rates based on the number of hours driven. Also those with higher class licenses make much larger driving decisions, more frequently and should be rewarded for their increased risk of those larger vehicles pose.

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I am most definitely in favour of this proposal. The only problem I have with the proposed system is with regards to the phase in of both low and higher-risk drivers. Many of us have been claim and penalty free for decades yet we would be phased-in at +10. Why not a more immediate benefit to reward our driving history. On the other end of the scale, higher-risk drivers have a proven history of claims and penalties yet would benefit from a phase-in. In a sense higher-risk drivers are getting a break while drivers with a proven history of good driving receive no benefit beyond that which was available to them in the old merit system. New drivers starting at the base level is appropriate. Reward needs to be earned.

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I hope MPI goes back to review the drivers that have driven for years and have been held at 5 merits and give credit for those years

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It appears MPI has finally addressed this issue. Now we need to see if it will actually work as fairly as the presentation says. Often things work or seem better on paper!

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It would be nice to see the level of discount as the merits increase and also to show were a driver with 5 merits now would start on the scale and the level of discount.

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I have had my licence for 10 years, I believe we should receive retro for our merits. I also believe that we should receive higher reductions when we reach 10 and 15 merits on our license and insurance rates. Why should I pay the same as someone who has 5 merits when I have 15?

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What I have not seen anywhere in this scenerio is what kinds of decreased rates, as a percentage, are you suggesting as we move up the merit scale? I have right now 5 merits, and to instantly receive 10, and stay at the same 25% discount is not a "benefit" as I see it, aside from the extra merits. Having said that, what good are the extra merits if at some point I had a driving violation which based on your current model, that would carry stiffer penalties, meaning I would be losing more merits, so really I have gained nothing the way I see it, smoke and mirrors. If you can show in your model they discounted rates for these extra merits, in my mind, that is where the incentive lies. If you can show us what the model looks like (eg: 30% for 12 merits), to me that determines its benefits. If insurance costs overall rise, or drivers licence fees, we receive 10 merits automatically for those of us who have 5 already, but see no further "instant" discount, I fail to see the value. On another but similar note, I hate this 2 piece drivers license, it is a waste of paper, why not simply have all information on the one card?

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I think that if people get moving violations then they should forfeit their merits as they are driving badly. With that said - higher rates for the poorest drivers will result in an increase of hit and run accidents like the one our car was involved in.

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It's about time the good driver's get higher discounts for safe driving.

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I feel somewhat cheated by the new system. I have been driving for over 30 years and have always had 5 merits now how am I being rewarded for that if you just change my number of merits to 10 and I don't get any additional discount but remain at 25%.

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The type of vehicle, how it is used and where it is used should all be used to assess risk and the corresponding premium. Driver characteristics should also be considered when assessing risk and the corresponding premium. If 50% of accidents are caused by those in a certain demographic whether it is age or sex this should be incorporated in the assessment of risk and the corresponding premium. If for example there is data to substantiate that 50% of accidents are caused by a certain demographic, in essence you are punishing another demographic by not taking this into consideration in the determination of premiums. I'm a 28 year old male. I can tell you without a doubt that I along with many of my friends are now more defensive, careful and safe drivers as compared to when I was 18. Higher surcharges should not be phased in. Again if you are going to change the system so that risk/premiums are based on driving behaviour why should those who are less risky pay more so that risky drivers can "get used" to driving properly? That is not equitable. If someone is driving dangerously then they should pay higher premiums to cover the costs associated with their risky behaviour.

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Why do the extra merit points not be retroactive to the drivers that have had 5 merit points for many years. I have had 5 merit points for about 20 years.

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Why are Insurance Discounts on you vehicle base on Merits. Shouldn't they be base on any accidents you have. If I have an accident, I pay more, if I don't have an accident i pay Less. Or is that to simple to understand. Also, what does the "driver's licence insurance" cover?

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Just wondering what happens when, I am the person who registers our van, but my husband was driving this summer and got a speeding ticket via a camera in Winnipeg. Would that affect my autopac??

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I think this is a great idea!!! It only makes sense that bad drivers who speed and cause accidents are the ones that should be paying more for insurance and good drivers should be rewarded. I also like the 1 merit per year instead of 1 every 2 years. It will help reward bad drivers who change their ways climb out of the hole quicker (and thus motivate them to continue being good drivers) as well as good drivers who make a mistake and get a ticket.

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new drivers should start at below baseline as they have not proven themselves to anyone as yet! As for drivers with 5 merits getting 10 points but still only getting 25% off needs review as since 5 was the top... at lot of drivers including myself, deserve a better percentage than what we previously earned in the old system. I for example earned my 5 merits more than 10 years ago my points should be 20 and 50% off my insurance would be more to my liking. For example I pay over \$900.00 for a 1996 Geo Metro with 460,000. miles. If the car is totalled I would not even get my money back for the vehicle. I realize there is more to it like personal injury etc etc but I know people who own \$40,000. new Lexus is only paying a few hundred dollars more than I do. Where is the justice there???

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The merging and simplification of the current merit/demerit system and its proposed increased penalties and surcharges is a long awaited move in the right direction; however, the proposed model does not address the considerable flaws or loopholes of the current system which is often applied unfairly, and inequitably and often unrelated to the driving record. In Manitoba, it is possible for a person with a poor driving record to jointly own a vehicle with another person and avoid premium penalties on their vehicle or drive another persons or family member's fully discounted vehicle without penalty to the vehicle owner. These "unpaid" premium surcharges increase premium costs to those Manitobans (with or without discounts) who continue to register vehicles in their own names. Adjusting the current system by adding additional merits or demerits is not sufficient. It must undergo fundamental changes which may require legislative amendments to affect how accidents and poor driving records are reflected in vehicle insurance and drivers licence surcharges. The current merit/demerit system has considerable loopholes and is applied unfairly, and inequitably, often unrelated to the driving record. For example; lets consider two persons with the same driving record and equal demerits. Each will have drivers licence surcharges, loose their discounts and be subject to a 33.3% premium increase. (a 25% discount is actually a 33.3% penalty. It is here, with the vehicle premium surcharges, where the penalties are applied unfairly. On one hand, the tradesperson, owning a 10 year old family sedan and an equally aged Econoline van, required for his trade, will pay about \$540 in additional insurance fees, over and above drivers licence surcharge. By contrast, a more affluent, retired person with a new 2008 Chevrolet Impala, required only for pleasure, pays about \$260 additional premium. Furthermore, if a person has no vehicle registered in their name at all, they may continue to drive another family members or employers fully discounted vehicle with no additional cost other than the drivers licence surcharge. The high risk driver may also avoid drivers licence surcharges as well, by simply cancelling or not renewing his or her drivers licence and waiting out the surcharge period. The fairest way to resolve these discrepancies is to place all premium penalties and surcharges onto the drivers licence and leave vehicle insurance premiums as is, which is, essentially the basic discounted rate. (according to the age, value, territory and use of the vehicle etc.) As well, drivers should have to remain licensed during the surcharge period, in order to demonstrate that they have improved their driving habits, before demerits and surcharges are removed. Such a system will result in shifting insurance premium penalty charges to higher risk drivers with poor records, but all drivers with similar records would pay an equitable surcharge, not one related to the number or value of vehicles owned.

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I have read your proposed new merits. But what is to stop the people who drive other cars registered in someone else's name for example if I'm a bad driver and I use someone else's car who has a good record. How does this affect the car's insurance. I know my driver's lic would go up. But is it fair to the reg owner to pay more? I think if you are not on the car's registration you can't drive it or if you want to lend your car to people you should have to pay extra as I think it's like that in ONT. As it was back when I lived there. As you know in ONT you pay for your lic and there is no insurance on it like here it's just a lic to drive....

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As an accident free driver for close to 60 years, I have always thought that good drivers were not recognized enough. This new deal looks very good - one of the best parts is the elimination of losing all 5 of your merits on just one incident. I have always felt that was totally unfair. Adding one merit each accident free year is more like it. I also like the part about reporting to each driver on renewal of his / her license, what their merit rating stands at.

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I like where you are going with the new system. I've been driving for 23 years and this year was my first accident. I found it very upsetting for me. I know that for me I have to be more careful. I find that some people don't watch what they are doing at times because of cell phones or other distractions around them. I wish that could stop. When I was in the accident this year for the first time Auto Pac was great to deal with. Even the police were wonderful when I made the report. I learned a lot only after it being my first time. I hope for me that it will be the last time. I find certain times and areas of the city to be more dangerous than others. I think Auto Pac should look into that as well. Where I had my accident outside of work I have seen many accidents on that area of Notre Dame then anywhere. I think maybe something should be done to make that area more safer to drive in. I find there is road rage at times on the road. It's not always the younger people who are doing it. After 23 years I would like to say that someone can make a mistake and it doesn't mean they are bad drivers all of a sudden. I wish the merit thing for me had been changed before this time to give credit to drivers like myself. I think that people who complain about what they pay in premiums here in Winnipeg should live in BC or Toronto and pay insurance there. Then they would have something to complain about. Overall I think there is more good drivers in Manitoba than bad ones. I think we should do something about kids riding their bicycles on the road. Last week I had someone go against the light at an intersection and I stopped but another driver who wasn't paying attention yelled at me instead of the kid on the bicycle. Did the other driver expect me to hit the younger person on the bicycle. I'm glad Auto Pac is asking for our advice on this matter. I think the only people who won't like this system are the ones who aren't good drivers. Who knows maybe it may turn bad drivers into good ones! Hope this will help things out.

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While the changes to the system seem positive they appear to be very minimal in my eyes. There is no discussion of what the future changes in increased discounts and surcharges will be. The concrete changes seem to be mostly cosmetic. It's not clear if the merit system would remain capped at 10 or for how long. It's also not clear what the discount schedule would be. It seems all that's really changed is the merit scale and rate of earning them.

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My only concern would be if there were no other vehicles involved in an "accident" that would be better categorized as an "incident" i.e. a parking lot bump into a wall or post with no real speed as a factor. One person that is at fault but not as a "risky" driver. Stuff happens to all of us and if it is not deemed to be a serious event, would demerits still be applied?

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This does not address facts that are available that show that drivers over certain ages are safer and matured. Further, this does not address individuals who drive for a living, and log a lot more hours behind the wheel than drivers who drive to and from work and only with pleasure insurance. If I left my car parked in a garage and only drove it on Sundays, I earn the same as someone who drives daily, for example for 8 hours a day in rush hour traffic, and all types of weather conditions. Further, why are bicycles not required to be licenced and insured, like any other vehicle on the road? These modes of transportation are known to cause traffic issues, and yet are given right of way. If a cyclist clips a car there is no way to get the owner's name or address, as they are not required by law to provide such information. If the bicycle is licenced and registered then the last known owner would be held accountable, such as when a vehicle is caught running a red light or photo radar camera. The registration and insurance can be used to improve specific paths for the cyclists to ride on. Is there not part of the gas tax, that all motorists pay through their gas tank, and insurance rates that are used to build and maintain the roads that vehicles drive on. I believe that this government should be rethinking their insurance rates for safer drivers and those who protect their autos from theft. I still do not understand why there is an insurance on a driver's licence when it has no type of affect on accidents or costs to the owner. Further, I believe that the system for applying fault to an accident needs to be revisited, it is too simple for MPIC to apply a 50/50 to accidents and force motorists to pay to fight their case in court. I believe that a system of appeal should be set up where an owner could challenge the decision. The system in place now is out dated and useless.

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Hello, I've had 5 merits on my licence for 25 consecutive years. Therefore, the proposal to benefit safe drivers is a very good idea, however, long overdue. I propose that the new system take effect retroactive to the beginning of the implementation of the Merit System or at least to some degree, to benefit past 5 merit licence holders.

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What about us folks that have been stuck at 5 merits for many years?

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Drivers with a good driving record coming from another province should be able to bring their merits with them.

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I didn't read about amending the current policy to eliminate the merit deduction upon an accident. With the new system, I would like to see a pro-rated system in place whereby the merit deduction would still be in place but with an appropriate penalty to reflect the fact that there are still merits. After many years of incident free driving, it's absurd to punish someone for an incident while they still have merits.

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I'm glad to see that there is recognition for years of safe driving. I was concerned that everyone would restart at "0", and am glad that my years of safe driving will be recognized instead of my premiums supporting the unsafe drivers.

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If you are able to gain only one point per year, what would it cost for points on a speeding ticket or an accident which I think is 2 points now but takes 4 years to get back. That was a bit harsh I thought.

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I know that it might be expensive, but why can't professional drivers have 2 different licenses? one for work (professional driving such as bus drivers, limos etc..) and also hold a regular class 5 license. Because things that happen with your regular license should not affect your license for work. Without your license then you will not be able to work and support your families, if you are a professional driver.

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Looks like an excellent program who's time has come. Good Luck with the project...

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There needs to be a grandfather clause for this to allow for those drivers for, say, a period of 5 years. One merit for each year of no at fault accidents or traffic violations so that the effect of one's good driving would be felt immediately. No need to penalize bad drivers, their continued habits will show up soon enough, but for all of us who have been sitting at the maximum 5 merits for 10-20 years SOMETHING should be recognized.

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The 24-hour suspension for an alcohol reading of 0.05 is unfair to those of us who imbibe alcoholic drinks in a responsible manner, and therefore, there should be no penalty for such activity entered into by a driver. The 0.08 standard for impaired driving needs to remain as is, and not tampered with. Severe impairment could just as easily result from a difficult day at the workplace, etc.

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I think that the severity or cost of the claim for an at-fault accident should be taken into account for the loss of merit points/discounts. In over 30 years of driving I have had only one claim for a small parking lot fender bender (about 10 years ago), but the penalty was the same as if I had caused an accident costing many thousands of dollars. I talked to someone at the booth at Kildonan Place and I believe he indicated that there would be less of a penalty for someone who had many years of claims/conviction free driving for an isolated claim than for someone who did not have such a blemish free record. I think this is a very good idea. But, as indicated above, I think there should also be some graduated penalty for an at-fault accident depending on the cost of the claim (eg. claim costing \$20,000)

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I don't agree with the 0.05 alcohol provision, if you aren't charged with DUI why be penalized? I would support lowering the DUI threshold to 0.05, or even lower, for everyone, but I don't feel that autopac should be penalizing people that the law doesn't. I've never been charged with a DUI nor have I ever had the 24 hr suspension, but I view the 24 hour suspension as a sort of warning, if the law is alright with warning a driver, why would autopac see the need to further penalize. I would also be in favor of more leniency for people that get only the occasional ticket. I haven't had a ticket for many years and feel that if I were to get one now it shouldn't impact my insurance. Another concern I have is that I'm not sure when the year begins and ends, for calculation of these merits. What is the potential saving on autopac beyond the 25%, How will it be determined where people are placed on the new scale, if I have 5 merits and several years of good driving beyond that I should be placed ahead of someone just only just achieved his 5 merits.

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if you have had 5 merits for years ,with this new system would you go to 15 merits or remain the same. if you remain the same at 5 merits, you would only get 1/3 of the discount. this is a step backwards and a money grab. please reply thank you.

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As I didn't see any info on new MB residents - I don't feel it's fair for a new MB resident to be placed on the base level of the scale if they can prove they have been convictin and claim free for yrs.

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I think an adjustment to the merit/demerit system is long overdue. Giving drivers feedback each year of driving is more of a reinforcement and reward for good drivers. Even for drivers on the demerit side of the scale, they would feel they were moving in the right direction if they could move up the scale each

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year. Allowing good drivers to go beyond 5 merits is brilliant - that is the biggest complaint I hear from friends & families, being limited on the reward side but not on the punishment side! This proposal will address that complaint!

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no comments sound very good to me

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Under the current system, drivers with ten years of safe driving would have five merits. This would now be ten merits. Should drivers with twenty or more years of safe driving not be at 20 merits giving that driver a larger discount. Also, how will a person who does not own a car be penalized the same as a person who has a vehicle registered in his/her name?

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With the integration of the new system - I find it totally unfair that a driver that has driven for many years, with no convictions or at-fault accidents, starts at 10 merits & has to work their way up to 15. These people have already proved their good driving skills & if their driving habits do change they will still be penalized accordingly. These people with excellent driving records for many years should start at 15 merits - why penalize them?

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I feel stiff penalties should be imposed for drivers who directly cost insurers money. Being a driver with a few minor traffic violations and 0 at fault accidents in 14 years I feel I am unfairly penalized. I do understand why you consider I may be a higher-risk driver, however I am appalled that I am lumped into the same category as drivers who have multiple accidents in a year. If you must factor in traffic violations such as minor speeding infractions, perhaps you need to determine a system where that is multiplied against your at fault accidents. ie - if you have 2 speeding tickets and have 2 accidents, clearly you are a bad driver and should get docked more demerits than a driver who has 8 speeding tickets but no accidents. I also believe that any claim a driver has should be what effects their insurance rates. I am not sure what the current system is, but I believe your vehicle could get stolen 10 times a year and your insurance rates do not change. If this is true, those of us who take necessary precautions to avoid auto theft should be rewarded - ie for living in low risk areas, having a garage, having an alarm, etc. I do not believe that all drivers should be treated equally. I see white knuckle drivers going 20K under the speed limit that should be paying higher premiums. These are the people who cause accidents but never get penalized for it because they are seemingly good drivers. The fact is they cause others around them to get in accidents. I do not believe that penalties need to be stiffened for driving with blood alcohol of 0.05. You have done enough to discourage drinking & driving, any more penalties is simply a money grab. The laws as they are destroy peoples lives because they had a couple drinks. If any penalties need to be increased, it should be on the other end of the spectrum - ie, blood alcohol over 0.20. People driving in an extremely impaired situation deserve to face stiff penalties. A person who may have 1 too many drinks that pushes them over 0.05 or 0.08 should not be treated as hardened criminals. With the proposed system it appears that drivers will start off in the mid range of the merit system. This makes absolutely no sense to me - if a driver has earned 5 merits and has many years of claim free driving, they should be started at the maximum. Again, this should be based on accidents / claims NOT driving records. MPI has become too integrated - you are an insurer, you should not be Judge, Jury, & Executioner. If you want that role, insurance should be privatized. In summation, the new system needs to factor in your driving ability. More weight should be put on years of claims-free driving, with less on minor traffic violations. Thanks for allowing me to voice my opinion.

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It is basically the same system worked into one in a lot of ways. Is there going to be one accident without a surcharge. Is there surcharges? Accident still going to bring a \$250 dollar charge if a vehicle is not insured in the persons name? Unfortunatly for you, and I am sure you do not even realize, you have a reputaion of being scum sucking liars. I do hope your attitude changes but unfortunatly again that

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might only change with competition. Guess the \$700 a month for basic bike insurance has me going - how you gonna [EXPLETIVE DELETED] me now????

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I strongly disagree on applying demerits to a 24-hour suspension. a driver has not been convicted of anything so demerits should not apply. the suspension should be used as warning device ONLY.

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I believe our current system offers reasonably priced insurance premiums. I believe that all new drivers < 3 years experience should have a limitation on the horsepower of the vehicle being operated, this step alone would significantly reduce the frequency and cost of both single vehicle and multi vehicle collisions.

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Starting level should also be based on test results, lower score makes for lower start, etc. Long term good drivers should be rewarded considerably more than currently. I have been a safe driver, max merits for 30 years, and yet I save no more than someone with 10 years. I think that FREE drivers licence every year, once reached 10+ years, plus discount on registrations. Repeat high risk offenders be penalized 100% + on their registrations, and 500-1000% on their drivers licence, minimum.

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If I've had a decade or two of accident/violation free driving, I don't want to start at the same position as the person who's had several accidents or violations in that same time period. That would be punishing me so the high-risk driver doesn't have to face the consequences of their choices. I'd also like to see a system in place that allows a person who drives fewer than a specific number of kilometers per year (perhaps 8000-10000km) have lower premiums. This would require the insurance agent actually verifying the odometer reading when insurance is purchased. I don't believe there are a significant number of persons who tamper with their odometers.

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I think there should be greater reward for having gone without incident for many years. I know a few people who have had 5 merits for many years-10 and greater and really there is no reward for that!!! They get into a minor fender bender or Get a traffic ticket they still get imposed with a surcharge plus a couple DEMERITS. To me if you make it that long you should sort of get a Freebee!! Like no Demerits or Surcharges for a Traffic Ticket or minor fender bender. Hiking up the merit numbers to 10-15 doesn't mean much to me if the actual rewards don't go up. I still do see anywhere what the actual rewards might be.

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High Risk drivers should not be phased in, they should be penalized immediately. This should either fix the problem or move it to another level which then becomes another offence for driving while suspended. These type should also be delt with. New Drivers, they should get some kind of brek if they participated in a drivers eduction program, either the issuance of a couple merrits under probationary controls but they should get rewarded for taking the steps to be a better driver from the beginning.

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I have been driving for 30 years, have 5 merits and have had them for as long as I possibly could: no at-fault collisions, no infractions, ever. Why are drivers with 10 or 20 demerits allowed to drive? Why does MPI try to make collisions 50-50 rather than weighing probabilities as an insurance company should? One problem in the current and proposed systems is that a driver with 10 demerits, or no license is assumed to be as believable as a driver with 5 merits. And as you discussion paper mentions, why are good drivers penalised for the sake of 'fairness' to the system.

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I have been an accident-free driver since 1979. The "rewards" MPI have given me do nothing to motivate me; my excellent driving record is at my own accord. You need to offer all drivers MONETARY rewards: The world operates on this? Yes, it does. How? No accidents do NOT equal reward of "one free accident". I laughed at this and so did everyone I shared it with. What will motivate people is MONEY. Make it simple. Excellent drivers deserve next-to-nothing costs for insurance and the rewards decline from there. Cuts to insurance by a percentage, each year, they can be totally accident free. Variances to that, depending on how their driving year went, according to insurance/accidents. Seriously, what do you desire most from any program? Safeway: the savings card; clothes: sales; trips: discounts; etc. IT ISN'T ROCKET SCIENCE. You are punishing people and taking money, even when they do well driving. People are NOT motivated by that. Motivate them with savings. It is simple psychology, common sense and with today's skyrocketing economy, try it. You will be surprised. Just try it. [I'm] 29.5 years "accident free" driver & not impressed with your system.

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If a person has 5 merits on the current system and has had for many, many years. I don't feel it is fair for them to start off on the new system at the same rate that a person does who has 5 merits and has only been at the top level for a much shorter time length. I think that the longer a person has been able to remain at the top merit mark without losing any merits for any reason, should now with the new system be rewarded right from the beginning, and not have to start at the same point as someone who has 5 merits but has only had them for the past 3 - 5 years. This would truly be the fair way to implement the new system.

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You should think of changing the insurance structure for International license holders. As their insurance is frozen, they have every incentive to accumulate bad driving behavior and take the responsibility of accident on their shoulder.

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I would suggest that placement on the scale would be based on your current record - that is, if I've driven safely and without incident for the past 10 years - then I would be placed on the 10th level.

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Rewards should mirror surcharges to ensure a steady revenue stream from premiums. The best drivers pay little, the worst drivers pay more to replace the loss of revenue from the best. How about special rewards for those with no violations or at-fault collisions for 10, 15, 20, or more years? For example, after ten such years, waive insurance premiums and licence fees (not admin. fees) for one year. Repeat in 5 years if the driving record is unchanged. Recover the loss in revenue from the worst drivers with multiple infractions and/or at-fault collisions in a year. I haven't burdened the system at all in 30 years of driving. I think that deserves more than the 25% annual premium discount (which I've learned many people receive for just 5 years free of at-fault claims). Also, if the worst drivers are given "time to change their behaviour" once the new system kicks in, wouldn't the best drivers deserve some up-front reward rather than being slotted at the merit point where nothing changes for them? Otherwise the worst catch a break, the best get nothing. Seems to run counter to the intent. Lastly, can the annual renewal statements highlight what will happen if the driver's behaviour changes in the next year? That is, indicate that if they earn a merit through good driving behaviour (and all else being equal) their annual renewal costs would go down by X. Conversely, poor driving behaviour that results in 1, 2, etc. demerits would see their rate rise by X. This gives people the incentive to change - which is the whole point, right? Three suggestions, but generally I'm very pleased to see MPI doing at least this much.

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If the new system is implemented, then drivers should start at a level that reflected their driving behaviour from the previous system. People worked hard to drive safe and earn those merits, therefore they should not be taken away.

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I think that the new system is great for someone like myself who has never been stopped and has 5 merits. It is always nice to give people a way to save money by modelling good behaviour.

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I system appears it would work better, I like the fact of one merit per year this seems very fair...I consider myself an ok driver, I have had a bit of trouble (accidents) but I would like to see the bad drivers have to pay for their actions, and if you are ok right then you should get rewarded, HOWEVER, my only issue is with SENIORS, I think there should be some kind of manatory retesting once an individual reaches a certain age thankyou

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While I'm in agreement with the ideas for revision I think more needs to be done to address some of the "unfit" vehicles that are on the road along with those vehicles that have been altered with nosiy exhausts, lift kits, aftermarket high intensity lights, etc.. A lot of these vehicles are NOT restored vehicles nor just older vehicles. They often include newer model year vehicles that get neglected or modified just because someone has a desire to do so. Without making vehicle inspections manditory there should be a way these deficiencies/modification should be affecting whether or not a vehicle conforms to applicable Canadian Motor Vehicle Safety Standards (CMVSS) before license plates can be renewed. Back to driver's licenses: Why is it that Manitoban's must renew their license every year?? Why aren't longer terms considered like those in some other provinces (perhaps 2-5 yr terms)?? Other than these concerns I'm relatively happy with MPIC.

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I love the new proposed system! People who have more accidents should have to pay more!

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If the new system is rock hard on street racers, I would have no objections at all.

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Please reward good drivers more. Perhaps a 50% reduction in premiums. Penalize poor drivers more since your costs are because of them and they just might decide to become better drivers like the rest of us.

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It is very difficult to offer constructive comments on this system. This presentation was very basic, and provided few details. I agree with the complexity of the existing system and the need for change. One of the keys with a new system however, would to reconize drivers that have had excellent driving records for many years and are unfortunate to have an accident or speeding ticket. At one time drivers of this type would lose all their discounts!

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Those of us who have been stuck at 5 merits for years look forward to the increased rebates. The only point in the discussion paper that is excessive is the idea of 5 demerits for driving with a blood alcohol level of between 0.05 and 0.08. Five years of punishment for driving after only having 2 drinks is too much, especially in rural Manitoba where taxis and public transit does not exist. 2 or 3 demerits seems more reasonable. Also, for those horrible drivers that end up with the maximum 20 demerits and then earn more demerits, what happens to them? I hope that they would lose their licence until enough years had passed for them to be back to only 20 demerits.

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No where do you speak of what the discounts or penalties will be in actual dollars? How can one fairly rate this proposal without knowing the actual numbers behind it? For example will the current 5 merits = 25% discount on your insurance now be 15 merits=25%, or will 15 merits now be 50% discount on insurance? This is important because what once would take a new driver 10 years to get the full discount, could possibly take 15 years. Once again, how can the public rate this system without know that information?

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I want to have the same discount I have now on the new system.

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Drivers who have 5 merits and NO accidents should get the FULL number of available merits in the new system right now. They should NOT have to start somewhere in the middle!

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There should be a large discount for good safe drivers of 50 and over.

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the surcharges are already a ridiculous amount. there is no need to raise the cost for a surcharge.

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Some drivers have gone YEARS without a black mark and the proposal to start these drivers at 7 points does not seem fair. Such drivers should be at a higher level of merits under the new system.

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from what i listened to in the presentation i like what i heard, however after having dealt with the government in both personal and business related items over many years,(autopac included) i would hope that the system can truly be implemented in a simple and transparent means. sorry for the negativity but after having so much grief plating my vehicle to run interprovincially and having to abandon autopac for insurance costs reasons i am somewhat leary as to the ability of the system to work effectively

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The system as you now propose uses incentives for good driving habits to be rewarded incremently in a monetary fashion. For the drivers that continue bad driving habits that may jepordize public safety I feel that MPI should request from the government futher driving education courses. These courses must be paid out of their own pockets . This way they will be penalized not with just paying higher premiums they must also prove driver competency by passing a driver course . The educational component already exists in the MPI driver education courses in the high schools all MPI has to do is mandate that these poor drivers must take them under some type of criteria. Thank you A "5"merit driver

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The way i understand it the new system seems weighted to insure that average drivers would fall into the lower side in order to collect the highest revenue. To have one minor moving violation negate 2 years of safe driving just doesn't seem fair!

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How will "no fault" insurance work? If points are applied, then there must be an at fault driver. Is the court assumed to be the arbitrator as to "Fault". Could it be possible that a person was not even in the car but the car was in some accident and points would be applied via the "shared" responsibility for the accident?

it is unfair that safe driving merits gained per year do not equal \*at the\* the minimum negative merits for the most minor infraction

What about ridiculous motorcycle rates

Allow other insurers like the US has to compete in the auto insurance buisness, would create a fair sytem

This program will cost thousands of dollars to implement as well as a large amount of man hours. This is unfortunate that in all the places the government could invest tax payer dollars, they sink it into more policy making and needless paper trails. I believe that this is program that will hinder more Manitoba drivers than help "safe" drivers. The people of Manitoba allready have no choices in their choice of insurance and MPI has too much power in making decisions that affect peoples lives, such as deciding who does and doesn't drive. This should be left for our legal system to decide.

I cannot comment on the fairness of the system until I see how many merits and demerits are assessed and deleted, especially the demerits for accidents and traffic violations.

Each accident claim should be looked at for severity and then surcharges/demerits applied accordingly. For example, a minor fender bender (backing your vehicle into another vehicle in a parking lot) should not carry the same penalty as someone crossing the yellow line on a highway and killing the occupants of an oncoming vehicle. Drunk drivers should be prosecuted as criminals when involved in a collision where people are killed - no questions asked. They chose to drink therefore they are responsible for the outcomes of their behaviour - period. I have had friends killed by drunk drivers and what happens to these clowns? They get the bare minimum sentence because there is always a lawyer willing to defend these people. What an insult to the suffering families!!

I really do agree with the new system. I definatly think that earning 1 merit/ year as apposed to earning 1 merit every 2 years makes more sense. It give people more incentive to be better drivers, knowing that they will be saving more money on there car insurance.

I think we should start where we are now on the scale for merits. If you are at five, you should start at five, it would be reward for good driving. I think that would be fair.

it has to be done on a person to person scale i have had 5 merits for the last 10 years or more

Exactly what Manitoba needs. Very impressed with the new system!

Good drivers like me should be rewarded

Would it be fair for all new drivers to start at the base level at the scale?

- I believe that an 18 month collision free, traffic offence free period be instituted if they have only 4 years of driving experience. Statistics on road safety related to new driver stress that five years is optimal for novice motorists to be on par with other drivers.
- 

Is there anything else you would like us to consider?

- 1) How will new or experienced drivers from other provinces/states be treated if they are good drivers
- 2) How will Manitobans who are good drivers being treated
- 3) Will people still accumulate merits for having a licence and renewing it, but never driving an actual vehicle. This occurs all the time in the present system
- 4) Will driving instructors, couriers, taxi drivers, bus drivers, professional truckers and other frequent drivers be rewarded if accident free. These drivers are out in many road, weather and traffic conditions and for the most part driving well.

## Appendix C-2: E-mail responses

**The following comments were sent to the special public consultation mailbox, DSRconsultation@mpi.mb.ca. They are reproduced here as written. Salutations, subject lines and identifying information about the senders have been deleted.**

I like the slide show, it was very useful.

However, I would like to say that we don't go far enough or fast enough to recognize our long term good driver. Please see my comments below:

I feel that long time drivers that have been at the top of the merit program for many years, should be given a better rate, higher than the 5 on the scale at the beginning of the new system, once it comes into place. You should be recognizing people by moving them up the scale not leaving them at the 5 they currently have. I have been driving for over thirty years and have had 5 merits on my license for over 15 years and feel that I should be recognized more quickly in the new program for my excellent driving habits.

---

This is a great idea!! One suggestion is that since I have been a professional driver and driving an estimated 100,000 miles per year for over 30 years and have not had a driving infraction or accident, I feel that the merit system should be retroactive for the more careful drivers. I hope this will be considered.

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The question that will come into the consumers mind is What percentage of increase or decrease would be able to obtained by this. This is not given out in the survey . As a consumer of a product the power of knowing what one can save by being a better driver would help by giving out the discounted rate on the survey . Also we all know the driver of an insured vehicle that they are driving and is not their own how will they be effected. Will it be the same only the driver getting the demerit or will the owner lose demerits on their insurance as will if found at fault in an accident or other infractions , will be another question asked. Yes the consumer will agree to being able to obtain a higher level of discount for better driving and also agree to penalizing the poorer drivers. But in fairness to our consumers needs the discount rates or rewards should be divulged in the survey as an example for them to see the advantage to being a better driver. Thanks for your time.

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My feedback is not on the DSR program, but is rather on the discussion paper itself. As a member of the DSR team, I am very familiar with its principles! In general, I like the discussion paper and feel that it correctly and fairly represents the DSR program.

One point that I feel is quite important: The discussion paper mentions "demerit surcharges" and "surcharges" under the DSR program. There will not be any surcharges in DSR. There will be Additional Driver Premium and Adjusted Additional Driver Premium (ordered by Rates Appeal). The DSR team feels this is an important distinction between the old system and the new system. A surcharge under Bonus/Malus has a completely different meaning (one time penalty for infractions or claims) than the additional premium in DSR (additional premium payable over a number of years based on a sliding scale).

Thanks very much.

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Although I agree changes are needed, I believe this system has taken the wrong direction. We should be DECREASING penalties NOT increasing them.

Manitoba Public Insurance was created in 1971 because the PENALTIES imposed by PRIVATE INSURANCE COMPANIES made insurance not affordable for ALL Manitobans. The high cost of insurance resulted in many Manitobans driving on our streets with NO insurance. Our most important MANDATE when MPI was created was to make insurance affordable for ALL Manitobans instead we have recently begun to follow the Private Insurance philosophy of excessive penalties making insurance unaffordable for many Manitobans !!

There are already far too many drivers driving with suspended driver's licences or no licences at all never mind all the UNINSURED vehicles driving on our streets today due to the present high level of penalties !! This was NOT the case when the risk was spread equally over all our drivers and penalties were affordable.

It is inconceivable that we are considering increasing penalties even higher for Manitobans who already can't afford to pay the penalties we presently impose. MPI is not a private insurance company and originally was never intended to become one ! Our mandate was to protect ALL Manitobans not just the good drivers !!! It appears MPI has become too PROFIT driven and we have forgotten WHY our company was created.

I also do NOT agree with MPI setting itself up to be above the law... the legal limit for driving with a blood alcohol level is .08 NOT .05 !! For MPI to impose 5 demerits on a driver who is driving within the legal blood alcohol level is not only highly questionable but extremely unreasonable as well...

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How about a free first at fault? Just like in court, you can plea guilty with an explanation and are let off with a slap on the wrist. sometimes life happens and each case should be looked at on an individual basis, severity, etc

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A system should be set up to not allow someone insure a vehicle that they are not licensed for. Thanks.

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I think the proposed system looks good so far. The system looks fair and along the lines of what Manitobans have been asking for. Manitobans like the merit system, but they almost always complain about the 5 merit cap that has been placed on their license, as well as the 25% max they can receive off their autopac versus the higher discounts (or cheaper rating groups) other provinces offer.

I like the idea of one merit a year, it's a nice bonus to look forward to each year for good driving, rather than trying to figure out if your year for a merit is here or not. (customers would find it confusing that their new merit date was with their last fine, so you'd have to explain that the merit would show up on the next renewal)

The concept of higher rewards for long time accident free clients is a great idea. Especially for the older customers who have motorcycles. (we all know how they feel about their premiums) And greater fines for bad drivers may be a good incentive to clean up their driving.

Overall I like the new proposed system and await to see the final results of your discount/surcharges the clients will be receiving.

I like the majority of the changes imposed on the new system, however there are a few circumstances in which I feel some client are treated unfairly. I speak of this circumstances from my own personal experiences that I had dealt with.

The problem I have is with the current driving while suspended demerit charge. As we all know you can have your license suspended for non payment. Now this isn't really an issue anymore with the availability of financing your license surcharges. In the past I had a few speeding tickets and as a result my license was expensive and I was unable to afford to pay for it. I drove anyhow, as I needed my car to get to work and such. Looking back on it knowing now what the consequences are for driving while suspended I never would have taken that route, as most people wouldn't have. For me this happened before I was able to finance my license and it has put me back 16 demerits. In all the court dates to try to fight 1 of the instances I was treated like a drunk driver. I have 2 at fault accidents in 12 years of driving and do not feel like I am as dangerous of a driver as my demerit count would indicate.

Now the whole purpose of this story is that I have concerns on how our histories will affect the new rating system. I feel there are 2 distinct different driver license suspensions and that the financial one should be delt with a little differently.

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I think your proposal is very fair for the new drivers, and experienced drivers should be rewarded for safe driving practices. I do disagree with the 5 demits for over .05. Yes the driver should be penezied but to lose 5 demits is very high, I agree that they should not be driving. If it is there 1st offence then it should not be 5 demerits lost, maybe 2 as a suggestion.

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Why do we have to pay for Drivers Licence Insurance when we have PIP?

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This new proposed system to keep track of good driving sounds much better and is much more straightforward then the old one.

First of all 1 merit/Year is easier to follow and see the accumulation and allowing up to 15 points sounds fairer also.

Thank you for putting this proposal together.

I look forward to MPIC implementing this.

---

I quite like the proposed system as it allows for more merits than the current system. I have been driving since I was 16 years old (39 years) and have never had an accident or a speeding ticket. It seems a bit unfair that I still only have five merits and have no chance to earn any more but could easily lose them. The new system seem quite fair as it is on a yearly basis. The system probably favours safe drivers, but isn't that the point. It is great that you are doing something to move forward from the old system

---

One of the proposal is to phase in the higher surcharges for the bad drivers so that they can change their driving habits.

What happens to myself who has had a accident free record for over 30 years.

I think drivers with an excellent record should receive more than the 5 merits once the new system is implemented.

If you are giving the bad drivers a chance to change, the good drivers should receive an immediate benefit for the good driving record.

e.g increase the merits from 5 to 10 immediately to recognize their good record

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Some quick questions and over all critique

On slide 3.

Why we are proposing changes

"Keep claim costs low & protect MB from injury both Physical and Financial.

- You don't seem to actually address how DSR is going to keep injury costs down. Also the idea of financial injury sounds , odd.

- Also by saying this it may appear that at this time we are unable to do that under the current system, which is not entirely true.

5.

Positive feedback,

I thought slide 5 was good.

Slide8.

Says it s "One Fair, Consistant Program". As an individual that makes me believe that the current system isn't fair. (I just believe that the current is fair but the new program is more consistent and less complicated.)

Slide 16

15 merits instead of 5

What is the proposed financial savings between the old system merits of 5 and the proposed one up to 15. (Also same questuion in regards to the surcharge side).

There was note of special rewards? What would those be?

Over all the DSR project slide show was fine however it doesn't seem to touch on the saving to insurance premiums?

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I believe that the new system does begin to address the inconsistencies in the merit/demerit program. However, I think the merit system should match the demerit system. If a person can get -20 demerits for bad behaviour why cannot a good driver get +20 for good driving???? Why would it be capped at +15?

I agree that one year of good driving should receive one merit.

Also the system should have leeway for people who hit ice or an object on the roadway which does damage to their vehicle since hitting the object sometimes actually was a good driving procedure instead of swerving into another lane and causing an accident. I think that there needs to be something in the system that helps people that this has happened too instead of charging them with an accident surcharge – because as the policy states “If you get behind the wheel of a vehicle you take the risks involved with that” – what about the guy who was carrying a load that emptied on the highway and



nothing happens to him but the person who hits it gets dinged with the cost. That is not a fair system at all. The same with when it is 40 below and someones vehicle drops a big block of ice and the next vehicle hits it and their "plastic bumpers- gas efficient" break and they get dinged with an accident surcharge. What type of baloney is that – there has to be something built in for issues such as this. The only recourse is to sue the city or municipality that it occurred in for "poor road clearance" ????

So I think the new proposal is on the way to being better but there is more that can be added for safe drivers who get hit with a surcharge for "accidents" that they are charged with that are not really from unsafe driving practices but from road hazards that could have caused an accident if the driver did not take the hit "so to speak".

- 
- Yes, the new system is easier to understand
  - Yes I agree with one integrated scale of driver safety rating
  - Yes it appears to be fairer
  - One merit/year makes it more fair then the current system especially if a person has an unlucky year due to bad weather conditions such as Ice storms.
  - I do NOT agree with the phase-in of higher surcharges. The higher risk driver should pay the new surcharge immediately and that will promote them to change they're behavior. I'm saying this from experience from when I was a novice driver.
  - I do agree with the higher rewards for those with safer driving records and higher penalties for those with high risk driving records.
  - I do agree it would be fair for all new drivers to start at the base level on the scale.
  - I'd like you to consider higher rewards immediately to those with higher merits and based on there current at-fault record.

Example, if I have:

5 merits and no accidents/driving offences in the last lets say 2 years, then an additional premium discount of 1%

5 merits and no accidents/driving offences in the last lets say 3 years, then an additional premium discount of 1.5%

5 merits and no accidents/driving offences in the last lets say 4 years, then an additional premium discount of 2 %

5 merits and no accidents/driving offences in the last lets say 5 years, then an additional premium discount of 2.5%

5 merits and no accidents/driving offences in the last lets say 10 years, then an additional premium discount of 5%

5 merits and no accidents/driving offences in the last lets say 20 years, then an additional premium discount of 10%

If you initially set up the system this way, everyone is rewarding based on all there years of driving and accidents/driving offences accordingly, otherwise if you don't take the accidents/driving offences into consideration right away during the phase-in period, then it's the same as the current system.

Personally, I have 5 merits with 24 years of accident free/offence free driving and should be rewarded for that immediately with more then just a 25% premium discount.

Also, what are the proposed discount percentages for each accumulated merit?

I'm speaking for most people, I feel the discount should be something like 3% discount for every merit (5 merits in the current system = 10 merits in the new system = 30% discount) and an additional 0.5% per year of accident/offence free driving. In this case, someone like myself with 5 merits would be 10 merits in the new system and 24 years X 0.5% = total premium discount of 42%.

If the new proposed discount are better then what I've suggested above, that would be great as I currently drive a 1989 Ford Mustang Cobra GT (which we purchased brand new in '89) and the car is now 19 years (just about 20 in March '09) and the insurance premiums with 5 merits is over \$1000.00 which is ridiculous for a 19 year old car especially when someone driving a new 2004 GMC Diesel 2500 HD 4x4 truck with 5 merits pays around \$1400.00 for there insurance and that truck new is \$50,000.00 and the '89 Mustang is probably only worth about \$3000.00

p.s. I'm looking forward to seeing the new proposed discounts

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I have had my drivers license in Manitoba since 1970. In that time I had some minor accidents, but in the last 17 years I have had no accidents or highway traffic convictions. I have not had even so much as a parking ticket. I have thought over the years that there is no advantage to being a safe driver. That I pay just as much for my license and insurance as someone else who may only have been without a accident for quite a lesser period of time, till I heard about the proposed changes to the merit/demerit system. I think that the proposed changes to the merit/demerit system is WAY over due. I like the idea that it is the bad drivers with bad driving habits who pay more for insurance.

I hope that this new proposed system also takes into account that when there is an increase in insurance rates or drivers license cost that those cost are not spread equally to all drivers but that those that have caused the rates to go up because of increase accidents that it is those people with bad driving habits pay the bulk of the increase rates. Because I believe that those that have a safe driving record should not have to pay for the accidents that other people cause. If this is also included, I think, it would hopefully be an incentive to the general public to drive in safer manner. Because as a professional truck driver I have seen many "4 wheelers" do many stupid things that would have caused an accident. If it were not for my quick action an accident would have occurred and it was all because of the "4 wheelers" action.

In the past you have had some advertised about "no zones" when traveling around big trucks. I have not seem any advertised in this area in some time. I think there needs to be a concentrated campaign with radio, t.v. and newspaper advertising to make the general public highly aware of the dangers of playing with big trucks. e.g. cutting them off, passing on the right hand side on a 2 lane highway, hard barking right in front of them, not giving them enough advanced notice of their intentions, etc. When "4 wheelers" pay with big trucks they usually lose.

I whole heartily support these proposed changes to the merit/demerit system.

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SOUNDS LIKE A FAIR PROPOSITION. I HOPE IT GOES AHEAD.

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You have asked for my view.

I do not believe the transition plan is fair to drivers who have been at the frozen merit limit for many years beyond the reward proposed.

A better plan would permit drivers to be rewarded based on the new method. Fifteen years of demerit free years would give those drivers 15 merit points and not start all frozen drivers to go to 10 merit points.

For example a driver with 5 merit points recently achieved would be in the same reward position as one with a longer demerit free period.

Nevertheless it is an improvement, and congratulations to MPI for taking the step, long overdue, to improve the merit system.

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1. As noted long term safe drivers do not get any additional benefits after the 5 merits are accumulated but should be .
  2. After a at fault incident for a long term safe driver a \$200 fine is levied to save your 5 merits. This is unfair & harsh for seniors. A more reasonable action should be given. Perhaps you should be allowed one free mulligan type option. Also, the follow-up paper work you receive makes you feel guilty like you are a harden type criminal because of the terminology used in describing the results of your incident.
  3. In the new proposal of slotting a long term safe driver into the new merit chart depending on their number of merits you have & subsequently move up or down. Does that mean you would start all over again if slotted at +5 & have to work your way up for more merits or would it then mean you would immediately get additional merits depending on how long you were a safe driver with out a accident? Clarification of this is required.
  4. In the new proposal under 'Data Sources' the of future claims activities may include categories At no-fault & minor convictions. These both can be over lapping or combined together depending on the incident, but not defined separately. Better category definition is required.
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It was mentioned that for the poor driver, they will be integrated at the spot where they were prior to the new system taking place. And, that they will be given some time to pay the extra dividends. I don't agree with this for the habitually reckless driver.

But I'm more interested in where will the driver with full merits and safe driving for years be inserted. Will they have to start at zero? What is the plan for these drivers.

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I'd like to see a draft of the regulations as well as the schedule of charges/discounts that will apply. MPI will need to have this information for the PUB in any event. While the information provided on the website is a good general overview, it lacks enough detail to see how an individual driver (good or bad) will be affected. Perhaps you could add a live "model" to your website. People could enter their driving record and type of car they drive into a form and see how they would be affected by an accident, or a period of time without accident or infraction. In the end, the question: How much will it cost me or how much will I save if I modify my behavior? Is what needs to be understood before behavior can be altered. I agree that a simplification of the system is necessary.

In addition, more information should be available to the driver online. A driver should be able to lookup his/her driving record to determine merit level, when he/she last had an "at fault" accident and when he/she will achieve the maximum merit level. To address privacy concerns, a user name and password could be issued to each licensed driver. By way of example, I have 5 merits and have had one at fault

accident ( I can't remember when). I receive the full discount but know that if I have another at fault accident within "x" period of time, I'll lose part of my discount. I have no idea when this is.

Another thought is the practice of being able to allow a driver to "buy out a claim". Under the current system, if you buy out a claim, you can avoid any impact on your driving record. It is as if the claim never happened. While this makes sense from a revenue neutral effect on mpic (there is no loss to pay out), once the accident is removed from the system, it is no longer used to predict future driver risk. I'm not sure if this makes sense. A driver could have several \$1,000 - \$1,500 accidents that he/she buys back before having the third serious accident. The driver may have paid for the claims and be "claims free", but he/she may still exhibit poor judgment on the road and is not paying a higher risk premium. If the driver was faced with being rated (at least partially), it may deter the drivers who can afford it from driving recklessly and paying for the incident to avoid a long term impact. If the driver wasn't concerned about the long term impact, mpic would never have claims bought out. I think it is a useful tool however; ( I backed into a bumper of another car while parallel parking a few years ago and paid the \$700 to repaint the other car's bumper, avoiding being rated). At the least, if the policy is to continue, a driver buying out a claim should have to pay a basic file fee. After all, there is a cost to mpic (and Manitobans) for the claim to be processed, adjusted, the vehicle estimated, and body shop paid before the at fault driver approaches mpic to buy the claim out.

I hope you find my comments helpful. I have contributed my thoughts in the past, particularly on the issue of immobilizers – mandatory use. Three years ago, I suggested that immobilizers be made mandatory for high risk vehicles and that owners of those vehicles be required to install the no cost immobilizers prior to being able to renew their registration. The policy is now in place, however I don't believe it is being monitored. I see many vehicles on the road without immobilizers that are on the at risk list. In addition, I have a friend who was able to register a 5 year old Cadillac Escalade after grumbling that he didn't want to have to install an immobilizer even if it was at no cost. He returned from the insurance company office a week later saying that he was successful at renewing his insurance. I wonder if mpi has the proper audit controls in place to ensure compliance with the program?

I just listened to the presentation on your website regarding the proposal for the new merit/demerit system. I think a fairer system is needed and one less complicated. With the current system it takes too long to earn merits for safe driving, and you lose too many too fast and I think it's unfair. This is probably seems more unfair because it takes so long to earn them. I have a safe driving record with only 1 speeding ticket and 2 minor accidents where I was not found at fault, I have been driving for 28 years and have 5 merits but fear that should I have one accident, I may lost half or more of those merits.

While I like your proposal with the new system as far as earning merits, I'm not sure how quickly you would lose them. Your presentation talks about "more serious infractions such as drunk driving" and losing 10 or more at once. So how many would you lose for sliding on ice and rear ending a vehicle? The severity of the infraction as well as the driver's previous driving record must be taken into account and be assessed fairly. And it should not take a ridiculous number of years to earn back what you lost with one infraction.

If I have 5 merits now. I would then start at 5 merits under the new system?

What percentages are they looking at for the 15 levels of merits? Will it be in percentages?

- Do you find the proposed system easier to understand than the current system? The system seems easier, however there is no explanation as to what the surcharges would be, or what the discount would be if you had 15 merits. It is nice to see the merits tied to the annual discount.

- Do you agree with the idea of one integrated scale for driver safety rating?  
I agree. This is easier to understand.
- Is the proposed system fair?  
As there is no mention of proposed surcharge values and discount values, I cannot say whether or not it is fair.
- Does the proposed system address the problems in the current system?  
I understand the current system. However, the new system is easier to explain to others.
- Do you feel it's better to add one merit for every year of incident-free driving, rather than one merit for every two years?  
Yes. Two years is a long time.
- Do you agree with the concept of phasing in higher surcharges to allow time for higher-risk drivers to change their behaviour?  
As long as they end up paying 'their share', yes. (I realize people like me will always be paying for the worst of drivers.)
- Do you agree that there should be higher rewards for those with the safest driving records, and higher penalties for those who persist in higher-risk driving behaviour?  
This is the best part of the proposed system. Higher rewards, higher penalties = fairness.
- Would it be fair for all new drivers to start at the base level on the scale?  
I had to, so why shouldn't they? Start them at 0 and see which way they go.
- Is there anything else you would like us to consider?  
Not really. We need changes to the highway traffic act (stiffer penalties for infractions), but that's not what's being debated.

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What does my Driver's Licence Insurance cover?

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Your web pages suck.

When I want to view a topic, your web page opens a 'New Web Page' (instead of giving me new page within the existing 'page'). I have an old system. When I open a NEW web page, it take about 2 minutes to open it. Therefore, to look at several items on your site takes me many minutes instead of just a view seconds. It is very frustrating.

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The merging and simplification of the current merit/demerit system and its proposed increased penalties and surcharges is a long awaited move in the right direction; however, the proposed model does not address the considerable flaws or loopholes of the current system which is often applied unfairly, and inequitably and often unrelated to the driving record.

In Manitoba, it is possible for a person with a poor driving record to jointly own a vehicle with another person and avoid premium penalties on their vehicle or drive another person's or family member's fully discounted vehicle without penalty to the vehicle owner. These "unpaid" premium surcharges increase premium costs to those Manitobans (with or without discounts) who continue to register vehicles in their own names.

Adjusting the current system by adding additional merits or demerits is not sufficient. It must undergo fundamental changes which may require legislative amendments to affect how accidents and poor driving records are reflected in vehicle insurance and driver's licence surcharges.

The current merit/demerit system has considerable loopholes and is applied unfairly, and inequitably, often unrelated to the driving record. For example; let's consider two persons with the same driving record and equal demerits. Each will have driver's licence surcharges, lose their discounts and be subject to a 33.3% premium increase. *(a 25% discount is actually a 33.3% penalty.)* It is here, with the vehicle premium surcharges, where the penalties are applied unfairly. On one hand, the tradesperson, owning a 10 year old family sedan and an equally aged Econoline van, required for his trade, will pay about \$540 in additional insurance fees, over and above driver's licence surcharge. By contrast, a more affluent, retired person with a new 2008 Chevrolet Impala, required only for pleasure, pays about \$260 additional premium. Furthermore, if a person has no vehicle registered in their name at all, they may continue to drive another family member's or employer's fully discounted vehicle with no additional cost other than the driver's licence surcharge.

The high risk driver may also avoid driver's licence surcharges as well, by simply cancelling or not renewing his or her driver's licence and "waiting out" the surcharge period.

The fairest way to resolve these discrepancies is to place all premium penalties and surcharges onto the driver's licence and leave vehicle insurance premiums as is, which is, essentially the basic discounted rate. (according to the age, value, territory and use of the vehicle etc.) As well, drivers should have to remain licensed during the surcharge period, in order to demonstrate that they have improved their driving habits, before demerits and surcharges are removed.

Such a system will result in shifting insurance premium penalty charges to higher risk drivers with poor records, but all drivers with similar records would pay an equitable surcharge, not one related to the number or value of vehicles owned.

---

The information that is provide on you web site and that is handed out at the information booth does not give me enough information to properly evaluate your new program. However, here are a few comments on merits, the basic premium and insurance discounts.

Merits should be scrapped. Regardless of the changes you make to it, a merit program will still be complicated. Yes the public like merits, but it doesn't mean that it is a good program, it never was. Most people, including Driver Licencing and MPI employees, do not understand how the Merit/Demerit Program works. I think we are the only jurisdiction that has a merit program.

A big problem with a Merit program is that it hides drivers who may have a bad period of driving from paying a higher premium. Let me explain. If a driver has their full compliment of merits and then has a bad year of driving, they may lose all their merits, but they would not be charged a 'driver surcharge'. (eg. Driver has 10 merits (new program) then has 5 two point convictions – net result is 0 points = no surcharge). But the driver has been a danger on the road and a higher insurance risk. Therefore, shouldn't they pay a higher premium? With Merits to burn, they don't.

The Basic Premium should be scraped. The basic premium really does not cover anything. If you ask MPI what it covers and they have difficulty answering you. There usual comment is that it covers you in the event that you unknowingly drive an uninsured vehicle and are involved in an accident. Now lets take a look at that:

A - the likelihood of this occurring is very small, (I'm more likely to win 649)

B – if you do unknowingly drive an uninsured vehicle and have an accident, it is not your fault the vehicle was not insured but the owner's fault and therefore the owner's liability, and

C – the no fault insurance should cover you.

Insurance discounts on your vehicle should be based on your accident record. If you have accidents, you pay more. If you don't have accidents, you pay less. The rest of North America (and probably most of the world) works that way, why can't we.

Remember KIS – Keep It Simple. Scrap Merits, scrap the Basic Premium, and base vehicle insurance discounts on your accident record.

---

I think the new system being proposed is an improvement from the current system.

I believe 1 merit for every year of safe driving is fair.

I also believe that higher risk drivers should pay higher surcharges for their privileges to drive.

New drivers should get a fair shake and start at the base level. Where they end up on the scale is in their own hands.

---

I've got a great idea which I feel is a good plan.

It is time for a major shift in our thinking

Instead of more or less demerits, why not just assess everyone a low basic rate (per classification) and then bill additional funds based on kilometres driven.

Every 1, 3 or 6 months, motorists get sent a "meter reading card", they mark their odometer reading and are sent a bill based on that. The more you drive, the more you pay. It might actually make people use their vehicles less. Bike, transit and even a walk to the corner store will save a person money. Yes it would be easy to cheat and report lower than used kilometres, however, when that vehicle is sold, or trades hands or whatever, the kilometres are checked and a final bill sent to that customer.

I myself have 4 merits, I use my car very, very seldom preferring my bike or public transit. The chances of my having an accident are slim as I am not on the road very often. Why should I be paying as much as someone that uses their vehicle more frequently therefore using more of our precious environment and being more likely to have an accident just by being on the road more often.

Think about it.

---

I am a Wpg City Transit Driver. I would like to see a separate licence for commercial or professional drivers. As to your survey questions:

3. *The proposed system is fair.* - It seems to target and reward drivers based on their driving record. I agree with this.

5. *It's better to add one merit for every year of incident-free driving, instead of one merit for every two years.* 1 merit for every 2 years means a limit of 15 merits was obtainable in 7-8 years. 1 merit a year means that it takes 15 years to get to the top. This is not equal and how about all the years I have gone accident free? Do I start at the top rate of 15 if I have 5 merits or do I start at 5?

Please feel free to respond to these questions and concerns.

---

I got a call from a friend of mine in regards to DSR. He had a concern that he wanted to share and I told him that I would pass it on.

His comments: After reviewing the available information, he questions why a person with an exemplary record would not be placed at the top of the scale when we transition to the new system. For example, if a driver has driven for 30 years and has never had a ticket or an at-fault accident, he will obviously be at the top of the scale in the new system. Why would we not place this driver at the top of the scale

when we transition to the new system? Don't we have the necessary data in our systems to determine who should go where when we transition?

My comments: I imagine that the answer has something to do with keeping things revenue neutral to begin with and not being overly harsh with bad drivers without some kind of transition period. I didn't get "into it" with him – I assume that further documentation on this point will be provided at some point in the future. My friend is OK with being contacted for further information:

---

I recently filled in your survey and passed along most of my thoughts on the proposed merit system.

I had one more thought of something that should be incorporated - perhaps you could offer drivers a chance to increase their merit rating by taking refresher drivers tests. While a road test or even a written test is likely cost prohibitive, perhaps you could set up something online for this purpose. I will admit after 15 years of driving, there are rules that I have forgotten. If something like this could be implemented, it would allow drivers to brush up on the rules off the road.

---

I am happy to hear that MPI is revamping the current rating system. Its weaknesses are obvious, one of the biggest being the discrepancy between number of merits and percentage discount on car insurance. I agree with what I have read on the proposed new system. The idea of one merit earned per year provides a clear picture of how many years of 'clean' driving one has. It is also important to consider one's past driving record, as the current system reduces a full-discounted driver to a no-discount driver with only one incident. This is completely independent of how long they have been accident-free.

I would like to know where I would stand at the start of the new system, and this is information everyone should have clear access to. You have given the example of a five-merit driver with a full discount (10 merits in the new system), but none else. I have two merits and a full discount (25%). At the start of the new system, will I have the same discount as I have now, or would I end up with less than 10 merits, reducing my current discount? This seems rather important as I doubt that the majority of drivers fit into the example you have given. I would appreciate a response to these questions.

---

I think that the proposed changes to the merit program are an excellent idea. My wife and myself have not had an at fault accident for over 20 years. This includes daily driving in Winnipeg and rural. I'm continually witnessing awful drivers on a daily basis, and strongly feel that these careless drivers should be held accountable. I strongly agree to the recommended changes!!

- 
- Do you find the proposed system easier to understand than the current system?  
A- Yes, I think it is much easier to understand and also much easier to explain / describe the values and benefits.
  - Do you agree with the idea of one integrated scale for driver safety rating?  
A- Yes
  - Is the proposed system fair?  
A- Yes, it comes across as a "more" effective rate schedule that rewards "good driving behavior" in a much easier to understand format than the current system.
  - Does the proposed system address the problems in the current system?  
A- Personally, I feel that the current system is confusing to most drivers. The current system does not "effectively" promote the advantageous / rewards in good driving behavior. In my opinion, the



emphasis in promoting this new program should be placed on the “rewards” for good driving behavior for the up and coming branding / marketing of the message.

- Do you feel it’s better to add one merit for every year of incident free driving, rather than one merit for every two years?
- A- Yes, Rewarding good behavior must take precedence over punishing bad driving behavior or the “changes” may be seen as a “cash grab” rather than a rewards program.
- Do you agree with phasing in higher surcharges to allow time to for higher risk drivers to change their behavior?
- A – Yes, As noted in the “statistics” of bad driving behavior – Higher risk drivers are more apt to continue this behavior unless there is a deterrent in place. However, I believe that offering these drivers a fair and timely opportunity to “change” these habits rather than immediately punishing them will go a long way when announcing these changes. By way of implementing these proposed changes with the least amount of public backlash will result in much quicker adoption of this program to the general public.
- Do you agree that there should be higher rewards for those with the safest driving record, and higher penalties for those who persist in higher-risk driving behaviors?
- A – Yes, I strongly believe that the scale must reflect behavior / attitudes to be effective.
- Would it be fair to have all new drivers start at the base level of the scale?
- A – Yes, there has to be start position that is equal to all and having a baseline is much easier to convey when implementing such a significant “system change”.
- Is there anything else you would like us to consider?
- A – I am sure the development team has a solid grasp in the branding / marketing of this project planning but I would encourage a serious commitment in developing a visual “model” that clearly identifies the changes to the current system, while also utilizing this opportunity to promote / incorporate “Fuel Efficient Driving Techniques”. I believe that by incorporating these types of “promotional ideals” when implementing program changes, you might see a number of additional benefits such as: reducing future costs needed for these types of initiatives, in conveying that MPI is making a clear effort in not just what may be perceived as financial gains but also in trying to gain the trust and respect of new drivers that will be the future clients of MPI.

By presenting information that also incorporates the best interests of your “future” clients you will benefit in building a foundation towards “partnership” rather than just being perceived as an agency with mandates.

It’s difficult to change / modify perceptions with the older drivers so, it is my belief , that current strategies should not be concentrated on trying to “change” current perceptions but rather geared towards the opportunity in developing a mindset change with the new drivers / these same drivers that will be the future MPI clients.

---

1. I agree with the graduated system but the person who mentors the graduated driver needs to be evaluated for driving, too. Seriously, someone with 1 merit, BAD HABITS, after 10 years of driving, is NOT going to help a graduated driver.

2. Drivers who have not caused costs to MPI should be shown rewards, motivators to others of 'what could be' if others improved their driving. Set an example. Motivate. Don't punish everyone. Gee, guys, think about this???????

3. I've worked with the high-risk auto theft kids. They have no 'fear' of punishment and I mean this sincerely. Their histories are often worse than you will ever see. And 'threatening' to take away their priviledges is a joke: rules don't matter to them.

What is a good idea? They like their freedom so focusing on that area and restrictions to that. Rehab. is a slim chance, too. Look at affecting their "social life" and you will be on track.

I have lots more for you. Call me if you want more.

---

With the new proposed system, one question, and or possible conflict I have. Also the introduction of what I hear we will only have to renew licenses every 5 years now, as of next fall?

How will the intro of the new system, for example the Merits, etc in particular, be in conflict with the renewal of licenses every 5 years?

From what I understand, better drivers will be rewarded for their good driving.

So how will renewing every 5 years conflict with this?

Do better drivers, aka with more Merits, receive a discounted license and or insurance rate?; and how will this be reflected if you aare renewing every 5 years and not every year?

---

I Will be very pleased if this does pass. It's about time we (drivers with 5 merits for many, many years) get the gratification we deserve. If MPI can keep making poor drivers pay more for insurance and their liscence and can't see why MPI can't reward drivers with a clean record for many years. I have to say it is a very good idea, but am disappointed it took this long for you's to think of it when people have been addressing this problem for years!

---

I just wanted to register that I am in favour of the new scale and can't wait to see it implemented.

It was almost counter-intuitive to have achieved the highest rating years ago, without noticeable added incentive, or a way to track one's safety record more accurately. The new scale promises to be a fairer system, in my view.

This is a good move on the part of MPIC, and I support it.

---

In regards to the proposed changes to the merit system, I believe the PIPP portion of vehicle registrations should be transfered the the drivers license with those who cause accidents or drive poorly paying a higher portion of PIPP. I have three vehicles insured for the road and can only use one at a time yet all three have PIIPP included in the their registration costs.

- 
- Do you find the proposed system easier to understand than the current system? Yes.
  - Do you agree with the idea of one integrated scale for driver safety rating? Yes.
  - Is the proposed system fair? As far as I can see yes.
  - Does the proposed system address the problems in the current system? I believe so.
  - Do you feel it's better to add one merit for every year of incident-free driving, rather than one merit for every two years? Absolutely. Now, I assume the value of each merit will not have the present value of \$5 correct?

- 
- Do you agree with the concept of phasing in higher surcharges to allow time for higher-risk drivers to change their behaviour? Yes.
  - Do you agree that there should be higher rewards for those with the safest driving records, and higher penalties for those who persist in higher-risk driving behaviour? Absolutely
  - Would it be fair for all new drivers to start at the base level on the scale? Yes.
  - Is there anything else you would like us to consider? What's my 2003 Suzuki Arieo worth? (Kidding)
- 

In reviewing your hard copy of the above noted discussion paper, on page 3, first paragraph, it states: "Drivers with the longest periods of claim-free driving have expressed frustration that Autopac discounts reach the maximum after only five years of claim -free driving." It is my understanding that it takes 10 years of driving with no accident claims which the claimant was at fault and a driving record during this period of time with zero traffic violation points. Is this correct?

Secondly, is there a maximum for the number of demerit points a driver can accumulate?

Thirdly, in order to make an accurate evaluation, would you please provide the fee rating for each demerit point.

Fourth, will there be a maximum demerit fee?

---

Question, say a driver has 5 Merit points. On the new program where would he/she be on the scale? At 10? At 12? at 15?

---

First 8 points I'm fairly clear on, but are moving violations now going to affect vehicular insurance charges. If not don't you think they should? Also shouldn't the primary driver insuring the vehicle rule be better enforced.

Also even after 33 years of driving I think that everyone should be tested every 3-5 years AND the driving tests need to be more extensive. 15 min test come on at least an hour.

---

### Appendix C-3: Code list with detail for survey comments

<b>Positive comments (Net)</b>	<b>58%</b>
General positive (good idea, an improvement, about time) (Sub-net)	24%
Like reward factor (Sub-net)	16%
Like punishment factor (Sub-net)	6%
Easy to understand (Sub-net)	5%
Proposed system is fair (Sub-net)	4%
Other positive (like annual merit report, new drivers at base level) (Sub-net)	2%
More consistent (Sub-net)	1%
<b>The importance of long term driving history (Net)</b>	<b>48%</b>
Consider the length of time one has had 5 merits/been a safe driver when transitioning to new system (Discrete variable)	19%
Consider entire driving history/record within the new system (Discrete variable)	17%
Offer a 'mulligan'/first accident free for long time good drivers (Discrete variable)	6%
Consider entire driving history/record for determining downward movement in system (Discrete variable)	3%
Should ensure that good long term driving history is transferable between provinces (Discrete variable)	3%
<b>More information needed (Net)</b>	<b>46%</b>
More information about initial placement on scale (Sub-net)	19%
More general information needed (Sub-net)	10%
More information needed about rewards and penalties (Sub-net)	9%
More information needed about downward movement on scale (Sub-net)	7%
More information needed about merit/premium/surcharge accrual (Sub-net)	1%
<b>Concerns regarding proposed DSR (Net)</b>	<b>37%</b>
Concern regarding downward movement and penalties (Sub-net)	14%
Doesn't address current problems (Sub-net)	7%
Concern regarding initial premium/ surcharge levels and new drivers (Sub-net)	6%
Concern/disagreement regarding the phase in period (Sub-net)	5%
General negative (not fair, cash grab) (Sub-net)	5%
Other negative (Sub-net)	1%
<b>New thoughts/ideas (Net)</b>	<b>15%</b>
Base insurance rates on kilometres driven (Discrete variable)	4%
Separate licence for professional drivers (Discrete variable)	3%
Apply all premiums/surcharge/ discount/surcharges to licence not vehicle (Discrete variable)	2%
Have on line model to show how new system would calculate merits/discounts (Discrete variable)	1%
<b>Unrelated to current system or proposed DSR (Net)</b>	<b>8%</b>
<b>Complaints regarding current system (Net)</b>	<b>5%</b>
<b>Note: More than one response could be provided so results may sum to more than 100%</b>	

## Appendix D-1: Comments from Coalition of Manitoba Motorcycle Groups

*The following response was received from Doug Houghton, President.*

**The Coalition of Manitoba Motorcycle Groups Inc. adopts the position that all penalties and surcharges for high-risk driving should be applied only to the driver's licence (and not the vehicle).**

The Coalition of Manitoba Motorcycle Groups supports in principal the Driver Safety Rating System model, which proposes to merge and simplify the current merit/demerit system and allow the safest drivers to earn additional rewards and increase penalties and surcharges for high-risk drivers.

Although this is a long awaited move in the right direction, the proposed model does not address the basic flaws of the current system, as it still applies premium surcharges to vehicles.

Only drivers can engage in high risk driving behaviour, not vehicles; therefore, it is the licensed driver who should be penalized. Adjusting the current system by adding additional merits or demerits is not sufficient. It must undergo fundamental changes to affect how accidents and poor driving records are reflected in vehicle insurance and driver's licence surcharges.

Applying surcharges and penalties to vehicles is an unfair and inequitable system. For example:

- In Manitoba, it is possible for a high-risk driver to jointly own a vehicle with another person, or transfer the ownership to another person, and avoid premium penalties on their vehicle.
- The high-risk driver can also drive the fully discounted vehicle of another person, family member or employer on a regular basis without penalty to the vehicle owner and no additional cost to themselves (other than the driver's licence surcharge).
- The high risk driver may avoid driver's licence surcharges as well, by simply cancelling or not renewing his or her driver's licence and "waiting out" the surcharge period.

These "unpaid" premium penalties increase premium costs to those Manitobans who continue to register vehicles in their own names.

As well, vehicle premium penalties are applied unfairly and often unrelated to the driving record. For example:

- Two high-risk drivers with equal driving record and equal demerits may pay different penalties depending on the number and value of vehicles each owns. Both will accrue drivers licence surcharges, lose their vehicle discounts and be subject to a 33.3% premium increase. *(25% discount is actually a 33.3% penalty).*

It is with the vehicle premium surcharges, where the penalties are applied unfairly. On one hand, the tradesperson, owning a 10 year old family sedan and an equally aged Econoline van, required for his trade, will pay about \$540 in additional insurance fees, over and above driver's licence surcharge. By contrast, a more affluent, retired person with a new 2008 Chevrolet Impala, required only for pleasure, pays about \$260 additional premium.

Perhaps MPI has already considered the above issues. If so, the CMMG would also be receptive to learning of any measures currently being considered to address some the current unfairness in the application of penalties and surcharges.

### **The Coalition of Manitoba Groups proposes a workable and acceptable alternative.**

CMMG is of the opinion that most Manitobans would agree to leave the current methodology for vehicle premiums as is, rated according to the age, value, territory and use of the vehicle etc. and that penalties and premium surcharges be applied to the drivers licence, so that all high risk drivers pay similar premium penalties for similar offences. The following is a suggested methodology.

- All vehicles should be assessed at what is now the discounted premium, according to its class and rate group etc.
- Drivers' licences would all have a basic rate, which would include insurance fees as at present; however, surcharges could apply as follows: (using new merit/demerit scale)
  - Drivers within Learner and Intermediate stages of graduated licensing (having slightly higher risk) would pay a higher insurance premium on their driver's licence, until such time as they have earned sufficient merits to warrant the basic rate.
  - High-risk drivers who now pay a vehicle premium penalty (in addition to licence surcharges) would simply have the equivalent vehicle premium penalty amount applied to the driver's licence as well. The amount of this penalty should not differ substantially from the current combined amount. (i.e.. additional vehicle premium plus licence surcharge for a person owning 1 vehicle).

- High-risk drivers, who now avoid vehicle premium penalties by “not owning” a vehicle, will now pay additional licence surcharges, thus offsetting the loss of vehicle premium surcharge income which is now inequitably applied to multiple vehicle owners.
- As well, high-risk drivers should be required to remain licensed during the surcharge/penalty period, in order to demonstrate that they have improved their driving habits, before demerits and surcharges are removed. You should only be allowed to reduce demerits or earn merits while licensed.

The nearly 80% of Manitobans who now receive full premium discounts should be unaffected by such a change; however, all high risk drivers would now pay their proportional share of insurance costs.

### **Summary**

The CMMG feels that applying penalties/surcharges to the driver’s licence is the fairest way to resolve current discrepancies in the application of vehicle premium penalties (loss of discount). Such a system will result in shifting insurance premium penalty charges to higher risk drivers with poor records, but all drivers with similar records would pay an equitable surcharge, not one related to the number or value of vehicles owned. Good drivers will continue to experience premiums at the fully discounted rate.

## Appendix D-2: Comments from Manitoba Used Car Dealers Association

***MUCDA sent the following responses to the online survey.***

<b>Q1</b>	I find the proposed system easier to understand than the current system.	<b>Strongly agree</b>
<b>Q2</b>	I support the idea of one integrated scale for driver safety rating.	<b>Strongly agree</b>
<b>Q3</b>	The proposed system is fair.	<b>Somewhat agree</b>
<b>Q4</b>	The proposed system addresses the problems in the current system.	<b>Strongly agree</b>
<b>Q5</b>	It's better to add one merit for every year of incident-free driving, instead of one merit for every two years.	<b>Strongly disagree</b>
<b>Q6</b>	Higher surcharges should be phased in to allow time for higher-risk drivers to change their behaviour.	<b>Neither agree nor disagree</b>
<b>Q7</b>	There should be higher rewards for those with the safest driving records, and higher penalties for those who persist in higher-risk driving behaviour.	<b>Strongly agree</b>
<b>Q8</b>	I feel it's fair for all new drivers to start at the base level on the scale.	<b>Neither agree nor disagree</b>





www.pra.ca  
admin@pra.ca

**MANITOBA OMNIBUS  
JULY 2007 AND AUGUST 2007**

**PRELIMINARY RESULTS:  
DRIVER SAFETY RATING SYSTEM**

September 26, 2007

Prepared for:

Manitoba Public Insurance

500-363 Broadway · Winnipeg, MB · R3C 3N9 · Ph: 204.987.2030 · Fx: 204.989.2454  
208-350 Sparks Street · Ottawa, ON · K1R 7S8 · Ph: 613.233.5474 · Fx: 613.233.5673  
34-1919 Rose Street · Regina, SK · S4P 3P1 · Ph: 306.347.2543 · Fx: 306.791.4848

*Manitoba Public Insurance*

*Manitoba Omnibus: July 2007 and August 2007—Driver Safety Rating System*

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## 1.0 How this research was conducted

**The Omnibus survey was conducted in July 2007 and August 2007. In Manitoba, 805 residents in July 2007 and 802 residents in August 2007, 18 years of age and over, were interviewed by telephone on a range of issues.**

The respondents were selected by random digit dialling, which allows us to include those with unlisted or new numbers. This technique produces a random sample that includes the highest possible percentage of eligible respondents.

Results from the July 2007 and August 2007 Omnibus survey are compared to the DSR survey results which was run in tandem to the July 2007 Omnibus. While the Omnibus surveys tests the opinion of potential changes within the public as a whole, the DSR survey tests opinion of potential changes within drivers only.

	<b>July 2007 Omnibus</b>	<b>August 2007 Omnibus</b>	<b>DSR Survey</b>
Pretest	July 9, 2007	August 7, 2007	July 10, 2007
Survey dates	July 9–29, 2007	August 7–19, 2007	July 13–July 31, 2007
Sample size	n = 805	n = 802	n = 804
Interviewing method	Telephone	Telephone	Telephone
Sample selection	Random digit dialling	Random digit dialling	Stratified random from supplied lists
Approximate error rate (theoretical)	± 3.5%, 19 times out of 20	± 3.5%, 19 times out of 20	± 4.2%, 19 times out of 20

### 1.1 Weighting

The data presented in this report were weighted to correct for differences between the demographics of the sample and the Manitoba population. Tables presented are weighted unless otherwise stated.

In some cases, when the random sample produces a divergence from Canadian census data, we correct for slight discrepancies in gender, age, and income. For example, since men tend to refuse to participate more often than women, and since younger respondents are often more difficult to find at home, we weight the data to conform more closely to Statistics Canada information.

Because this technique assigns a percentage “weight” to a respondent, the number of weighted respondents may be slightly different than the total number interviewed.

## 1.2 Caution

This document represents a summary of the results and is not intended to be an exhaustive examination of the findings.

## 1.3 Demographic profile

Table 2 below provides a demographic profile of respondents to the July 2007 and August 2007 Omnibus surveys and compares it with 2006 Census information.

<b>Table 2: Profile of participants (unweighted)</b>			
	<b>July 2007 Omnibus (n=805)</b>	<b>August 2007 Omnibus (n=802)</b>	<b>2006 Census</b>
<b>Gender</b>			
Women	58.1%	59.9%	51.6%
Men	41.9%	40.1%	48.4%
<b>Age</b>			
18 to 24	8.3%	8.1%	12.6%
25 to 39	22.1%	20.2%	24.6%
40 to 64	48.6%	52.0%	44.2%
65 and older	16.0%	15.8%	18.6%
No response	5.0%	3.9%	N/A
<b>Income*</b>			
Under \$35,000	15.4%	17.6%	29.8%
\$35,000 to \$50,000	13.2%	14.7%	19.0%
\$50,000 to \$75,000	19.1%	18.0%	25.3%
Over \$75,000	24.6%	25.7%	25.8%
No response	27.7%	24.1%	N/A
*Note: The statistics for income are from the 2001 Census.			

Using the 2006 Census, we weight the data to better represent the Manitoba population. Table 3 below shows the weighted profile of vehicle ownership in the province.

<b>Table 3: Manitoba's driver and vehicle profile (weighted)</b>			
	<b>July 2007 % (n=805)</b>	<b>August 2007 % (n=802)</b>	<b>DSR Survey % (n=804)</b>
<b>Have a valid driver's licence</b>	91%	93%	100%
<b>Have you ever had a Manitoba driver's licence*</b>	<b>(n=73)</b>	<b>(n=55)</b>	-
Yes	41%	57%	-
No	60%	41%	-
Don't know/no response	-	2%	-
<b>Number of vehicles household owns or leases</b>	<b>(n=805)</b>	<b>(n=802)</b>	<b>(n=804)</b>
None	6%	5%	18%
One	35%	39%	61%
Two	38%	33%	14%
Three or more	20%	22%	6%
<b>Estimated average percent of driver trips per week**</b>	<b>(n=701)</b>	<b>(n=726)</b>	-
Non-business	54%	56%	-
Commuting to and from work	38%	35%	-
On business	7%	8%	-
Commuting to and from school	2%	2%	-
<b>Type of vehicle**</b>	<b>(n=711)</b>	<b>(n=727)</b>	-
Passenger car	61%	54%	-
Mini van/Full-size van	15%	20%	-
Light truck	11%	13%	-
Sports utility vehicle	10%	11%	-
Sports car	3%	1%	-
Other	<1%	1%	-
<b>Length of time since you last drove***</b>	<b>(n=762)</b>	<b>(n=776)</b>	<b>(n=804)</b>
Drove today	67%	70%	77%
A week or less	27%	23%	20%
More than a week	7%	7%	3%
* This question is only out of those respondents who report they do not have a valid driver's licence.			
** This question is only asked of those respondents who have at least one vehicle in the household. The n-size is out of those respondents who provided a response.			
*** This question is out of those respondents who have a valid driver's licence or who report having had a Manitoba driver's licence in the past.			

## 2.0 New method of rating drivers—reducing demerits

Manitoba Public Insurance is considering a new system of rating drivers. This new system would penalize drivers who are responsible for accidents or have traffic convictions, and reward drivers for each year they do not have an accident or a traffic conviction. In the current report, we explain the results of testing two alternatives for reducing demerits with respondents.

### 2.1 Driver safety course

We provided respondents with the following description of the first proposed option for reducing demerits:

*In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. For example, if someone had 12 demerits on their licence, some say they should be able to remove some of these demerits more quickly than normal by successfully completing an approved Driver Safety Course. Others say demerits should only be removed based on their actual driving history.*

We then asked respondents whether they thought demerits should only be removed based on their actual driving experience or whether demerits should be removed more quickly than normal for completing a driver safety course. See Figure 1 for the results.

#### Demerits and completing a driver safety course

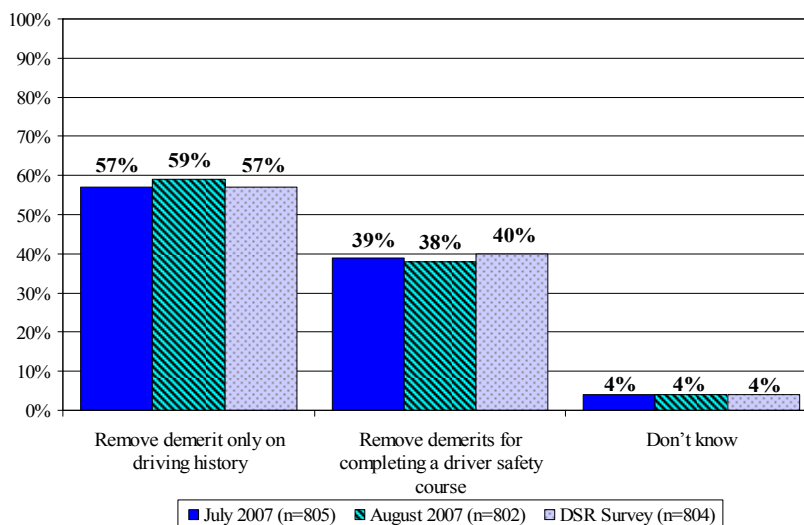


Figure 1

As shown in Figure 1, July 2007 and August 2007 results are very similar. Among all respondents:

- Almost 6 respondents in 10 say that demerits should only be removed based on actual driving history.
- About 4 respondents in 10 say that completing a Driver Safety Course should remove the demerits more quickly.

The DSR survey results are similar to July 2007 and August 2007 Omnibus results.

Table 4 presents a profile of all respondents by whether they thought demerits should only be removed based on actual driving experience or whether completing a driver safety course should remove the demerits more quickly.

<b>Table 4: Profile of respondents by whether they thought demerits should only be removed based on their actual driving experience or whether completing a driver safety course should remove the demerits more quickly</b>				
	<b>July 2007 (n=805)</b>		<b>August 2007 (n=802)</b>	
	<b>Remove demerits based on actual driving history</b>	<b>Complete a driver safety course to remove demerits</b>	<b>Remove demerits based on actual driving history</b>	<b>Complete a driver safety course to remove demerits</b>
<b>Gender</b>	p=.410		p=.554	
Women	56%	39%	58%	38%
Men	58%	39%	60%	37%
<b>Age</b>	p=.284		p=.034	
18 to 24	49%	49%	45%	51%
25 to 39	62%	35%	61%	36%
40 to 64	56%	41%	60%	38%
65 or older	61%	35%	62%	33%
<b>Region</b>	p=.118		p=.132	
Winnipeg	54%	41%	59%	39%
Outside Winnipeg	61%	35%	59%	36%
<b>Income</b>	p=.213		p=.027	
Under \$35,000	60%	38%	63%	34%
\$35,000 to \$50,000	53%	47%	56%	38%
\$50,000 to \$75,000	58%	39%	58%	41%
\$75,000 and over	56%	39%	67%	32%
<b>Have a vehicle and licence</b>	p=.190		p=.060	
Drivers with vehicles	58%	38%	60%	37%
No licence or no vehicle	48%	47%	46%	49%
<b>Length of time since respondent last drove</b>	p=.024		p=.217	
Drove today	59%	37%	62%	35%
Drove a week ago or less	58%	38%	54%	41%
Drove more than a week ago	37%	61%	54%	44%

There are no statistically significant differences among demographic subgroups within the July and August Omnibus and DSR survey<sup>1</sup>.

## 2.2 Not renewing driver’s licence

We provided respondents with the following description of the second proposed option for reducing demerits:

*Imagine someone decided not to renew their driver’s licence for a year. During that year, the individual will not have any accidents or convictions, since they are not driving. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver’s licence should be rewarded.*

We then asked respondents whether they thought drivers should be rewarded regardless of if they have a valid licence or whether they should only be rewarded if they have a valid licence. See Figure 2 for the results.

### Demerits and not renewing drivers licence

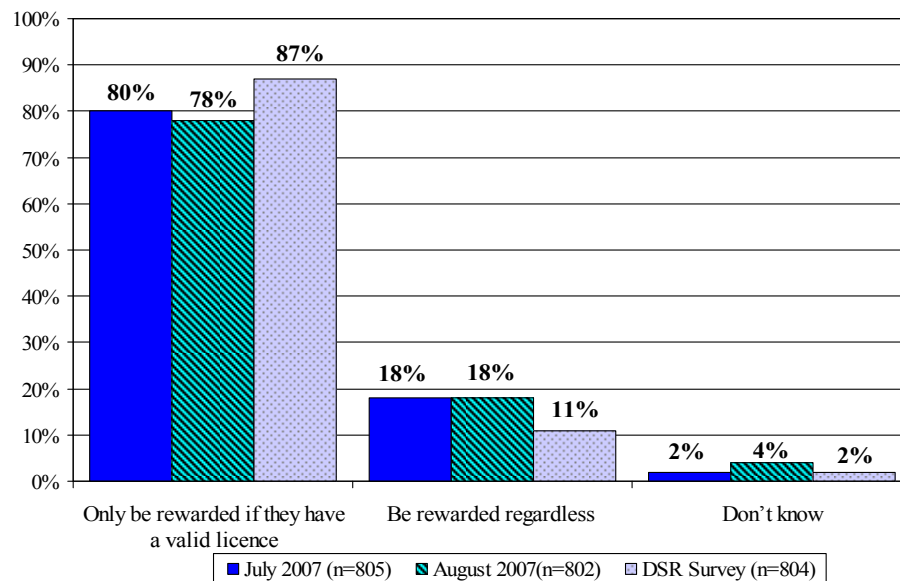


Figure 2

<sup>1</sup> The DSR survey results are not shown in Table 4. The following demographic results have been compared: gender, age, region, income.



As shown in Figure 2, July 2007 and August 2007 results are very similar. Among all respondents:

- Some 8 respondents in 10 say that only those with valid driver's licences should be rewarded.
- Nearly 1 respondent in 5 say that drivers should be rewarded regardless of whether they have a valid licence.

Slightly more respondents (87%) in the DSR survey say that only those with valid driver's licences should be rewarded compared to July 2007 (80%) and August 2007 (78%) Omnibus respondents.

Table 5 presents a profile of all respondents by whether they thought drivers should be rewarded regardless of if they have a valid licence or whether they should only be rewarded if they have a valid licence.

<b>Table 5: Profile of respondents by whether they thought drivers should be rewarded regardless of if they have a valid licence or they should only be rewarded if they have a valid licence</b>				
	<b>July 2007 (n=805)</b>		<b>August 2007 (n=802)</b>	
	<b>Be rewarded regardless of if they have a valid licence</b>	<b>Only be rewarded if they have a valid licence</b>	<b>Be rewarded regardless of if they have a valid licence</b>	<b>Only be rewarded if they have a valid licence</b>
<b>Gender</b>	p=.001		p=.016	
Women	14%	84%	15%	82%
Men	23%	76%	22%	74%
<b>Age</b>	p=.776		p=.000	
18 to 24	16%	82%	20%	80%
25 to 39	22%	76%	17%	82%
40 to 64	16%	82%	17%	80%
65 or older	17%	81%	19%	71%
<b>Region</b>	p=.196		p=.154	
Winnipeg	17%	81%	19%	79%
Outside Winnipeg	20%	79%	18%	77%
<b>Income</b>	p=.809		p=.209	
Under \$35,000	17%	81%	16%	80%
\$35,000 to \$50,000	20%	80%	19%	78%
\$50,000 to \$75,000	18%	80%	20%	79%
\$75,000 and over	19%	79%	12%	87%
<b>Have a vehicle and licence</b>	p=.960		p=.002	
Drivers with vehicles	18%	80%	17%	80%
No licence or no vehicle	19%	79%	33%	62%
<b>Length of time since respondent last drove</b>	p=.116		p=.000	
Drove today	18%	81%	15%	81%
Drove a week ago or less	18%	79%	22%	76%
Drove more than a week ago	24%	73%	39%	61%

As shown in Table 5, in August 2007, among all respondents:

- Respondents who are 65 years of age or older are slightly less likely than younger respondents to say that an individual should only be rewarded if they have a valid licence.
- Those respondents who drive less frequently are less likely than those who drive more frequently to say that an individual should only be rewarded if they have a valid licence.

Although there are no statistically significant differences among demographic subgroups in July 2007, men (76%) appear to be less likely than women (84%) to say that an individual should only be rewarded if they have a valid licence.

There are no statistically significant differences among demographic subgroups within the DSR survey<sup>2</sup>.

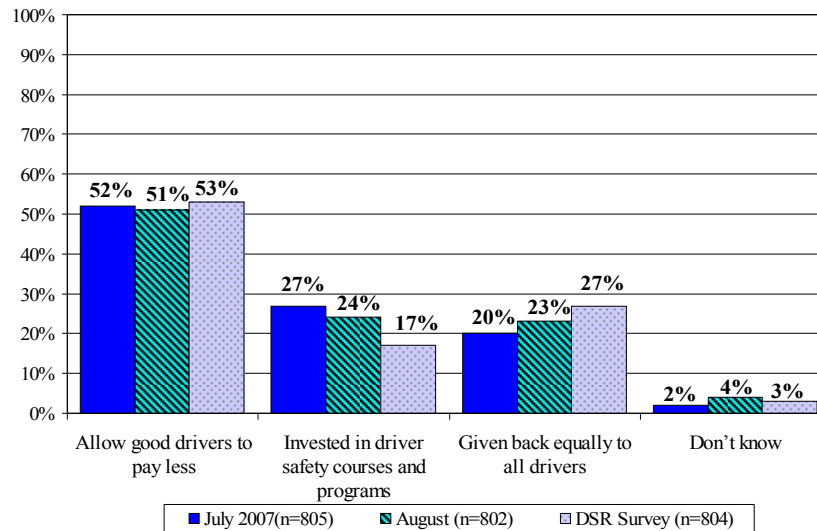
### **2.3 More money**

We explained that in the proposed driver rating system, drivers who cause accidents or have traffic convictions would pay more for their driver's licence and vehicle insurance. We asked respondents to consider what should happen to extra money if the new system generates more money than is needed.

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<sup>2</sup> The DSR survey results are not shown in Table 5. The following demographic results have been compared: gender, age, region, income.

## How extra money should be spent?



**Figure 3**

As shown in Figure 3, among all respondents in July 2007 and August 2007:

- Half believe the extra money should be given back to good drivers only, allowing them to pay less for their driver's licence and insurance.
- About 1 driver in 4 says that the money should be invested into driver's safety courses and programs that will help poor drivers improve their skills.
- About 1 driver in 5 believes that any extra money should be given back to all drivers equally.

The DSR results are somewhat similar to the July 2007 and August 2007 Omnibus results. Although a similar proportion of respondents believe the extra money should be given back to good drivers only, allowing them to pay less for their driver's licence and insurance, fewer respondents (17%) believe the money should be invested into driver's safety courses and programs. More respondents (27%) in the DSR survey believe that any extra money should be given back to all drivers equally compared to the two Omnibuses.

Table 6 presents a profile of all respondents by what should happen to extra money if the new system generates more money than is needed.

<b>Table 6: Profile of respondents by what should happen to extra money if the new system generates more money than is needed</b>						
	<b>July 2007 (n=805)</b>			<b>August 2007 (n=802)</b>		
	<b>Allow good drivers to pay less</b>	<b>Invest in driver's safety courses and programs</b>	<b>Give back equally to all drivers</b>	<b>Allow good drivers to pay less</b>	<b>Invest in driver's safety courses and programs</b>	<b>Give back equally to all drivers</b>
<b>Gender</b>	p=.924			p=.007		
Women	51%	27%	20%	50%	28%	19%
Men	52%	26%	20%	52%	19%	26%
<b>Age</b>	p=.006			p=.039		
18 to 24	39%	39%	22%	42%	24%	31%
25 to 39	55%	22%	23%	53%	20%	25%
40 to 64	55%	23%	20%	52%	23%	23%
65 or older	52%	33%	14%	49%	30%	15%
<b>Region</b>	p=.927			p=.284		
Winnipeg	52%	26%	20%	50%	23%	25%
Outside Winnipeg	52%	27%	20%	51%	24%	20%
<b>Income</b>	p=.310			p=.023		
Under \$35,000	54%	29%	17%	49%	32%	18%
\$35,000 to \$50,000	54%	27%	17%	53%	20%	26%
\$50,000 to \$75,000	45%	27%	27%	46%	28%	25%
\$75,000 and over	53%	22%	23%	56%	15%	24%
<b>Have a vehicle and licence</b>	p=.003			p=.005		
Drivers with vehicles	53%	25%	21%	52%	22%	23%
No licence or no vehicle	44%	42%	12%	39%	41%	16%
<b>Length of time since respondent last drove</b>	p=.550			p=.000		
Drove today	53%	24%	21%	<b>54%</b>	<b>19%</b>	<b>23%</b>
Drove a week ago or less	51%	26%	21%	<b>47%</b>	<b>28%</b>	<b>23%</b>
Drove more than a week ago	41%	37%	20%	<b>29%</b>	<b>49%</b>	<b>22%</b>

As shown in Table 6, in August 2007, among all respondents:

- Respondents who report driving on the day they did the survey (54%) are more likely than those who drove more than a week before (29%) to say extra money should be given back to good drivers only, allowing them to pay less for their driver's licence and insurance.
- Respondents who drive less frequently are more likely than those who drive more frequently to say that the money should be invested into driver's safety courses and programs that will help poor drivers improve their skills.

There are no statistically significant differences among demographic subgroups in July 2007.

Among respondents on the DSR survey<sup>3</sup>:

- Those 18 to 24 years of age are more likely (42%) to say that any extra money should be given back equally to all drivers than older drivers (between 17% and 29%).
- The older age cohorts (40 and older) are more likely to say that any extra money should be invested in driver safety courses and programs (19% or more) compared to those under 40 (14% or less).

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<sup>3</sup> The DSR survey results are not shown in Table 6. The following demographic results have been compared: gender, age, region, income.

## **APPENDIX A**

### Questionnaire

**Manitoba Public Insurance**

**Manitoba Omnibus: July 2007 and August 2007—Driver Safety Rating System**

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**DSR1X:**

*TEXT MODIFIED JULY 10/2007*

DSR1X. A new method of rating drivers is being considered. I would like your opinion on how this system might work. Generally, this new system would penalize drivers who are responsible for accidents or have traffic convictions. It would also reward drivers for each year they do not have an accident or a traffic conviction by moving them up a rating scale.

CONTINUE..... 1 D

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**DSR1:**

DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. For example, if someone had 12 demerits on their licence, some say they should be able to remove some of these demerits MORE QUICKLY THAN NORMAL by successfully completing an approved Driver Safety Course. Others say, demerits should only be removed based on their actual driving history. What do you think?

(READ RESPONSES)

- rotation -> 2 .....
  - Demerits should only be removed based on their actual driving experience..... 1
  - Completing a Driver Safety Course should remove the demerits more quickly..... 2
  - (DO NOT READ) Don't know ..... 8
  - (DO NOT READ) No response ..... 9
- 

**DSR2:**

DSR2. Imagine, someone decides not to renew their driver's licence for a year. During that year the individual will not have any accidents or convictions, since they are not driving. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded.

What do you think?

(READ RESPONSES)

- rotation -> 2 .....
  - Be rewarded regardless of whether they have a valid licence ..... 1
  - Only be rewarded if they have a valid licence ..... 2
  - (DO NOT READ) Don't know ..... 8
  - (DO NOT READ) No response ..... 9
-

**Manitoba Public Insurance**

**Manitoba Omnibus: July 2007 and August 2007—Driver Safety Rating System**

**DSR3:**

*TEXT MODIFIED JULY 11/2007*

DSR3. In this new proposed rating system, drivers who cause accidents or have traffic convictions will pay more for their Driver's licence and vehicle insurance. If the new system generates more money than is needed, what do you think should happen to the extra money?

I'm going to read three options. Do you think the extra money should be...

(READ RESPONSES)

- rotation -> 3 .....
- Given back equally to all drivers ..... 1
- Given back to good drivers only, allowing them to pay less for their Driver's licence & Insurance ..... 2
- Invested into Driver's Safety courses and programs that will help poor/bad drivers improve their skills and knowledge of safe driving ..... 3
- (DO NOT READ) Don't know ..... 8
- (DO NOT READ) No response ..... 9

**MS1:**

*ALL OF MANITOBA*

MS1. Do you currently have a valid driver's licence?

- Yes..... 1 => DSR6
- No ..... 0
- Don't Know..... 8
- No Response..... 9

**DSR5:**

DSR5. Have you ever had a Manitoba driver's licence?

- Yes..... 1
- No ..... 0 => MM1
- Don't Know..... 8 => MM1
- No Response..... 9 => MM1

**DSR6:**

DSR6. When was the last time you drove a vehicle - such as a car, truck, or motorcycle?

IF RESPONDENT DROVE TODAY USE CODE 0, IF RESPONDENT DROVE LESS THAN A WEEK AGO USE CODE 1, OTHERWISE ENTER WHETHER IT WAS WEEKS,MONTHS,OR YEARS AGO AND ENTER THE AMOUNT ON THE NEXT SCREEN.

Eg. IF IT WAS 2 WEEKS ENTER "WEEKS" HERE AND 2 ON THE NEXT SCREEN.

- Drove today ..... 0 => MM1
- 1-6 Days ago..... 1 => MM1
- Weeks ..... 2
- Months..... 3
- Years..... 4
- Don't know ..... 8 => MM1
- No response ..... 9 => MM1



*Manitoba Public Insurance*

*Manitoba Omnibus: July 2007 and August 2007—Driver Safety Rating System*

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**DSR6A:**

DSR6A. ENTER AMOUNT OF <DSR6 > AGO RESPONDENT LAST DROVE

\$R 1 150

Don't know/No response..... 999

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## **APPENDIX B**

Call Record

**Call record for Manitoba Omnibus  
August 2007**

<b>Call Record for Manitoba Omnibus: August 2007</b>		
<b>Outcome</b>	<b>August Omnibus</b>	
	<b>n</b>	<b>%</b>
A Total numbers attempted	9,769	100%
1. Not in service	1,955	20%
2. Fax	195	2%
3. Business	99	1%
Remaining	7,250	77%
B Total eligible numbers	7,250	100%
4. Busy	62	1%
5. Answering machines	1,300	17%
6. No answer	576	8%
7/8. Language/illness/incapability	358	5%
9. Selected/eligible respondent not available	896	12%
Remaining	4,328	58%
C Total asked	4,328	100%
10. Household refusal	271	6%
11. Respondent refusal	2,787	64%
12. Qualified respondent break off	278	6%
Remaining	992	23%
D Co-operative contacts	992	100%
13. Disqualified	191	19%
14. Completed interviews	801	81%
Refusal rate = (10+11+12)/C	3,336	77%
Response rate (D/B)	992	13%

## APPENDIX C

### Banners

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Remove demerits based on actual driving history	460 57%	256 54%	204 61%	243 56%	216 58%	49 49%	115 62%	182 55%	92 61%	
Complete a Driver Safety Course to remove demerits DK / NR	312 39%	196 41%	116 35%	166 39%	146 39%	49 49%	65 35%	133 41%	52 35%	
Total	805 100%	473 100%	332 100%	431 100%	374 100%	100 100%	185 100%	329 100%	150 100%	

DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	High school < High school	High school	Some post-secondary	Univ. / Coll. graduate
Remove demerits based on actual driving history	460 57%	103 60%	60 53%	84 58%	85 56%	62 63%	126 62%	70 56%	196 53%
Complete a Driver Safety Course to remove demerits DK / NR	312 39%	65 38%	54 47%	57 39%	60 39%	32 33%	69 34%	52 42%	157 42%
Total	805 100%	172 100%	114 100%	146 100%	153 100%	99 100%	202 100%	124 100%	370 100%

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Be rewarded regardless	146 18%	80 17%	66 20%	60 14%	86 23%	16 16%	41 22%	54 16%	26 18%	
Only be rewarded if they have a valid licence	644 80%	381 81%	263 79%	360 83%	284 76%	82 82%	141 76%	270 82%	121 81%	
DK / NR	14 2%	11 2%	3 1%	11 3%	3 1%	2 2%	3 2%	5 1%	3 2%	
Total	805 100%	473 100%	332 100%	431 100%	374 100%	100 100%	185 100%	329 100%	150 100%	

DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
Be rewarded regardless	146 18%	29 17%	23 20%	26 17%	29 19%	14 15%	31 16%	22 17%	77 21%
Only be rewarded if they have a valid licence	644 80%	139 80%	91 80%	118 81%	121 79%	83 84%	164 81%	103 83%	287 78%
DK / NR	14 2%	4 3%		3 2%	3 2%	2 2%	7 4%		6 2%
Total	805 100%	172 100%	114 100%	146 100%	153 100%	99 100%	202 100%	124 100%	370 100%

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Given back equally to all drivers	162 20%	96 20%	66 20%	86 20%	76 20%	22 22%	42 23%	66 20%	21 14%	
Allow good drivers to pay less	415 52%	244 52%	171 51%	221 51%	194 52%	39 39%	101 55%	182 55%	78 52%	
Invested into driver's safety courses and programs	214 27%	124 26%	90 27%	117 27%	96 26%	39 39%	41 22%	74 23%	49 33%	
DK / NR	14 2%	10 2%	5 1%	7 2%	8 2%		1 1%	7 2%	2 1%	
Total	805 100%	473 100%	332 100%	431 100%	374 100%	100 100%	185 100%	329 100%	150 100%	

DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
Given back equally to all drivers	162 20%	30 17%	19 17%	39 27%	35 23%	12 12%	37 18%	27 22%	85 23%
Allow good drivers to pay less	415 52%	93 54%	61 54%	66 45%	81 53%	51 51%	106 53%	60 49%	194 52%
Invested into driver's safety courses and programs	214 27%	49 29%	31 27%	39 27%	34 22%	34 35%	58 29%	36 29%	84 23%
DK / NR	14 2%		2 2%	2 2%	3 2%	2 2%	1 1%	1 1%	7 2%
Total	805 100%	172 100%	114 100%	146 100%	153 100%	99 100%	202 100%	124 100%	370 100%

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

DSR5. Have you ever had a Manitoba driver's licence?

	Overall	Region		Gender		Age			
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over
		No	43	25	18	36	7	9	7
Yes	59%	61%	58%	68%	36%	45%	73%	76%	54%
Total	73	42	31	54	19	19	9	19	21
	100%	100%	100%	100%	100%	100%	100%	100%	100%

DSR5. Have you ever had a Manitoba driver's licence?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
		No	43	22	3	4	3	14	18
Yes	59%	52%	61%	83%	61%	68%	67%	55%	45%
Total	73	42	5	17%	39%	21	26	8	15
	100%	100%	100%	100%	100%	100%	100%	100%	100%



Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

Time since respondent last drove.

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Drove today	507 67%	265 64%	222 71%	231 58%	277 75%	47 51%	132 74%	220 70%	88 63%	
1-6 days ago	197 26%	131 29%	67 21%	125 32%	72 20%	31 34%	41 23%	83 26%	31 22%	
A week or more but less than a month	16 2%	6 1%	10 3%	10 3%	6 2%	2 2%	1 1%	6 2%	5 3%	
A month or more but less than a year	8 1%	4 1%	4 1%	5 1%	2 1%	2 3%	2 1%	1 0%	3 2%	
1 to 5 years	21 3%	12 3%	9 3%	12 3%	9 2%	10 11%	4 1%	4 1%	5 4%	
Longer than 5 years	12 2%	10 2%	3 1%	11 3%	1 0%	3 1%	2 1%	2 1%	7 5%	
Total	762 100%	448 100%	314 100%	395 100%	367 100%	92 100%	178 100%	314 100%	139 100%	
Mean	101.85	133.95	56.11	170.07	28.42	59.31	55.48	36.13	331.68	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid: N	762	448	314	395	367	92	178	314	139	

PRA Inc.

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Time since respondent last drove.

	Overall	Annual Family Income				Education				Univ. / Coll. graduate
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary		
Drove today	507 67%	74 49%	72 65%	106 74%	117 78%	52 61%	114 62%	81 67%	255 70%	
1-6 days ago	197 26%	41 27%	33 30%	35 25%	31 21%	19 23%	56 30%	28 23%	92 25%	
A week or more but less than a month	16 2%	8 5%	3 3%	1 1%		3 3%	6 3%	4 3%	3 1%	
A month or more but less than a year	8 1%	6 4%			1 0%		4 2%	1 1%	3 1%	
1 to 5 years	21 3%	16 11%	2 2%			5 6%	5 3%	3 2%	7 2%	
Longer than 5 years	12 2%	5 3%	1 1%	1 1%	2 1%	6 7%		3 3%	2 1%	
Total	762 100%	150 100%	111 100%	142 100%	150 100%	85 100%	184 100%	120 100%	363 100%	
Mean	101.85	288.52	45.77	19.33	33.04	434.02	22.75	151.64	39.68	
Median	.00	3.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	762	150	111	142	150	85	184	120	363	

PRA Inc.

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Time since respondent last drove.

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Drove today	507	285	222	231	277	47	132	220	88	
	67%	64%	71%	58%	75%	51%	74%	70%	63%	
A week or less	203	131	72	129	74	31	41	86	32	
	27%	29%	23%	33%	20%	34%	23%	27%	23%	
More than a week	51	31	21	35	17	14	6	9	19	
	7%	7%	7%	9%	5%	15%	3%	3%	13%	
Total	762	448	314	395	367	92	178	314	139	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean	101.85	133.95	56.11	170.07	28.42	59.31	55.48	36.13	331.68	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	762	448	314	395	367	92	178	314	139	

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
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Time since respondent last drove.

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
Drove today	507	74	72	106	117	52	114	81	255
A week or less	67%	49%	65%	74%	78%	61%	62%	67%	70%
More than a week	203	44	33	35	31	21	58	29	93
	27%	30%	30%	25%	21%	25%	31%	24%	26%
Total	51	31	5	2	2	12	13	10	15
	7%	21%	5%	1%	1%	14%	7%	8%	4%
Mean	762	150	111	142	150	85	184	120	363
Median	100%	100%	100%	100%	100%	100%	100%	100%	100%
Valid N	101.85	288.52	45.77	19.33	33.04	434.02	22.75	151.64	39.68
	.00	3.00	.00	.00	.00	.00	.00	.00	.00
	762	150	111	142	150	85	184	120	363

MS1. Do you currently have a valid driver's licence?

	Overall	Region		Gender		Age			
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over
No	73	42	31	54	19	9	19	21	
	9%	9%	9%	12%	5%	5%	6%	14%	
Yes	732	431	301	377	81	176	310	129	
	91%	91%	91%	88%	81%	95%	94%	86%	
Total	805	473	332	431	100	185	329	150	
	100%	100%	100%	100%	100%	100%	100%	100%	

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
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MS1. Do you currently have a valid driver's licence?

	Overall	Annual Family Income			Education			Univ. / Coll. graduate	
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school		Some post-secondary
No	73	42	5	5	4	21	26	8	15
Yes	9%	25%	4%	4%	3%	21%	13%	7%	4%
	732	130	109	141	148	78	176	116	355
	91%	75%	96%	96%	97%	79%	87%	93%	96%
Total	805	172	114	146	153	99	202	124	370
	100%	100%	100%	100%	100%	100%	100%	100%	100%

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Manitoba Omnibus - Manitoba Public Insurance - July 2007  
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MP1. How many licenced vehicles does your household own or lease?

	Overall	Region		Gender		Age			
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over
None	49 6%	37 8%	12 4%	34 8%	15 4%	9 9%	3 2%	14 4%	19 13%
1	283 35%	182 39%	100 30%	174 40%	109 29%	18 18%	75 40%	100 30%	71 47%
2	307 38%	171 36%	136 41%	141 33%	166 44%	41 41%	79 43%	128 39%	48 32%
3	102 13%	57 12%	45 14%	59 14%	43 11%	15 15%	20 11%	55 17%	9 6%
4	39 5%	20 4%	18 6%	10 2%	29 8%	9 9%	4 2%	20 6%	4 3%
5 or more	23 3%	6 1%	17 5%	12 3%	11 3%	6 6%	4 2%	12 4%	
DK / NR	3 0%		3 1%	2 0%	2 0%	3 3%			
Total	805 100%	473 100%	332 100%	431 100%	374 100%	100 100%	185 100%	329 100%	150 100%
Mean	1.86	1.71	2.08	1.71	2.02	2.22	1.79	2.05	1.39
Median	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00
Valid N	802	473	329	429	372	97	185	329	150

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

MP1. How many licenced vehicles does your household own or lease?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
None	48	34	4	1	14	12	12	12	9
	6%	20%	3%	1%	14%	6%	10%	10%	2%
1	283	85	41	56	24	65	39	39	134
	35%	49%	36%	38%	16%	32%	31%	31%	36%
2	307	41	48	64	76	82	45	45	149
	38%	24%	42%	44%	50%	41%	36%	36%	40%
3	102	8	11	18	30	26	17	17	52
	13%	5%	10%	13%	20%	13%	13%	13%	14%
4	39	1	8	4	13	12	7	7	15
	5%	1%	7%	3%	9%	6%	6%	6%	4%
5 or more	23	1	2	2	9	3	5	5	9
	3%	1%	2%	2%	6%	2%	4%	4%	3%
DK / NR	3	2				2			2
	0%	1%				1%			0%
Total	805	172	114	146	153	202	124	124	370
	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean	1.86	1.21	1.85	1.85	2.43	1.86	1.93	1.93	1.90
Median	2.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Valid N	802	170	114	146	153	200	124	124	368

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Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2A. During a typical week, roughly, what percentage of your own trips are: Commuting to and from work?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	262	150	102	153	109	16	34	90	106	
	37%	38%	34%	42%	32%	21%	20%	30%	86%	
1 to 25%	69	39	30	30	39	5	26	32	4	
	10%	9%	10%	8%	11%	7%	15%	10%	3%	
26 to 50%	113	61	53	48	66	16	32	52	7	
	16%	15%	18%	13%	19%	21%	19%	17%	6%	
51 to 75%	126	79	46	61	65	19	37	65	1	
	18%	19%	16%	17%	19%	25%	21%	21%	1%	
76 to 100%	131	72	59	71	60	18	43	62	5	
	18%	17%	20%	19%	17%	23%	24%	20%	4%	
DK / NR	13	7	6	6	7	3	2	3	1	
	2%	2%	2%	2%	2%	4%	1%	1%	1%	
Total	714	418	296	369	346	77	174	304	124	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean	37.54	36.35	39.23	36.35	38.82	50.11	47.50	42.52	6.72	
Median	40.00	30.41	45.00	25.00	41.20	56.66	50.00	50.00	.00	
Valid N	701	411	290	362	339	74	172	301	123	

PRA Inc.



Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2A. During a typical week, roughly, what percentage of your own trips are: Commuting to and from work?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
None	262 37%	54 45%	50 47%	45 32%	34 23%	36 49%	75 44%	39 36%	110 31%
1 to 25%	69 10%	6 5%	5 5%	18 13%	17 11%	3 4%	11 6%	11 10%	42 12%
26 to 50%	113 16%	15 13%	15 14%	23 16%	29 20%	12 16%	25 15%	15 13%	60 17%
51 to 75%	126 18%	17 14%	18 17%	30 21%	33 22%	5 7%	30 18%	18 16%	72 21%
76 to 100%	131 18%	24 20%	16 16%	25 18%	30 20%	14 19%	29 17%	25 23%	62 18%
DK / NR	13 2%	4 3%	2 2%	4 3%	4 3%	3 5%	3 2%	3 2%	6 2%
Total	714 100%	119 100%	105 100%	140 100%	147 100%	75 100%	171 100%	110 100%	351 100%
Mean	37.54	34.62	33.40	39.90	45.07	31.08	35.27	39.67	39.57
Median	40.00	20.16	16.10	50.00	50.00	.00	25.00	40.00	50.00
Valid N	701	115	103	140	143	72	171	107	345

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Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2B. During a typical week, roughly, what percentage of your own trips are: On business?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	561	344	217	300	261	67	125	234	109	
	79%	82%	73%	81%	76%	87%	72%	77%	88%	
1 to 25%	82	39	42	42	40	7	28	37	6	
	11%	9%	14%	11%	12%	9%	16%	12%	5%	
26 to 50%	28	14	14	13	15		8	13	6	
	4%	3%	5%	4%	4%		5%	4%	5%	
51 to 75%	10	7	4	4	6		6	3	1	
	1%	2%	1%	1%	2%		3%	1%	1%	
76 to 100%	21	8	13	4	17		6	14		
	3%	2%	4%	1%	5%		3%	4%		
DK / NR	13	7	6	6	7	3	2	3	1	
	2%	2%	2%	2%	2%	4%	1%	1%	1%	
Total	714	418	296	369	346	77	174	304	124	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean	6.71	5.36	8.63	4.75	8.82	1.13	8.89	8.34	3.42	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	701	411	290	362	339	74	172	301	123	

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2B. During a typical week, roughly, what percentage of your own trips are: On business?

	Overall	Annual Family Income			Education			Univ. / Coll. graduate	
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school		Some post-secondary
None	561 79%	93 78%	88 84%	109 78%	107 73%	60 79%	157 92%	86 78%	252 72%
1 to 25%	82 11%	13 11%	5 5%	21 15%	21 14%	5 7%	5 3%	14 13%	57 16%
26 to 50%	28 4%	5 5%	5 5%	4 3%	6 4%	4 4%	5 3%	2 2%	17 5%
51 to 75%	10 1%	2 2%	1 1%	1 1%	2 2%	1 2%	1 1%	2 2%	6 2%
76 to 100%	21 3%	1 1%	4 4%	5 4%	6 4%	2 3%	2 1%	3 3%	14 4%
DK / NR	13 2%	4 3%	2 2%	4 3%	4 3%	3 5%	3 2%	3 2%	6 2%
Total	714 100%	119 100%	105 100%	140 100%	147 100%	75 100%	171 100%	110 100%	351 100%
Mean	6.71	5.85	6.90	6.93	8.18	6.81	3.26	5.96	8.73
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00
Valid N	701	115	103	140	143	72	171	107	345

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Manitoba Omnibus - Manitoba Public Insurance - July 2007  
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MP2C. During a typical week, roughly, what percentage of your own trips are: For commuting to and from school?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	664 93%	385 92%	279 94%	345 94%	319 92%	58 75%	163 93%	291 96%	121 97%	
1 to 25%	22 3%	16 4%	6 2%	10 3%	12 4%	9 12%	4 2%	8 3%	1 1%	
26 to 50%	10 1%	7 2%	3 1%	5 1%	5 1%	6 8%	1 1%	2 1%	1 1%	
51 to 75%	1 0%		1 0%	1 0%	1 0%		1 1%			
76 to 100%	4 1%	3 1%	1 0%	1 0%	3 1%	1 2%	3 2%			
DK / NR	13 2%	7 2%	6 2%	6 2%	7 2%	3 4%	2 1%	3 1%	1 1%	
Total	714 100%	418 100%	296 100%	369 100%	346 100%	77 100%	174 100%	304 100%	124 100%	
Mean	1.61	1.93	1.16	1.44	1.80	6.12	2.26	.76	.52	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	701	411	290	362	339	74	172	301	123	

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MP2C. During a typical week, roughly, what percentage of your own trips are: For commuting to and from school?

	Overall	Annual Family Income				Education			Univ. / Coll. graduate
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	
None	664 93%	107 89%	96 91%	137 98%	135 92%	72 95%	163 95%	92 84%	332 95%
1 to 25%	22 3%	5 4%	6 6%	2 2%	5 3%		4 2%	8 8%	10 3%
26 to 50%	10 1%	2 2%		1 1%	2 1%		3 2%	4 4%	3 1%
51 to 75%	1 0%		1 1%				1 1%		
76 to 100%	4 1%	2 1%			1 1%			3 3%	1 0%
DK / NR	13 2%	4 3%	2 2%		4 3%	3 5%		3 2%	6 2%
Total	714 100%	119 100%	105 100%	140 100%	147 100%	75 100%	171 100%	110 100%	351 100%
Mean	1.61	2.45	1.38	.73	1.75	.00	1.31	4.84	1.12
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00
Valid N	701	115	103	140	143	72	171	107	345

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MP2D. During a typical week, roughly, what percentage of your own trips are: Non-business such as shopping, family trips, etc.?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	28 4%	10 2%	18 6%	12 3%	16 5%	3 4%	12 7%	10 3%	3 2%	
1 to 25%	227 32%	131 31%	96 33%	117 32%	110 32%	28 36%	71 41%	115 38%	5 4%	
26 to 50%	155 22%	92 22%	63 21%	65 18%	90 26%	22 29%	42 24%	76 25%	10 8%	
51 to 75%	26 4%	13 3%	13 4%	15 4%	11 3%	3 4%	10 6%	12 4%	1 1%	
76 to 100%	265 37%	165 39%	99 34%	153 41%	112 32%	17 22%	37 21%	88 29%	104 84%	
DK / NR	13 2%	7 2%	6 2%	6 2%	7 2%	3 4%	2 1%	3 1%	1 1%	
Total	714 100%	418 100%	296 100%	369 100%	346 100%	77 42.64	174 41.36	304 48.39	124 100.00	
Mean	54.13	56.36	50.98	57.47	50.57	30.00	30.00	40.00	89.34	
Median	50.00	50.00	42.65	50.00	40.00	30.00	30.00	40.00	100.00	
Valid N	701	411	290	362	339	74	172	301	123	

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MP2D. During a typical week, roughly, what percentage of your own trips are: Non-business such as shopping, family trips, etc.?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ / Coll. graduate
None	28	7	2	4	10	1	8	5	14
	4%	6%	2%	3%	7%	1%	5%	4%	4%
1 to 25%	227	32	33	50	48	21	42	45	119
	32%	26%	31%	36%	32%	28%	25%	41%	34%
26 to 50%	155	24	23	31	42	14	36	16	88
	22%	20%	22%	22%	29%	18%	21%	15%	25%
51 to 75%	26	6		5	9	4	9	3	10
	4%	5%		4%	6%	5%	5%	3%	3%
76 to 100%	265	48	45	50	34	32	76	38	113
	37%	40%	42%	36%	23%	43%	45%	35%	32%
DK / NR	13	4	2		4	3		3	6
	2%	3%	2%		3%	5%		2%	2%
Total	714	119	105	140	147	75	171	110	351
	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean	54.13	57.08	58.33	52.44	45.00	62.11	60.16	49.53	50.58
Median	50.00	50.00	50.00	45.00	30.00	58.17	50.00	30.00	40.00
Valid N	701	115	103	140	143	72	171	107	345

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MP4. In general, what type of vehicle do you usually drive? Is it a:

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Mini van	86 12%	43 10%	44 15%	45 12%	42 12%	2 2%	24 14%	40 13%	16 13%	
Light truck (¾ or 3/4 ton)	80 11%	28 7%	52 17%	18 5%	62 18%	6 7%	23 13%	36 12%	10 8%	
SUV - Sports Utility Vehicle (Pathfinder, Explorer, JimmV)	71 10%	46 11%	25 8%	32 9%	39 11%	7 8%	16 9%	35 12%	8 7%	
Motorcycle	1 0%		1 0%		1 0%			1 0%		
A sports car	20 3%	10 2%	10 3%	13 3%	7 2%	5 6%	5 3%	10 3%		
A passenger car	433 61%	277 67%	156 53%	246 67%	187 54%	57 74%	102 58%	172 57%	83 67%	
Full-size van	20 3%	11 3%	9 3%	14 4%	6 2%	1 2%	4 2%	7 2%	6 5%	
Other	1 0%		1 0%		1 0%			1 0%		
No response	1 0%	1 0%		1 0%				1 0%		
Total	712 100%	416 100%	296 100%	367 100%	345 100%	77 100%	174 100%	303 100%	123 100%	

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Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted Banner Tables - Driver Safety Rating System

MP4. In general, what type of vehicle do you usually drive? Is it a:

	Overall	Annual Family Income			Education			Univ. / Coll. graduate	
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school		Some post-secondary
Mini van	86	13	15	20	23	12	18	8	47
Light truck (¾ or 3/4 ton)	12%	11%	14%	14%	16%	16%	10%	7%	14%
SUV - Sports Utility Vehicle (Pathfinder, Explorer, etc.)	80	8	9	20	19	16	22	11	30
Motorcycle	11%	6%	9%	14%	13%	22%	13%	10%	9%
A sports car	71	4	8	23	19	1	17	14	40
A passenger car	10%	3%	8%	16%	13%	1%	10%	13%	11%
Full-size van	1					1			
Other	0%					1%			
No response	20	1	4	5	4	1	7	3	9
Total	3%	1%	4%	3%	3%	2%	4%	2%	3%
	433	88	59	71	81	36	103	71	218
	61%	75%	56%	51%	55%	49%	60%	65%	62%
	20	4	10	1	1	5	4	3	6
	3%	3%	9%	1%	0%	7%	3%	3%	2%
	1		1	1		1			1
	0%		1%	1%		1%			0%
	1				1				
	0%				0%				0%
	712	118	105	140	147	74	171	109	351
	100%	100%	100%	100%	100%	100%	100%	100%	100%

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Remove demerits based on actual driving history	471 59%	276 59%	196 59%	244 58%	228 60%	44 45%	116 61%	200 60%	93 62%	
Complete a Driver Safety Course to remove demerits	301 38%	183 39%	119 36%	158 38%	143 37%	49 50%	68 36%	127 38%	49 33%	
DK / NR	29 4%	12 3%	17 5%	18 4%	11 3%	4 4%	5 3%	6 2%	8 5%	
Total	802 100%	470 100%	332 100%	420 100%	382 100%	98 100%	190 100%	334 100%	151 100%	

DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	High school <	High school	Some post-secondary	Univ. / Coll. graduate
Remove demerits based on actual driving history	471 59%	115 63%	67 56%	88 58%	103 66%	67 61%	118 60%	74 52%	212 61%
Complete a Driver Safety Course to remove demerits	301 38%	61 33%	45 38%	63 41%	50 32%	34 31%	76 39%	63 45%	125 36%
DK / NR	29 4%	6 3%	8 6%	1 0%	2 2%	9 9%	3 2%	4 3%	10 3%
Total	802 100%	181 100%	121 100%	151 100%	155 100%	110 100%	197 100%	141 100%	347 100%

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Be rewarded regardless	144 18%	87 18%	58 17%	61 14%	84 22%	19 20%	33 17%	57 17%	28 19%	
Only be rewarded if they have a valid licence	628 78%	372 79%	257 77%	346 82%	283 74%	78 80%	155 81%	268 80%	107 71%	
DK / NR	29 4%	12 3%	17 5%	14 3%	16 4%		2 1%	9 3%	15 10%	
Total	802 100%	470 100%	332 100%	420 100%	382 100%	98 100%	190 100%	334 100%	151 100%	

DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?

	Overall	Annual Family Income			Education				
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
Be rewarded regardless	144 18%	29 16%	23 19%	30 20%	19 12%	25 23%	30 15%	27 19%	63 18%
Only be rewarded if they have a valid licence	628 78%	145 80%	94 78%	120 79%	134 86%	76 69%	158 80%	111 79%	278 80%
DK / NR	29 4%	8 4%	3 3%	2 1%	2 1%	9 8%	9 5%	3 2%	7 2%
Total	802 100%	181 100%	121 100%	151 100%	155 100%	110 100%	197 100%	141 100%	347 100%

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
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DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Given back equally to all drivers	181 23%	115 24%	66 20%	80 19%	100 26%	31 31%	47 25%	75 23%	23 15%	
Allow good drivers to pay less	405 51%	235 50%	170 51%	209 50%	197 52%	42 43%	100 53%	175 52%	74 49%	
Invested into driver's safety courses and programs	188 23%	107 23%	81 24%	117 28%	71 19%	24 24%	37 19%	76 23%	45 30%	
DK / NR	28 3%	13 3%	15 4%	14 3%	14 4%	2 2%	6 3%	8 2%	9 6%	
Total	802 100%	470 100%	332 100%	420 100%	382 100%	98 100%	190 100%	334 100%	151 100%	

DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
Given back equally to all drivers	181 23%	32 18%	31 26%	38 25%	38 24%	18 17%	45 23%	35 25%	82 24%
Allow good drivers to pay less	405 51%	88 49%	64 53%	69 46%	88 57%	60 55%	104 53%	64 45%	174 50%
Invested into driver's safety courses and programs	188 23%	58 32%	24 20%	42 28%	24 15%	28 23%	42 21%	37 26%	84 24%
DK / NR	28 3%	3 2%	2 2%	2 1%	6 4%	6 5%	6 3%	6 4%	8 2%
Total	802 100%	181 100%	121 100%	151 100%	155 100%	110 100%	197 100%	141 100%	347 100%

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
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DSR5. Have you ever had a Manitoba driver's licence?

	Overall	Region		Gender		Age			
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over
No	23 41%	12 34%	11 52%	15 49%	8 31%	1 9%	7 53%	5 35%	
Yes	32 57%	22 63%	10 48%	15 48%	17 69%	11 91%	6 47%	9 58%	
DK / NR	1 2%	1 3%		1 3%				1 6%	
Total	55 100%	35 100%	20 100%	30 100%	25 100%	12 100%	13 100%	15 100%	

DSR5. Have you ever had a Manitoba driver's licence?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
No	23 41%	13 50%	2 30%	1 17%	1 26%	9 60%	8 52%	2 22%	3 23%
Yes	32 57%	13 50%	4 70%	4 83%	3 74%	5 34%	7 48%	8 78%	12 77%
DK / NR	1 2%					1 6%			
Total	55 100%	25 100%	6 100%	4 100%	4 100%	16 100%	14 100%	10 100%	15 100%

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
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Time since respondent last drove.

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Drove today	544 70%	294 64%	250 78%	262 65%	282 76%	53 61%	135 71%	242 74%	95 66%	
1-6 days ago	176 23%	118 26%	58 18%	108 27%	68 18%	28 32%	35 18%	74 23%	33 23%	
A week or more but less than a month	9 1%	6 1%	2 1%	6 1%	3 1%	2 3%	4 2%	1 0%	1 1%	
A month or more but less than a year	14 2%	13 3%	1 0%	9 2%	5 1%	1 1%	3 2%	4 1%	3 2%	
1 to 5 years	26 3%	20 4%	6 2%	12 3%	14 4%	3 4%	11 6%	4 1%	8 6%	
Longer than 5 years	7 1%	5 1%	2 1%	7 2%	14 4%	7 8%	1 1%	2 1%	4 3%	
Total	776 100%	457 100%	319 100%	404 100%	372 100%	88 100%	189 100%	326 100%	144 100%	
Mean	82.72	107.15	47.74	125.86	35.97	36.42	87.70	33.97	229.34	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	776	457	319	404	372	88	189	326	144	

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

Time since respondent last drove.

	Overall	Annual Family Income						Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate		
Drove today	544	99	86	112	119	70	139	93	239		
	70%	59%	74%	75%	78%	70%	74%	67%	69%		
1-6 days ago	176	44	24	32	30	19	38	33	83		
	23%	28%	20%	21%	20%	19%	20%	24%	24%		
A week or more but less than a month	9	4		1	1		2	2	5		
	1%	3%		1%	1%		1%	1%	1%		
A month or more but less than a year	14	7	2		1	3	2	3	7		
	2%	4%	2%		1%	3%	1%	2%	2%		
1 to 5 years	26	11	3	4	2	6	6	8	6		
	3%	6%	3%	2%	1%	6%	3%	6%	2%		
Longer than 5 years	7	3	1	1		3			4		
	1%	2%	1%	1%		3%			1%		
Total	776	169	117	150	154	100	187	139	344		
	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Mean	82.72	176.27	53.46	56.30	13.05	212.26	31.98	66.67	80.70		
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00		
Valid N	776	169	117	150	154	100	187	139	344		

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

Time since respondent last drove.

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
Drove today	544	294	250	262	282	53	135	242	95	
	70%	64%	76%	65%	76%	61%	71%	74%	66%	
A week or less	181	123	58	110	71	29	37	75	34	
	23%	27%	18%	27%	19%	33%	19%	23%	23%	
More than a week	51	39	11	31	20	5	17	10	15	
	7%	9%	4%	8%	5%	6%	9%	3%	11%	
Total	776	457	319	404	372	88	189	326	144	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean	82.72	107.15	47.74	125.86	35.97	36.42	87.70	33.97	229.34	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	776	457	319	404	372	88	189	326	144	

PRA Inc.



Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

Time since respondent last drove.

	Overall	Annual Family Income			Education				
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
Drove today	544	99	86	112	119	70	139	93	239
A week or less	70%	59%	74%	75%	78%	70%	74%	67%	69%
More than a week	181	47	24	32	30	19	40	35	85
	23%	28%	20%	21%	20%	19%	21%	25%	25%
	51	22	7	6	4	11	9	11	20
	7%	13%	6%	4%	3%	11%	5%	8%	6%
Total	776	169	117	150	154	100	187	139	344
Mean	100%	100%	100%	100%	100%	100%	100%	100%	100%
Median	82.72	176.27	53.46	56.30	13.05	212.26	31.98	66.67	80.70
Valid N	.00	.00	.00	.00	.00	.00	.00	.00	.00
	776	169	117	150	154	100	187	139	344

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MS1. Do you currently have a valid driver's licence?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
No	54 7%	34 7%	20 6%	29 7%	25 6%	13 14%	12 6%	13 4%	14 10%	
Yes	747 93%	436 93%	311 94%	390 93%	357 94%	85 86%	178 94%	321 96%	135 90%	
DK / NR	1 0%	1 0%		1 0%					1 1%	
Total	802 100%	470 100%	332 100%	420 100%	382 100%	98 100%	190 100%	334 100%	151 100%	

MS1. Do you currently have a valid driver's licence?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
No	54 7%	25 14%	6 5%	4 3%	4 3%	15 13%	14 7%	10 7%	15 4%
Yes	747 93%	156 86%	115 95%	147 97%	151 97%	94 86%	182 93%	131 93%	332 96%
DK / NR	1 0%					1 1%			
Total	802 100%	181 100%	121 100%	151 100%	155 100%	110 100%	197 100%	141 100%	347 100%

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP1. How many licenced vehicles does your household own or lease?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	39 5%	27 6%	12 4%	20 5%	19 5%	2 2%	10 5%	13 4%	13 9%	
1	314 39%	206 44%	108 32%	171 41%	143 37%	24 25%	77 40%	108 32%	97 65%	
2	266 33%	156 33%	110 33%	132 31%	135 35%	24 24%	76 40%	124 37%	31 21%	
3	106 13%	48 10%	58 18%	58 14%	48 13%	25 25%	16 8%	56 17%	5 3%	
4	35 4%	18 4%	17 5%	19 4%	16 4%	10 11%	5 3%	15 5%	3 2%	
5 or more	38 5%	13 3%	25 8%	17 4%	21 5%	12 13%	6 3%	18 5%		
DK / NR	4 1%	3 1%	1 0%	3 1%	1 0%				2 1%	
Total	802 100%	470 100%	332 100%	420 100%	382 100%	98 100%	190 100%	334 100%	151 100%	
Mean	1.92	1.74	2.17	1.89	1.95	2.60	1.77	2.10	1.24	
Median	2.00	1.98	2.00	2.00	2.00	2.00	2.00	2.00	1.00	
Valid N	798	468	330	417	381	98	190	334	149	

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP1. How many licenced vehicles does your household own or lease?

	Overall	Annual Family Income			Education			
		Under \$35,000	\$35,000 to \$50,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
None	39	28	3	13	9	9	8	
	5%	15%	2%	12%	5%	6%	2%	
1	314	107	67	58	71	45	139	
	39%	59%	28%	53%	38%	32%	40%	
2	266	30	65	71	69	51	122	
	33%	17%	43%	46%	35%	36%	35%	
3	106	13	22	32	32	19	46	
	13%	7%	15%	20%	16%	14%	13%	
4	35	1	9	10	11	5	15	
	4%	1%	6%	7%	6%	3%	4%	
5 or more	38	2	9	14	4	13	18	
	5%	1%	6%	9%	2%	9%	5%	
DK / NR	4				1			
	1%				0%			
Total	802	181	151	155	197	141	347	
	100%	100%	100%	100%	100%	100%	100%	
Mean	1.92	1.24	2.20	2.53	1.88	2.07	2.00	
Median	2.00	1.00	2.00	2.00	2.00	2.00	2.00	
Valid N	798	181	151	155	196	141	347	

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2A. During a typical week, roughly, what percentage of your own trips are: Commuting to and from work?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	282	156	126	166	116	23	36	97	120	
	38%	37%	41%	43%	34%	28%	21%	31%	90%	
1 to 25%	100	58	42	39	61	6	30	53	6	
	14%	14%	14%	10%	17%	7%	17%	17%	4%	
26 to 50%	104	65	39	51	53	20	29	48	1	
	14%	15%	13%	13%	15%	24%	17%	15%	1%	
51 to 75%	97	61	37	51	47	11	31	51	1	
	13%	14%	12%	13%	13%	13%	18%	16%	1%	
76 to 100%	144	80	63	78	65	22	45	65	4	
	20%	19%	20%	20%	19%	26%	26%	21%	3%	
DK / NR	7	5	2	2	5	1	1	2	2	
	1%	1%	1%	0%	1%	2%	1%	1%	1%	
Total	733	424	309	386	347	85	173	315	134	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean	34.92	35.54	34.08	34.38	35.53	44.91	45.66	38.53	3.97	
Median	25.00	25.00	20.00	20.00	25.00	50.00	50.00	30.84	.00	
Valid N	726	419	307	384	342	83	172	314	132	

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Weighted Banner Tables - Driver Safety Rating System

MP2A. During a typical week, roughly, what percentage of your own trips are: Commuting to and from work?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
None	282	88	46	36	36	56	73	45	107
	38%	59%	40%	25%	24%	61%	40%	35%	33%
1 to 25%	100	13	13	28	22	12	23	16	46
	14%	9%	11%	20%	15%	13%	13%	13%	14%
26 to 50%	104	11	20	26	22	4	30	16	54
	14%	8%	17%	18%	15%	5%	17%	13%	16%
51 to 75%	97	9	13	24	28	6	17	23	51
	13%	6%	12%	17%	19%	7%	9%	18%	15%
76 to 100%	144	24	22	30	41	13	37	25	68
	20%	16%	19%	21%	27%	15%	20%	20%	21%
DK / NR	7	3	1	2	2	1	2	1	3
	1%	2%	1%	1%	1%	1%	1%	1%	1%
Total	733	148	115	143	151	91	181	126	328
	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean	34.92	23.95	34.68	40.46	44.96	22.21	34.48	37.03	38.14
Median	25.00	.00	20.00	40.00	50.00	.00	20.00	30.00	34.94
Valid N	726	146	114	143	149	91	179	125	326

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
 Weighted Banner Tables - Driver Safety Rating System

MP2B. During a typical week, roughly, what percentage of your own trips are: On business?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	580	341	239	331	249	72	128	240	118	
	79%	80%	77%	86%	72%	85%	74%	76%	88%	
1 to 25%	82	49	33	41	41	10	24	40	6	
	11%	11%	11%	11%	12%	11%	14%	13%	4%	
26 to 50%	23	15	8	9	14		8	14	1	
	3%	4%	3%	2%	4%		5%	4%	1%	
51 to 75%	14	6	8	2	12		2	10	2	
	2%	1%	3%	1%	3%		1%	3%	2%	
76 to 100%	27	9	18	2	25	2	10	10	5	
	4%	2%	6%	0%	7%	2%	6%	3%	4%	
DK / NR	7	5	2	2	5	1	1	2	2	
	1%	1%	1%	0%	1%	2%	1%	1%	1%	
Total	733	424	309	386	347	85	173	315	134	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean	7.50	5.79	9.84	3.16	12.38	3.77	9.98	8.48	5.30	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	726	419	307	384	342	83	172	314	132	

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2B. During a typical week, roughly, what percentage of your own trips are: On business?

	Overall	Annual Family Income				Education				
		Under \$35,000		\$35,000 to \$50,000		Over \$75,000		< High school		Univ. / Coll. graduate
								High school	Some post-secondary	
None	580 79%	124 84%	96 84%	112 78%	103 68%	71 78%	148 82%	102 81%	254 77%	
1 to 25%	82 11%	10 7%	13 11%	19 13%	24 16%	9 10%	19 10%	12 10%	41 12%	
26 to 50%	23 3%	2 1%	2 2%	5 4%	10 7%	1 1%	6 3%	4 3%	13 4%	
51 to 75%	14 2%		2 2%	3 2%	4 3%	4 4%	2 1%	1 1%	7 2%	
76 to 100%	27 4%	9 6%		4 3%	8 5%	6 7%	5 3%	5 4%	11 3%	
DK / NR	7 1%	3 2%	1 1%		2 1%		2 1%	1 1%	3 1%	
Total	733 100%	148 100%	115 100%	143 100%	151 100%	91 100%	181 100%	126 100%	328 100%	
Mean	7.50	7.19	4.13	7.30	11.25	11.17	5.34	6.84	7.94	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	726	146	114	143	149	91	179	125	326	

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Weighted Banner Tables - Driver Safety Rating System

MP2C. During a typical week, roughly, what percentage of your own trips are: For commuting to and from school?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	682	388	294	356	326	63	163	302	130	
	93%	91%	95%	92%	94%	75%	94%	96%	97%	
1 to 25%	29	19	10	21	8	12	6	9	1	
	4%	4%	3%	5%	2%	14%	3%	3%	1%	
26 to 50%	11	8	2	5	6	7	1	2	1	
	1%	2%	1%	1%	2%	8%	1%	1%	1%	
51 to 75%	2	1	1	1	1		1	1		
	0%	0%	0%	0%	0%		1%	0%		
76 to 100%	3	3		2	1	2	1			
	0%	1%		0%	0%	2%	1%			
DK / NR	7	5	2	2	5	1	1	2	2	
	1%	1%	1%	0%	1%	2%	1%	1%	1%	
Total	733	424	309	386	347	85	173	315	134	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean	1.72	2.33	.90	1.77	1.67	7.59	1.63	.87	.32	
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00	
Valid N	726	419	307	384	342	83	172	314	132	

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2C. During a typical week, roughly, what percentage of your own trips are: For commuting to and from school?

	Overall	Annual Family Income			Education			Univ. / Coll. graduate	
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school		Some post-secondary
None	582 93%	135 91%	107 94%	134 94%	142 94%	88 98%	171 94%	108 85%	310 94%
1 to 25%	29 4%	4 3%	4 3%	7 5%	5 4%		5 3%	10 8%	13 4%
26 to 50%	11 1%	5 3%	1 1%	2 1%	1 1%	2 2%	1 1%	5 4%	2 1%
51 to 75%	2 0%						2 1%		
76 to 100%	3 0%	2 1%	1 1%	1 1%				2 1%	1 0%
DK / NR	7 1%	3 2%	1 1%		2 1%		2 1%	1 1%	3 1%
Total	733 100%	148 100%	115 100%	143 100%	151 100%	91 100%	181 100%	128 100%	328 100%
Mean	1.72	2.67	1.90	1.28	.65	1.07	1.50	4.01	1.10
Median	.00	.00	.00	.00	.00	.00	.00	.00	.00
Valid N	726	146	114	143	149	91	179	125	326

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2D. During a typical week, roughly, what percentage of your own trips are: Non-business such as shopping, family trips, etc.?

	Overall	Region		Gender		Age				
		Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
None	35 5%	15 3%	21 7%	10 3%	25 7%	6 7%	17 10%	10 3%	2 1%	
1 to 25%	221 30%	132 31%	89 29%	109 28%	111 32%	32 38%	56 33%	114 36%	9 7%	
26 to 50%	129 18%	74 17%	54 18%	63 16%	66 19%	17 20%	45 26%	58 18%	2 2%	
51 to 75%	53 7%	31 7%	22 7%	26 7%	27 8%	7 9%	16 9%	24 8%	5 4%	
76 to 100%	269 39%	168 40%	121 39%	176 46%	113 33%	20 23%	38 22%	109 35%	114 85%	
DK / NR	7 1%	5 1%	2 1%	2 0%	5 1%	1 2%	1 1%	2 1%	2 1%	
Total	733 100%	424 100%	309 100%	386 100%	347 100%	85 100%	173 100%	315 100%	134 100%	
Mean	55.85	56.34	55.19	60.69	50.42	43.72	42.73	52.11	90.40	
Median	50.00	50.00	50.00	70.00	50.00	36.77	30.00	50.00	100.00	
Valid N	726	419	307	384	342	83	172	314	132	

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP2D. During a typical week, roughly, what percentage of your own trips are: Non-business such as shopping, family trips, etc.?

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
None	35	10	7	6	9	10	10	3	13
	5%	6%	6%	4%	6%	10%	5%	2%	4%
1 to 25%	221	33	27	46	60	20	50	43	107
	30%	22%	24%	32%	40%	22%	27%	34%	33%
26 to 50%	129	12	23	32	33	5	30	29	63
	18%	8%	20%	22%	22%	6%	16%	23%	19%
51 to 75%	53	7	11	16	9	4	12	6	31
	7%	5%	9%	11%	6%	4%	7%	5%	9%
76 to 100%	289	84	47	42	37	53	78	44	111
	39%	56%	41%	29%	25%	56%	43%	34%	34%
DK / NR	7	3	1		2		2	1	3
	1%	2%	1%		1%		1%	1%	1%
Total	733	148	115	143	151	91	181	126	328
	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean	55.85	66.19	59.29	50.96	43.14	65.54	58.67	52.11	52.82
Median	50.00	100.00	60.00	50.00	30.00	100.00	56.13	40.00	50.00
Valid N	726	146	114	143	149	91	179	125	326

PRA Inc.

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP4. In general, what type of vehicle do you usually drive? Is it a:

	Region		Gender		Age				
	Winnipeg	Non-Winnipeg	Female	Male	18 to 24	25 to 39	40 to 64	65 and over	
	Overall								
Mini van	119 16%	61 14%	58 19%	62 16%	57 17%	6 7%	39 23%	50 16%	19 14%
Light truck (¾ or 3/4 ton)	94 13%	31 7%	63 20%	23 6%	71 21%	11 13%	20 12%	48 15%	13 10%
SUV - Sports Utility Vehicle (Pathfinder, Explorer, Jimny)	78 11%	53 13%	25 8%	43 11%	35 10%	6 8%	23 13%	39 12%	5 4%
Motorcycle	1 0%	1 0%			1 0%			1 0%	
A sports car	10 1%	7 2%	3 1%	7 2%	3 1%	1 2%	4 2%	3 1%	2 1%
A passenger car	395 54%	253 60%	142 46%	234 61%	161 47%	58 69%	79 46%	159 50%	86 65%
Full-size van	26 4%	11 3%	15 5%	14 4%	13 4%	1 2%	4 2%	13 4%	8 6%
Other	4 1%	3 1%	1 0%	1 0%	3 1%		3 2%	1 0%	
No response	3 0%	1 0%	1 0%	1 0%	1 0%			1 0%	
Total	730 100%	420 100%	309 100%	384 100%	346 100%	83 100%	172 100%	315 100%	133 100%

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Manitoba Omnibus - Manitoba Public Insurance - August 2007  
Weighted Banner Tables - Driver Safety Rating System

MP4. In general, what type of vehicle do you usually drive? Is it a:

	Overall	Annual Family Income				Education			
		Under \$35,000	\$35,000 to \$50,000	\$50,000 to \$75,000	Over \$75,000	< High school	High school	Some post-secondary	Univ. / Coll. graduate
Mini van	119	24	20	19	24	22	28	18	48
Light truck (1/2 or 3/4 ton)	16%	16%	17%	13%	16%	24%	16%	15%	15%
SUV - Sports Utility Vehicle (Pathfinder, Explorer, etc.)	94	21	12	20	24	18	28	22	25
Motorcycle	13%	14%	11%	14%	16%	20%	15%	18%	8%
A sports car	78	7	7	26	28	3	15	11	48
A passenger car	11%	5%	6%	18%	19%	4%	8%	9%	15%
Full-size van	1	1	1	1	4		2	1	1
Other	0%			1%					0%
No response	10	1	1	1	4		2	1	7
Total	1%	1%	1%	1%	3%		1%	1%	2%
	395	86	69	72	65	44	92	69	188
	54%	58%	61%	50%	43%	49%	51%	55%	57%
	26	9	4	4	2	2	13	3	8
	4%	6%	4%	3%	1%	2%	7%	2%	3%
	4			3	3		1	1	2
	1%			2%	2%		1%	1%	0%
	3	1	1	1	1		1	1	1
	0%			0%	0%		0%		0%
	730	147	114	143	149	90	181	125	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%

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**APPENDIX D**

**One-Ways (Weighted)**



**DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Rem demerits only based on their actual driving history	460	57.1	57.1	57.1
	Compl a driving safety course should remove some demerits	312	38.8	38.8	95.9
	DK / NR	33	4.1	4.1	100.0
	Total	805	100.0	100.0	

**DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Be rewarded regardless	146	18.2	18.2	18.2
	Only be rewarded if they have a valid licence	644	80.0	80.0	98.2
	DK / NR	14	1.8	1.8	100.0
	Total	805	100.0	100.0	

**DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Given back equally to all drivers	162	20.2	20.2	20.2
	Allow good drivers to pay less	415	51.5	51.5	71.7
	Invested into driver's safety courses and programs	214	26.5	26.5	98.2
	DK / NR	14	1.8	1.8	100.0
	Total	805	100.0	100.0	

**DSR5. Have you ever had a Manitoba driver's licence?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	43	5.4	59.5	59.5
	Yes	30	3.7	40.5	100.0
	Total	73	9.1	100.0	
Missing	System	732	90.9		
Total		805	100.0		

**Statistics**

*TIME. Time since respondent last drove (days).*

N	Valid	762
	Missing	43
Mean		101.85
Median		.00
Std. Deviation		715.472
Minimum		0
Maximum		11680

**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	507	63.0	66.6	66.6
	1-6 days ago	197	24.5	25.9	92.5
	A week or more but less than a month	16	2.0	2.1	94.6
	A month or more but less than a year	8	1.0	1.0	95.7
	1 to 5 years	21	2.6	2.7	98.4
	Longer than 5 years	12	1.5	1.6	100.0
	Total	762	94.6	100.0	
Missing	System	43	5.4		
Total		805	100.0		

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
 Weighted Frequencies - Driver Safety Rating System

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**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	507	63.0	66.6	66.6
	A week or less	203	25.2	26.6	93.2
	More than a week	51	6.4	6.8	100.0
	Total	762	94.6	100.0	
Missing	System	43	5.4		
Total		805	100.0		

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**MS1. Do you currently have a valid driver's licence?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	73	9.1	9.1	9.1
	Yes	732	90.9	90.9	100.0
	Total	805	100.0	100.0	

**Statistics**

*MP1. How many licenced vehicles does your household own or lease?*

N	Valid	802
	Missing	3
Mean		1.86
Median		2.00
Std. Deviation		1.164
Minimum		0
Maximum		10

**NMP1. How many licenced vehicles does your household own or lease?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	49	6.1	6.1	6.1
	1	283	35.1	35.1	41.2
	2	307	38.1	38.1	79.3
	3	102	12.7	12.7	92.0
	4	39	4.8	4.8	96.7
	5 or more	23	2.8	2.8	99.6
	DK / NR	3	.4	.4	100.0
	Total	805	100.0	100.0	

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted MPI Demographics

**Statistics**

MP2A. During a typical week, roughly, what percentage of your own trips are: Commuting to and from work?

N	Valid	701
	Missing	104
Mean		37.54
Median		40.00
Std. Deviation		35.606
Minimum		0
Maximum		100

**MP2A. Weekly % of travel: Commuting to and from work**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	262	32.6	36.7	36.7
	1 to 25%	69	8.6	9.7	46.4
	26 to 50%	113	14.1	15.9	62.3
	51 to 75%	126	15.6	17.6	79.9
	76 to 100%	131	16.3	18.3	98.2
	DK / NR	13	1.6	1.8	100.0
	Total	714	88.7	100.0	
Missing	System	91	11.3		
Total		805	100.0		

**Statistics**

MP2B. During a typical week, roughly, what percentage of your own trips are: On business?

N	Valid	701
	Missing	104
Mean		6.71
Median		.00
Std. Deviation		18.735
Minimum		0
Maximum		100

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
 Weighted MPI Demographics

**MP2B. Weekly % of travel: On business**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	561	69.7	78.5	78.5
	1 to 25%	82	10.1	11.4	89.9
	26 to 50%	28	3.5	3.9	93.9
	51 to 75%	10	1.3	1.4	95.3
	76 to 100%	21	2.6	2.9	98.2
	DK / NR	13	1.6	1.8	100.0
	Total	714	88.7	100.0	
Missing	System	91	11.3		
Total		805	100.0		

**Statistics**

*MP2C. During a typical week, roughly, what percentage of your own trips are: For commuting to and from school?*

N	Valid	701
	Missing	104
Mean		1.61
Median		.00
Std. Deviation		8.502
Minimum		0
Maximum		80

**MP2C. Weekly % of travel: For commuting to and from school**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	664	82.5	93.0	93.0
	1 to 25%	22	2.8	3.1	96.2
	26 to 50%	10	1.2	1.4	97.5
	51 to 75%	1	.1	.1	97.7
	76 to 100%	4	.5	.5	98.2
	DK / NR	13	1.6	1.8	100.0
	Total	714	88.7	100.0	
Missing	System	91	11.3		
Total		805	100.0		

**Statistics**

*MP2D. During a typical week, roughly, what percentage of your own trips are: Non-business such as shopping, family trips, etc.?*

N	Valid	701
	Missing	104
Mean		54.13
Median		50.00
Std. Deviation		37.186
Minimum		0
Maximum		100

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Weighted MPI Demographics

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**MP2D. Weekly % of travel: Non-business such as shopping, family trips, etc.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	28	3.5	4.0	4.0
	1 to 25%	227	28.2	31.8	35.8
	26 to 50%	155	19.3	21.7	57.5
	51 to 75%	26	3.3	3.7	61.2
	76 to 100%	265	32.9	37.0	98.2
	DK / NR	13	1.6	1.8	100.0
	Total	714	88.7	100.0	
Missing	System	91	11.3		
Total		805	100.0		

**MP4. In general, what type of vehicle do you usually drive?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Mini van	86	10.7	12.1	12.1
	Light truck (« or 3/4 ton)	80	9.9	11.2	23.2
	SUV – Sports Utility Vehicle (Pathfinder, Explorer, Jimmy)	71	8.8	10.0	33.2
	Motorcycle	1	.1	.1	33.3
	A sports car	20	2.5	2.8	36.1
	A passenger car	433	53.8	60.6	96.7
	Full-size van	20	2.4	2.7	99.5
	Other	1	.1	.1	99.6
	Do not drive	2	.3	.3	99.9
	No response	1	.1	.1	100.0
	Total	714	88.7	100.0	
Missing	System	91	11.3		
Total		805	100.0		

PRA Inc.



Manitoba Omnibus - Manitoba Public Insurance - August 2007  
 Weighted Frequencies - Driver Safety Rating System

**DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Remove demerits based on actual driving history	471	58.8	58.8	58.8
	Complete a Driver Safety Course to remove demerits	301	37.6	37.6	96.3
	DK / NR	29	3.7	3.7	100.0
	Total	802	100.0	100.0	

**DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Be rewarded regardless	144	18.0	18.0	18.0
	Only be rewarded if they have a valid licence	628	78.3	78.3	96.3
	DK / NR	29	3.7	3.7	100.0
	Total	802	100.0	100.0	

**DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Given back equally to all drivers	181	22.5	22.5	22.5
	Allow good drivers to pay less	405	50.6	50.6	73.1
	Invested into driver's safety courses and programs	188	23.5	23.5	96.5
	DK / NR	28	3.5	3.5	100.0
	Total	802	100.0	100.0	

**DSR5. Have you ever had a Manitoba driver's licence?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	23	2.8	41.0	41.0
	Yes	32	3.9	57.2	98.2
	DK / NR	1	.1	1.8	100.0
	Total	55	6.9	100.0	
Missing	System	747	93.1		
Total		802	100.0		

**Statistics**

*TIME. Time since respondent last drove (days).*

N	Valid	776
	Missing	26
Mean		82.72
Median		.00
Std. Deviation		575.968
Minimum		0
Maximum		9125

**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	544	67.9	70.1	70.1
	1-6 days ago	176	21.9	22.6	92.8
	A week or more but less than a month	9	1.1	1.1	93.9
	A month or more but less than a year	14	1.8	1.8	95.7
	1 to 5 years	26	3.3	3.4	99.1
	Longer than 5 years	7	.9	.9	100.0
	Total	776	96.8	100.0	
Missing	System	26	3.2		
Total		802	100.0		

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
 Weighted Frequencies - Driver Safety Rating System

**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	544	67.9	70.1	70.1
	A week or less	181	22.6	23.3	93.5
	More than a week	51	6.3	6.5	100.0
	Total	776	96.8	100.0	
Missing	System	26	3.2		
Total		802	100.0		

Weighted MPI Demographics

**MS1. Do you currently have a valid driver's licence?**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid No	54	6.8	6.8	6.8
Yes	747	93.1	93.1	99.9
DK / NR	1	.1	.1	100.0
Total	802	100.0	100.0	

**Statistics**

*MP1. How many licenced vehicles does your household own or lease?*

N	Valid	798
	Missing	4
Mean		1.92
Median		2.00
Std. Deviation		1.368
Minimum		0
Maximum		20

**NMP1. How many vehicles does your household own or lease?**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid None	39	4.9	4.9	4.9
1	314	39.1	39.1	44.0
2	266	33.2	33.2	77.2
3	106	13.3	13.3	90.5
4	35	4.3	4.3	94.8
5 or more	38	4.7	4.7	99.5
DK / NR	4	.5	.5	100.0
Total	802	100.0	100.0	

Weighted MPI Demographics

**Statistics**

MP2A. During a typical week, roughly, what percentage of your own trips are: Commuting to and from work?

N	Valid	726
	Missing	76
Mean		34.92
Median		25.00
Std. Deviation		35.606
Minimum		0
Maximum		100

**MP2A. Weekly % of travel: Commuting to and from work**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	282	35.1	38.4	38.4
	1 to 25%	100	12.4	13.6	52.0
	26 to 50%	104	13.0	14.2	66.2
	51 to 75%	97	12.1	13.2	79.5
	76 to 100%	144	17.9	19.6	99.0
	DK / NR	7	.9	1.0	100.0
	Total	733	91.4	100.0	
Missing	System	69	8.6		
Total		802	100.0		

**Statistics**

MP2B. During a typical week, roughly, what percentage of your own trips are: On business?

N	Valid	726
	Missing	76
Mean		7.50
Median		.00
Std. Deviation		20.470
Minimum		0
Maximum		100

Weighted MPI Demographics

**MP2B. Weekly % of travel: On business**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	580	72.3	79.1	79.1
	1 to 25%	82	10.2	11.2	90.3
	26 to 50%	23	2.9	3.1	93.4
	51 to 75%	14	1.8	2.0	95.4
	76 to 100%	27	3.4	3.7	99.0
	DK / NR	7	.9	1.0	100.0
	Total	733	91.4	100.0	
Missing	System	69	8.6		
Total		802	100.0		

**Statistics**

*MP2C. During a typical week, roughly, what percentage of your own trips are: For commuting to and from school?*

N	Valid	726
	Missing	76
Mean		1.72
Median		.00
Std. Deviation		8.708
Minimum		0
Maximum		80

Weighted MPI Demographics

**MP2C. Weekly % of travel: For commuting to and from school**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	682	85.0	93.0	93.0
	1 to 25%	29	3.6	3.9	96.9
	26 to 50%	11	1.3	1.5	98.4
	51 to 75%	2	.2	.3	98.6
	76 to 100%	3	.4	.4	99.0
	DK / NR	7	.9	1.0	100.0
	Total	733	91.4	100.0	
Missing	System	69	8.6		
Total		802	100.0		

**Statistics**

*MP2D. During a typical week, roughly, what percentage of your own trips are: Non-business such as shopping, family trips, etc.?*

N	Valid	726
	Missing	76
Mean		55.85
Median		50.00
Std. Deviation		37.643
Minimum		0
Maximum		100

Weighted MPI Demographics

**MP2D. Weekly % of travel: Non-business such as shopping, family trips, etc.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	35	4.4	4.8	4.8
	1 to 25%	221	27.5	30.1	34.9
	26 to 50%	129	16.0	17.5	52.5
	51 to 75%	53	6.6	7.2	59.6
	76 to 100%	289	36.0	39.4	99.0
	DK / NR	7	.9	1.0	100.0
	Total	733	91.4	100.0	
Missing	System	69	8.6		
Total		802	100.0		

**MP4. In general, what type of vehicle do you usually drive? Is it a:**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Mini van	119	14.8	16.2	16.2
	Light truck (« or 3/4 ton)	94	11.7	12.8	29.0
	SUV – Sports Utility Vehicle (Pathfinder, Explorer, Jimmy)	78	9.7	10.6	39.7
	Motorcycle	1	.1	.1	39.8
	A sports car	10	1.3	1.4	41.2
	A passenger car	395	49.2	53.8	95.0
	Full-size van	26	3.3	3.6	98.6
	Other	4	.5	.5	99.2
	Do not drive	4	.5	.5	99.6
	No response	3	.3	.4	100.0
	Total	733	91.4	100.0	
Missing	System	69	8.6		
Total		802	100.0		





## **APPENDIX E**

### **One-Ways (Unweighted)**

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
 Unweighted Frequencies - Driver Safety Rating System

**DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Rem demerits only based on their actual driving history	458	56.9	56.9	56.9
Compl a driving safety course should remove some demerits	311	38.6	38.6	95.5
DK / NR	36	4.5	4.5	100.0
Total	805	100.0	100.0	

**DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Be rewarded regardless	142	17.6	17.6	17.6
Only be rewarded if they have a valid licence	648	80.5	80.5	98.1
DK / NR	15	1.9	1.9	100.0
Total	805	100.0	100.0	

**DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Given back equally to all drivers	166	20.6	20.6	20.6
Allow good drivers to pay less	418	51.9	51.9	72.5
Invested into driver's safety courses and programs	205	25.5	25.5	98.0
DK / NR	16	2.0	2.0	100.0
Total	805	100.0	100.0	

**DSR5. Have you ever had a Manitoba driver's licence?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	39	4.8	63.9	63.9
	Yes	22	2.7	36.1	100.0
	Total	61	7.6	100.0	
Missing	System	744	92.4		
Total		805	100.0		

**Statistics**

*TIME. Time since respondent last drove (days).*

N	Valid	766
	Missing	39
Mean		89.30
Median		.00
Std. Deviation		663.083
Minimum		0
Maximum		11680

**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	520	64.6	67.9	67.9
	1-6 days ago	200	24.8	26.1	94.0
	A week or more but less than a month	14	1.7	1.8	95.8
	A month or more but less than a year	6	.7	.8	96.6
	1 to 5 years	14	1.7	1.8	98.4
	Longer than 5 years	12	1.5	1.6	100.0
	Total	766	95.2	100.0	
Missing	System	39	4.8		
Total		805	100.0		

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
 Unweighted Frequencies - Driver Safety Rating System

**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	520	64.6	67.9	67.9
	A week or less	205	25.5	26.8	94.6
	More than a week	41	5.1	5.4	100.0
	Total	766	95.2	100.0	
Missing	System	39	4.8		
Total		805	100.0		

Manitoba Omnibus - Manitoba Public Insurance - July 2007  
Unweighted PRA Demographics

**Region**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Winnipeg	481	59.8	59.8	59.8
Non-Winnipeg	324	40.2	40.2	100.0
Total	805	100.0	100.0	

**Statistics**

AGE

N	Valid	765
	Missing	40
Mean		48.54
Median		49.00
Std. Deviation		16.186
Minimum		18
Maximum		89

**Age**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18 to 24	67	8.3	8.8
	25 to 39	178	22.1	23.3
	40 to 64	391	48.6	51.1
	65 and over	129	16.0	16.9
	Total	765	95.0	100.0
Missing	No response	40	5.0	
Total		805	100.0	

**Education**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	< High school	88	10.9	11.1	11.1
	High school	188	23.4	23.6	34.7
	Some post-secondary	116	14.4	14.6	49.2
	Univ. / Coll. graduate	404	50.2	50.8	100.0
	Total	796	98.9	100.0	
Missing	DK / NR	9	1.1		
Total		805	100.0		

**Annual Family Income**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under \$35,000	124	15.4	21.3	21.3
	\$35,000 to \$50,000	106	13.2	18.2	39.5
	\$50,000 to \$75,000	154	19.1	26.5	66.0
	Over \$75,000	198	24.6	34.0	100.0
	Total	582	72.3	100.0	
Missing	DK / NR	223	27.7		
Total		805	100.0		

**Gender**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Female	468	58.1	58.1	58.1
	Male	337	41.9	41.9	100.0
	Total	805	100.0	100.0	

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
 Unweighted Frequencies - Driver Safety Rating System

**DSR1. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. What do you think?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Remove demerits based on actual driving history	476	59.4	59.4	59.4
	Complete a Driver Safety Course to remove demerits	298	37.2	37.2	96.5
	DK / NR	28	3.5	3.5	100.0
	Total	802	100.0	100.0	

**DSR2. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Be rewarded regardless	136	17.0	17.0	17.0
	Only be rewarded if they have a valid licence	638	79.6	79.6	96.5
	DK / NR	28	3.5	3.5	100.0
	Total	802	100.0	100.0	

**DSR3. If the new system generates more money than is needed, what do you think should happen to the extra money?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Given back equally to all drivers	176	21.9	21.9	21.9
	Allow good drivers to pay less	413	51.5	51.5	73.4
	Invested into driver's safety courses and programs	185	23.1	23.1	96.5
	DK / NR	28	3.5	3.5	100.0
	Total	802	100.0	100.0	



**DSR5. Have you ever had a Manitoba driver's licence?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	19	2.4	41.3	41.3
	Yes	26	3.2	56.5	97.8
	DK / NR	1	.1	2.2	100.0
	Total	46	5.7	100.0	
Missing	System	756	94.3		
Total		802	100.0		

**Statistics**

*TIME. Time since respondent last drove (days).*

N	Valid	780
	Missing	22
Mean		73.99
Median		.00
Std. Deviation		548.309
Minimum		0
Maximum		9125

**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	554	69.1	71.0	71.0
	1-6 days ago	178	22.2	22.8	93.8
	A week or more but less than a month	7	.9	.9	94.7
	A month or more but less than a year	13	1.6	1.7	96.4
	1 to 5 years	21	2.6	2.7	99.1
	Longer than 5 years	7	.9	.9	100.0
	Total	780	97.3	100.0	
Missing	System	22	2.7		
Total		802	100.0		

Manitoba Omnibus - Manitoba Public Insurance - August 2007  
 Unweighted Frequencies - Driver Safety Rating System

**Time since respondent last drove.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drove today	554	69.1	71.0	71.0
	A week or less	182	22.7	23.3	94.4
	More than a week	44	5.5	5.6	100.0
	Total	780	97.3	100.0	
Missing	System	22	2.7		
Total		802	100.0		

Manitoba Omnibus - Manitoba Public Insurance - August 2007

Unweighted PRA Demographics

**Region**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Winnipeg	481	60.0	60.0	60.0
Non-Winnipeg	321	40.0	40.0	100.0
Total	802	100.0	100.0	

**Statistics**

AGE

N	Valid	771
	Missing	31
Mean		48.99
Median		49.00
Std. Deviation		16.382
Minimum		18
Maximum		92

**Age**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18 to 24	65	8.1	8.4
	25 to 39	162	20.2	29.4
	40 to 64	417	52.0	83.5
	65 and over	127	15.8	100.0
	Total	771	96.1	100.0
Missing	No response	31	3.9	
Total		802	100.0	

Unweighted PRA Demographics

**Education**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	< High school	97	12.1	12.2	12.2
	High school	187	23.3	23.5	35.7
	Some post-secondary	136	17.0	17.1	52.8
	Univ. / Coll. graduate	376	46.9	47.2	100.0
	Total	796	99.3	100.0	
Missing	DK /NR	6	.7		
Total		802	100.0		

**Annual Family Income**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under \$35,000	141	17.6	23.2	23.2
	\$35,000 to \$50,000	118	14.7	19.4	42.5
	\$50,000 to \$75,000	144	18.0	23.6	66.2
	Over \$75,000	206	25.7	33.8	100.0
	Total	609	75.9	100.0	
Missing	DK / NR	193	24.1		
Total		802	100.0		

**Gender**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Female	480	59.9	59.9	59.9
	Male	322	40.1	40.1	100.0
Total		802	100.0	100.0	



## **DRIVER SAFETY RATING SYSTEM: ATTITUDES AND OPINIONS OF MANITOBIANS**

September 18, 2007

Prepared for:

Manitoba Public Insurance

500-363 Broadway · Winnipeg, MB · R3C 3N9 · Ph: 204.987.2030 · Fx: 204.989.2454  
208-350 Sparks Street · Ottawa, ON · K1R 7S8 · Ph: 613.233.5474 · Fx: 613.233.5673  
34-1919 Rose Street · Regina, SK · S4P 3P1 · Ph: 306.347.2543 · Fx: 306.791.4848

**Manitoba Public Insurance  
Driver Safety Rating System—September 18, 2007**

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## EXECUTIVE SUMMARY

### Executive Summary

#### Methodology

This telephone survey of Manitoba drivers was conducted between mid and late July 2007, and it involved 804 drivers, 18 years of age and older. The survey involves a stratified random sample of three groups: low-risk drivers (i.e., those with more than one merit on their driver's licence) moderate-risk drivers (i.e., those with one or fewer merits and no more than five demerits) and high-risk drivers (i.e., those with six demerits or more on their licence).

Throughout this report, when presenting overall results, we have weighted each of the driver types back to their correct proportion in terms of the total population of Manitoba drivers. Further, we have corrected for slight discrepancies in age and gender by weighting the data.

#### Profile of driver types

The typical adult **low-risk drivers** are female (55%), over 40 years of age (74%), and married (66%), and most have a vehicle insured in their name (85%). Most low-risk drivers report that they have never had an at-fault accident (75%) and have not received a traffic ticket (80%) in the last 10 years. Most report that in the last two months they never or rarely exceeded the speed limit either in cities (64%) or on highways (59%). There are 464,200 low-risk risk drivers in Manitoba.

The typical adult **moderate-risk drivers** are male (64%), under 40 years of age (76%), and single (55%) and many do not have a vehicle insured in their name (34%). A slim majority of moderate-risk drivers report that they have had an at-fault accident (53%) or traffic tickets (51%) in the last 10 years and that in the last two months they have exceeded the speed limit at least occasionally on city streets (51%) and on highways (55%). There are 101,782 moderate-risk drivers in Manitoba.

The typical adult **high-risk drivers** are male (90%), under 40 years of age (87%), and single (61%) and many do not have a vehicle insured in their name (33%). The majority of high-risk drivers report that they have had an at-fault accident (64%) and traffic tickets (90%) in the last ten years. The majority also report that in the last two months they exceeded the speed limit at least occasionally on city streets (56%) and on highways (56%). There are 2,795 high-risk drivers in Manitoba.

About half of our respondents consider themselves to be somewhat (29%) or much (19%) better than the typical driver in Manitoba, and the other half saying they are about the same (51%). These results are similar to the results of a survey conducted with drivers in April 2006. Low-risk drivers are similar to drivers overall, with half saying their driving abilities are about the same (50%) as the typical Manitoba driver. Moderate-risk drivers are slightly more likely to



consider themselves to be typical drivers (56%). High-risk drivers are the most likely to say they are better than the typical Manitoba driver. Over half say they are at least somewhat (24%) or much (28%) better

### **Attitudes and understanding of the current system**

Overall, drivers have a favourable (56%) or very favourable (19%) opinion of Manitoba Public Insurance. These results are also similar to those from 2006. High-risk drivers have the least favourable opinion of the Corporation out of all the driver types. Even so, a majority of high-risk drivers report that they have a favourable (47%) or very favourable (14%) opinion of the Corporation.

We explained to respondents that in Manitoba if someone causes an accident or is convicted of certain kinds of traffic offences, he/she might pay more for a licence and Autopac insurance. If they are accident-free and have no traffic offences, they receive discounts for both their licence and Autopac insurance. As was the case in 2006, overall 3 drivers in 4 report that the current system is somewhat (43%) or very (32%) fair. The higher the driver's risk level, the less likely they are to think the system is fair. However, regardless of the driver risk group, the majority of people surveyed consider the current system to be at least somewhat fair. For example, among the high-risk drivers, over 6 in 10 say the current system is somewhat (46%) or very (17%) fair.

Although Manitobans pay some of the lowest vehicle insurance rates in the country, many believe the value they get is about the same as other provinces. When they think about auto insurance in Manitoba, including the price, coverage, and the service customers receive, 39% say they get better value, 26% say they get the same value and 12% say they get poorer value than residents in other provinces. The remaining 23% say they do not know. The overall findings are almost identical to April 2006. Respondents' perception of value is the same regardless of driver risk type.

As reported a year ago, it is surprising, given that the current system of discounts and penalties is complicated, that so many respondents think they have a very good understanding of the system. In 2007, almost 9 respondents in 10 (88%) report that their understanding of how the system discounts and penalties works is at least okay. Indeed, 42% say their understanding is very good. Conversely, about 1 in 10 (11%) say they do not have a very good understanding or really don't understand it at all. However, self-assessed understanding does not appear to have any correlation to knowledge of how the current system works.

We asked respondents to specify how many merits a driver has to have to receive the maximum discount of 25%. The majority of drivers (61%) believe incorrectly that they need to have five merits to receive the maximum discount of 25% on their vehicle insurance. This may result from a misunderstanding between the discount on vehicle insurance and the discount on their driver's licence. The licence discount is based on 5% per merit up to a maximum of 25%. Only about 1 driver in 20 (6%) correctly report that one merit is required to receive the maximum discount. The higher respondents' self-assessed knowledge of the system, the more likely they are to incorrectly say that five merits are needed to receive the maximum insurance discount of 25%.



*Manitoba Public Insurance*  
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For example, 66% of those who say they have a very good understanding of the current system, incorrectly say that five merits are needed for the maximum discount.

While they may not understand how they get the maximum discount, over 6 in 10 believe this discount is about right (63%). About 1 driver in 3 (32%) says the discount for good drivers is too low. The results are the same regardless of driver risk type and are similar to the results from 2006.

Asked how long someone has to drive accident- and conviction-free to get a merit on their driver's licence, about half provide a correct response of two years (51%). Again, individual self-assessed understanding of the system does not appear to translate into accurate knowledge. Just over half of those who self-assessed their understanding of the current system as very good (55%) or okay (54%) correctly indicated that a person has to go two years accident- and conviction-free to get a merit.

Respondents were asked to indicate whether each of four scenarios would earn them a merit point on their driver's licences. All driver risk groups provide similar answers. Over half (55%) assume that they would earn a merit point if they drove without causing an accident for one year. In fact, drivers have to go two years without causing an accident to get a point. Less than half (47%) also believe they would earn a merit point if they drive for one year without any traffic convictions. Again, two years of such driving is currently necessary to earn a point. Over 1 driver in 5 (22%) says that they would earn a merit point for taking driver education. Although it may improve their driving, successful completion of driver education does not earn those students a merit on their licence. Over 1 driver in 10 (14%) thinks that they would earn a merit point for having an immobilizer installed in their vehicle. While owners of registered vehicles who have an immobilizer installed do get a discount on their vehicle insurance, they do not earn a merit for doing so.

Self-assessed knowledge of the current system does not appear to significantly affect their answers. In other words, those who claim to have a very good understanding are just as likely to answer incorrectly as those who say they have an okay understanding and, for the most part, those who say they do not have any understanding.

Respondents appear to be more knowledgeable of circumstances that will result in penalties on their driver's licences. Over 9 drivers in 10 (94%) correctly report that they would receive penalties on their licence for causing an accident. Over 8 drivers in 10 (84%) correctly report that they would receive penalties on their licence for getting a speeding ticket for exceeding the posted speed limit. About 6 drivers in 10 (59%) correctly report that they would receive penalties on their driver's licence for being convicted of stealing a vehicle. About 1 driver in 3 (33%) believes, incorrectly, that they would receive penalties on their driver's licence for getting a ticket from a photo radar camera. The higher the driver risk group, however, the less likely they are to believe this is the case. For example, while 34% of low-risk drivers think a ticket from a photo radar camera would result in penalties on their licence, only 13% of the high-risk drivers say this is the case.

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Self-assessed level of understanding of the current system has no significant impact on respondents' answers, except in one instance. Those who say they do not have a very good understanding or no real understanding at all (74%) of the system are more likely than those with an okay (57%) or very good (56%) understanding to correctly say that being convicted of stealing a vehicle results in penalties on your driver's licence.

We asked respondents whether they agree or disagree that they should pay more for their driver's licence if they cause an accident. Among all drivers almost 9 in 10 (86%) agree at least somewhat that drivers who have caused an accident should pay more, including over half (54%) who strongly agree. Depending on the driver risk type, responses differ. For example, while still a majority, only 7 in 10 high-risk drivers somewhat (41%) or strongly (30%) agree that those who cause an accident should pay more. Conversely, about 3 in 10 high-risk drivers somewhat (17%) or strongly (12%) disagree.

Respondents are less likely to agree that they should pay more for their driver's licence if they get a speeding ticket than if they cause an accident. Among all drivers about 2 in 3 (66%) agree that getting a speeding ticket should result in paying more for a licence, including 29% who strongly agree. About 1 in 3 (32%) disagree, including 10% who strongly disagree. The higher the driver risk type, the more likely they are to disagree that they should pay more on their driver's licence if they get a speeding ticket. For example, while about half agree at least somewhat (49%), half disagree at least somewhat (51%), including 26% who strongly disagree.

As we have found in the past, almost all Manitobans believe that a person's driving history should be an important consideration when setting that person's Autopac insurance rate. In the current survey, 9 respondents in 10 (93%) rate a person's driving history as important when setting that person's insurance rate, including 55% who rate it as very important. This is very similar to the results in April 2006. Regardless of driver risk type, the majority of respondents say it is at least important that a person's driving history should be considered when setting that person's Autopac insurance rates. However, the importance placed on a person's driving history changes significantly depending on the driver risk group. For example, high-risk drivers are the least likely to think a person's driving history is important. While 2 in 3 say it is important (38%) or extremely important (27%), about 1 high-risk driver in 5 (19%) says driver history is not important.

Not surprisingly, given their answers above, most drivers believe it is important for drivers to be able to clearly see how their past driving experience affects the amount they pay for their driver's licence each year. Among all drivers over 9 in 10 (93%) say that it is important that drivers be able to clearly see how their past driving experience affects the amount they pay for their licence. This includes 60% who say it is extremely important to clearly show this link. Depending on the driver risk types, respondents are less likely to think that seeing the connection is important. For example, high-risk drivers are less convinced of the importance. While a majority—3 high-risk drivers in 4—believe seeing the connection is important, only 37% say it is extremely important. Indeed, 15% say it is not important at all.

## Possible changes to the system

Respondents were asked to consider two systems of rewarding good drivers: the current system where a driver gets one merit for every two years they go without causing an accident or getting a traffic conviction to a maximum of five merits or a new system where a driver would get a merit every year they met these same conditions, up to a maximum of ten. Almost 8 drivers in 10 (79%) chose the system that provides a merit every year for a maximum of ten. The results are the same regardless of driver risk type.

We explained that under a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. We asked respondents to choose between two options. In the first, drivers would be able to remove some demerits more quickly than normal by successfully completing an approved Driver Safety Course. In the other option, drivers would only be able to remove demerits based on their actual driving history. Overall, almost 6 respondents in 10 (57%) say that demerits should only be removed based on actual driving history. About 4 respondents in 10 (40%) say that completing a Driver Safety Course should remove the demerits more quickly. Responses differ by driver risk group. All high-risk drivers have six or more demerits, and therefore, it may not be surprising that over 6 in 10 (63%) say that drivers should be able to removed demerits more quickly than normal by successfully completing an approved Driver Safety Course.

We asked respondents to imagine someone who decides not to renew their driver's licence for a year. During that year, the individual would not have any accidents or convictions because they are not driving. We explained that some people say that such people should be treated like anyone else, and should be rewarded for having a good driving record. Others say that only those who actually have a valid driver's licence should be rewarded. Given these options, almost 9 drivers in 10 (87%) think that only those with valid driver's licences should be rewarded. This is true regardless of driver risk type.

We explained that in the proposed driver rating system, drivers who cause accidents or have traffic convictions would pay more for their driver's licence and vehicle insurance. We asked respondents to consider what should happen to any extra money if the new system generates more than is needed. A slim majority (53%) believe any extra money should be given back to good drivers only, allowing them to pay less for their driver's licence and insurance. About 1 in 4 (27%) believes any extra money should be given back to all drivers equally. Less than 1 driver in 5 (17%) says that the money should be invested into driver's safety courses and programs that will help poor drivers improve their skills. Low-risk drivers are slightly more likely to say the money should be given back to good drivers (56%), where as high-risk drivers are more likely to say that it should be given back equally to all drivers (48%).

## Conclusion

This study focuses on three types of Manitoba drivers: low-risk drivers, who account for about 82% of Manitoba drivers; moderate-risk drivers, who make up about 18% of drivers; and high-risk drivers, who represent less than 1% of Manitoba drivers.

The majority of drivers, regardless of driver risk type—agree on some broad principles that should guide any driver safety rating system. The majority of drivers in all groups say that a person's driving record is important in setting that person's insurance rates. The majority of drivers agree (at least somewhat) that if they cause an accident they should pay more for their insurance. Except for drivers in the high-risk group, most also agree that if they get a speeding ticket they should pay more for their insurance.

The majority of drivers believe they have at least an okay understanding of the current driver safety rating system. However, this self-assessed level of understanding appears to have little to do with their actual knowledge. Regardless of their self-assessed understanding of the current system, most could not correctly answer specific questions about how the current system works. For example, the majority reported incorrectly that five merits are needed to get the maximum discount on their vehicle insurance. This is a key benefit of the current system, but it is only understood by few.

Most respondents think it is important for drivers to clearly see how their driving experience affects the amount they are paying for insurance. The current system is less than clear. Some of the proposed changes to the Driver Safety Rating System receive strong support: most prefer a system that provides one merit per year for a maximum of ten merits; and most prefer a system that only rewards individuals who have a valid driver's licence.

Other possible changes divide drivers based on their risk type. Overall, the majority of drivers say demerits should only be removed based on driving history. However, the majority of high-risk drivers support the possibility of removing demerits by other means. If there is more money than needed as a result of changes to the system, about half overall say this money should be given back to good drivers only. Low-risk drivers are most supportive of this approach, high-risk drivers are least supportive.

Manitoban drivers appear to be open to changes to the Driver Safety Ratings system. Indeed, over half have no concerns about a new system of discounts and penalties. Others are less likely to cite concerns, but instead provide guidelines for any such change, specifically that any change should be fair, that any change needs to be clearly explained, that good drivers should be rewarded, and that the individuals driving histories must be considered.

Support for specific changes appears to differ based on who will benefit. It is not surprising that drivers want to see changes that they would benefit from. Most drivers would probably say, however, that they support the changes that would make the system fairer. As we have found in the past, the perception that the system is fair is probably the most important factor in having a positive opinion of both the driver safety rating system, and Manitoba Public Insurance more generally.

## 1.0 Introduction

Manitoba Public Insurance uses a method known as the “Bonus/Malus” System to assess individuals in order to determine how much they should pay for their driver’s licence and vehicle insurance. This system is common to the insurance industry and is predicated on the notion that drivers who have not had at-fault accidents or traffic tickets are a better risk and should pay less for their insurance. Conversely, those who have had at-fault accidents or traffic tickets are a higher risk and should pay more for their insurance.

The concept is based on the idea that an individual’s driver history should influence the amount he/she pays for his/her insurance, whether it be for their driver’s licence or their vehicle.

PRA Inc. was engaged by Manitoba Public Insurance to conduct a quantitative survey of Manitobans with holders of valid driver’s licences, who fell into one of three categories:

- Drivers who currently have more than one merit on their licence. Such drivers can receive up to a 25% insurance discount for any vehicle insured in their name. For the purposes of this report, these respondents are considered low-risk drivers, based on their driving history.
- Drivers who have one or fewer merit points, and less than six demerit points. These drivers include some who receive the 25% discount (if they have one merit) and others who do not (if they have zero merits). Because they have fewer than six demerits they do not pay penalties on their licence. For the purposes of this report, these respondents are considered moderate-risk drivers.
- Drivers who currently have no merit points and six or more demerit points. These drivers do not receive any discount on their vehicle insurance and have to pay penalties on their driver’s licence. For the purposes of this report, these respondents are considered high-risk drivers, based on their driver history.

The purpose of the study is to confirm information gathered a year ago, in April 2006, but more importantly, to understand the three risk groups in terms of their:

- demographics in general and their driving attitudes and behaviours in particular
- attitudes toward the current system of merits and penalties as it applies to their licence and vehicle insurance
- assessment of how certain behaviours should be counted toward licence and vehicle insurance penalties
- reactions to potential changes to the driver safety rating system.

The questionnaire used in the current survey was based on the one used in April 2006. A number of questions from the 2006 research were dropped, and a few new questions were added in the 2007 study.<sup>1</sup>

## 1.1 Methodology

The survey of Manitoba drivers was conducted between mid and late July 2007, and it involved 804 drivers, 18 years of age and older.

In order to participate, a respondent had to have a valid driver's licence. Respondents were selected randomly from lists provided by Manitoba Public Insurance. This method was used in order to identify which of the three groups drivers fell into.

Table 1 on the next page summarizes the methodology used.<sup>2</sup>

<sup>1</sup> The questionnaire is found in Appendix A.

<sup>2</sup> The outcomes of all numbers dialed are found in Appendix C.

<b>Table 1: Summary of methodology</b>	
<b>Issue</b>	<b>Outcome</b>
<b>Survey of Manitoba drivers</b>	
Pretest date	July 10, 2007
Survey dates	July 13–July 31, 2007
Interviewing method	Telephone
Sample selection	Random from supplied lists
<b>Sample size</b>	
Low-risk drivers	n = 401
Moderate-risk drivers	n = 203
High-risk drivers	n = 200
All drivers	n = 804
<b>Approximate error rate (theoretical)</b>	
Low-risk drivers	+/- 4.9%, 19 times out of 20
Moderate-risk drivers	+/- 6.9%, 19 times out of 20
High-risk drivers	+/- 6.7%, 19 times out of 20
All drivers	+/- 4.2%, 19 times out of 20

## 1.2 Profile of respondents

For the purposes of this survey, we have stratified the sample by driver type.

- Low-risk drivers, that is, those with more than one merit on their driver's licence, are the largest group of drivers. They account for almost 82% of the drivers in Manitoba (that is, 464,200 of the 568,777 drivers in the province), but represent 50% of our sample.
- Moderate-risk drivers, that is, those with one or fewer merits and no more than five demerits are the next largest group, representing almost 18% of all drivers in the province (that is, 101,782 drivers). In this survey, 25% of our sample comes from this group.
- High-risk drivers, that is, those with six demerits or more on their licence, represent less than 1% of all drivers in Manitoba (that is, 2,795 drivers). We purposely oversampled this group, so they also comprise 25% of our sample.

<b>Table 2: Profile of types of respondents (unweighted)</b>		
<b>Type</b>	<b>Sample (n=804)</b>	<b>Adult Manitobans with driver's licences 2007 (n=568,777)</b>
Low-risk drivers	50%	82%
Moderate-risk drivers	25%	18%
High-risk drivers	25%	0.5%

Throughout this report, when presenting overall results, we have weighted each of the driver types back to their correct proportion in terms of the total population of Manitoba drivers.

Random samples by nature, do not necessarily represent all subsets of the population accurately. To ensure representativeness of the sample, we have also compared the results for each of the driver types to known information about the population of drivers (in each case, age and gender). Table B-1 to B-3 in Appendix B shows that our samples of low-, moderate-, and high-risk drivers are fairly accurate representations of the populations of these driver types based on age and gender. While in each case, the sample distribution is close to that of the population, we have corrected for slight discrepancies by weighting the data.

All tables presented in this report are weighted unless otherwise stated.

### **1.3 Outline of report**

This report provides a description and analysis of the questions included in the report. In Section 2.0, we provide a profile of the driver types, including demographics, driving behaviours, and self-reported risk behaviours. In Section 3.0, we review respondents' attitudes toward and understanding of the current of driver safety rating system (also called the Bonus/Malus System). This includes an examination of respondents' favourability toward Manitoba Public Insurance, perceptions of discounts and penalties, and perceived fairness of the current system. Section 4.0 presents respondents' attitudes toward potential changes for a new system of discounts and penalties. Section 5.0 concludes this report.



## 2.0 Profile of types of drivers

In this section, we present a profile of the three driver risk types, including demographics, driver characteristics, and behavioural information.

### 2.1 Demographic profile by driver type

Table 3 provides a demographic profile of our participants in the three driver risk groups.<sup>3</sup>

Demographics	Overall (n=804)	Driver risk type		
		Low (n=401)	Moderate (n=203)	High (n=200)
<b>Age*</b>				
18 to 24	8%	3%	36%	43%
25 to 39	23%	21%	40%	44%
40 to 64	49%	53%	22%	12%
65 or older	19%	21%	2%	1%
Average age	49 yrs	51 yrs	32 yrs	29 yrs
<b>Gender*</b>				
Female	53%	55%	36%	11%
Male	47%	45%	64%	90%
<b>Region*</b>				
Winnipeg	59%	60%	55%	43%
Non-Winnipeg	41%	40%	45%	57%
<b>Income</b>				
Under \$35,000	24%	23%	28%	26%
\$35,000 to \$50,000	20%	20%	20%	21%
\$50,000 to \$75,000	19%	20%	19%	20%
Over \$75,000	20%	21%	22%	23%
No response	17%	18%	11%	11%
<b>Education*</b>				
Less than high school	16%	16%	11%	20%
High school graduate	30%	28%	37%	45%
Some post-secondary	12%	12%	16%	10%
University/college graduate	42%	44%	36%	23%
No response	1%	1%	1%	1%
<b>Number of teenagers (13 to 17 years of age)</b>				
None	79%	78%	82%	83%
1	12%	14%	8%	9%
2 or more	7%	7%	7%	7%
No response	2%	1%	3%	2%
<b>Marital status*</b>				
Single	23%	17%	55%	61%
Married/common-law	61%	66%	38%	34%
Divorced/separated	9%	9%	6%	4%
Widowed	7%	8%	1%	1%
No response	1%	1%	0%	1%

Note: Columns may not total 100% due to rounding. \*Statistically significant Chi Square  $p=0.000$ .

<sup>3</sup> This table is based on weighted data, as are all tables in this report.

As shown in Table 3, the demographic profiles of the three driver-risk types are different.

- **Low-risk drivers.** This group of drivers is the oldest of the three, with almost 3 in 4 low-risk drivers (74%) being 40 years of age or older. Over half are female (55%) and about 6 in 10 live in Winnipeg.
- **Moderate-risk drivers.** About 3 in 4 moderate-risk drivers (76%) are under 40 years of age. Over half are male (55%) and live in Winnipeg (55%).
- **High-risk drivers.** Almost 9 high-risk drivers in 10 (87%) are under 40 years of age. Indeed, over 4 in 10 are 18 to 24 years of age. About 9 in 10 are male (88%) and over half live outside Winnipeg (57%; this percentage is slightly higher than the actual percentage of high-risk drivers living in Winnipeg, which is 52%).

## 2.2 Driver characteristics by driver type

Table 4 provides a profile of drivers in terms of number of years they have had a driver's licence, number of vehicles they have, and number of kilometres driven annually.

**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

<b>Table 4: Driver profile</b>				
<i>Q4. In approximately what year did you get your driver's licence?</i>				
<i>Q9A. How many vehicles does your household currently own or lease?</i>				
<i>Q9. How many of those vehicles are currently registered and insured in your name?</i>				
<i>Q10. Have you ever insured a vehicle in your name?</i>				
<i>Q10A. When living in another province or country, did you have a vehicle insured in your name?</i>				
<i>Q10B. How many years ago did you last insure a vehicle in another province or country in which you lived?</i>				
<i>Q66. When was the last time you personally drove a vehicle - such as a car, truck, or motorcycle?</i>				
<i>Q67. Thinking of all the driving you do, how many kilometres or miles do you drive in a year?</i>				
Driver information	Overall (n=804)	Driver risk type		
		Low (n=401)	Moderate (n=203)	High (n=200)
<b>Number of years that respondents have had their driver's licence*</b>				
Less than 10 years	15%	7%	56%	57%
10 to 19 years	17%	17%	22%	28%
20 to 29 years	18%	20%	12%	10%
30 to 39 years	23%	26%	5%	3%
40 years or more	26%	29%	5%	3%
Average number of years	29 yrs	32 yrs	12 yrs	11 yrs
<b>Number of vehicles household owns or leases</b>				
None	3%	3%	4%	4%
One	38%	38%	36%	31%
Two	34%	35%	29%	25%
Three or more	24%	23%	31%	40%
Average number of vehicles	2.1	2.0	1.9	2.1
<b>Number of vehicles currently insured by respondent*</b>				
None	18%	15%	34%	33%
One	61%	63%	55%	49%
Two	14%	15%	11%	15%
Three or more	6%	7%	1%	5%
Average number of vehicles	1.1	1.1	0.7	0.8
Previously insured a vehicle but none currently	12%	11%	14%	22%
<b>Number of kilometres driven per year*</b>				
6,000 km or less	14%	14%	11%	4%
6,001 km to 12,000 km	19%	21%	13%	4%
12,001 km to 24,000 km	24%	26%	20%	21%
Over 24,000 km	27%	26%	37%	60%
Don't know/no response	15%	14%	20%	11%
Average number of kilometres	22,759	21,441	29,972	40,779
Median number of kilometres	17,000	15,859	21,335	30,640
<b>Last time respondent drove a vehicle</b>				
Today	77%	77%	78%	85%
1 to 7 days ago	20%	20%	18%	12%
1 to 4 weeks ago	1%	1%	3%	2%
1 month ago or longer	2%	2%	1%	2%
Note: Columns may not total 100% due to rounding. *Statistically significant Chi square p=.000.				

As shown in Table 4, there are some significant differences in the driver profile among our three groups.



- **Low-risk drivers.** The typical low-risk driver has had a driver's licence for 30 years or more (55%) and has a vehicle registered in their name (85%). Compared to other driver types, low-risk drivers have had driver's licences longer, are more likely to have a vehicle registered in their name, and, on average, drive fewer kilometres per year than drivers in the other two groups.
- **Moderate-risk drivers.** The typical moderate-risk driver has had a driver's licence for less than 10 years (56%). Moderate-risk drivers are less likely than low-risk drivers to have a vehicle registered in their name, but typically drive more kilometres per year than low-risk drivers. About 1 moderate-risk driver in 3 does not have a vehicle registered in his name.
- **High-risk drivers.** The typical high-risk driver has been driving for less than 10 years (57%). High-risk drivers typically drive more kilometres per year than drivers in the other driver groups. Like moderate-risk drivers, 1 in 3 does not have a vehicle registered in their name. Thus high-risk and medium-risk drivers are much less likely than low-risk drivers to have vehicles registered in their names. Given the number of demerits individuals in their group have, many may transfer their vehicle to another individual in their household to get a lower insurance rate. Almost 2 high-risk drivers in 3 who do not currently have vehicles registered in their names, report having had vehicles registered in their names in the past.

Most respondents in all driver types report that the last time they drove was the same day as the interview. Most others had driven within the same week. A small number report that they last time the drove was one to four weeks ago (1% to 3% depending on the driver type) or one month ago or longer (1% to 2% depending on the driver type).

### 2.2.1 Experience in other jurisdictions

Table 5 summarizes the findings about respondents' experience in other jurisdictions. Specifically, we were interested in whether they ever have had a driver's licence or vehicle insurance while living in another jurisdiction.

<b>Table 5: Driver profile: Other jurisdictions</b>				
<i>Q4B. Have you ever had a driver's licence issued in another province or country?</i>				
<i>Q4C. Where was this driver's licence issued? (PROMPT: What province or country was it issued in?)</i>				
<i>Q10A. When living in another province or country, did you have a vehicle insured in your name?</i>				
<i>Q10B. How many years ago did you last insure a vehicle in another province or country in which you lived?</i>				
	Overall (n=804)	Driver risk type		
		Low (n=401)	Moderate (n=203)	High (n=200)
<b>Driver's licence issued in another province or country</b>				
Yes	29%	29%	24%	26%
No	71%	71%	76%	75%
<b>Where**</b>				
Other Canadian province	24%	25%	16%	23%
United States	2%	2%	-	1%
Other countries	4%	3%	8%	3%
<b>Vehicle insured in another province/country</b>				
Yes	20%	21%	16%	16%
No	80%	79%	84%	84%
<b>Years since respondents last insured vehicle in another place</b>				
5 years or less	4%	3%	8%	10%
6 to 10 years	3%	3%	4%	3%
11 to 20 years	6%	7%	2%	2%
Over 20 years ago	7%	8%	2%	1%
Average	18 yrs	19 yrs	8 yrs	6 yrs

\*\* Multiple responses accepted

At least 1 driver in 4 from each driver group reports having had a driver's licence issued in another jurisdiction, most commonly another Canadian province. About 1 in 5 of the low-risk drivers and 1 in 7 moderate- or high-risk drivers also report having insured a vehicle in another jurisdiction. Moderate- and high-risk drivers, on average, have had more recent experience insuring a vehicle in another province. None of these differences are statistically significant.

### 2.3 Behavioural profile

This section provides a profile of respondents in terms of their self-reported driving behaviour.

### 2.3.1 Merits

Table 6 shows the number of merits and demerits respondents have and the most respondents have ever paid for their licence. Remember, this is self-reported information; it is possible that respondents provided incorrect information either because they actually did not know otherwise, or because they do not want to provide factual information.

<b>Table 6: Merits and licence fees</b>				
<i>Q5: How many merits, if any, do you currently have on your driver's licence?</i>				
<i>Q7: How many demerits, if any, do you currently have on your driver's licence?</i>				
<i>Q8: Thinking of the last five years, what's the most you've ever had to pay to renew your Manitoba driver's licence? Was it...</i>				
		<b>Driver risk type</b>		
	<b>Overall (n=804)</b>	<b>Low (n=401)</b>	<b>Moderate (n=203)</b>	<b>High (n=200)</b>
<b>Licence merits*</b>				
5 merits	58%	68%	2%	1%
3 or 4 merits	11%	14%	1%	1%
1 or 2 merits**	18%	14%	45%	6%
No merits	7%	<1%	46%	86%
Don't know/no response	4%	3%	6%	8%
<b>Demerits*</b>				
6 or more	1%	0%	1%	32%
1 to 5**	1%	0%	7%	31%
No demerits	94%	97%	84%	21%
Don't know	4%	3%	8%	16%
<b>Most paid for driver's licence*</b>				
\$65 or less	83%	90%	56%	11%
\$66 to less than \$200	5%	2%	21%	9%
\$200+	9%	6%	20%	78%
Don't know/no response	3%	3%	3%	2%
Note: *Statistically significant Chi Square p=.000.				
**This category also includes those respondents who said some merits or demerits but could not specify exactly how many they had.				

As shown in Table 6,

- **Low-risk drivers.** As would be expected, low-risk drivers are the most likely to report having merits, and the least likely to report that they currently have demerits. Indeed, almost 7 in 10 report having five merits, and all report having no demerits. The vast majority of low-risk drivers also report that they have paid no more than \$65 for their driver's licence.
- **Moderate-risk drivers.** As would be expected, almost all report having no merits, or one or two merits. Most, also, report having no demerits. While most report having paid no

more than \$65 for their driver's licence, over 4 in 10 have paid more than this amount.

- **High-risk drivers.** While a few report having some merits, almost 9 in 10 report having none. Only 7 in 10 report having demerits, including only 4 in 10 who have six or more (the criteria for being included in this group.) This likely reflects the fact that demerits are not shown on the licence and respondents may not be aware of exactly how many demerits (if any) they currently have. However, about 9 drivers in 10 report having paid more than \$65 for their driver's licence, including 8 in 10 who have paid \$200 or more.

### 2.3.2 Risk behaviours

We asked participants several questions about recent behaviours and experiences. Table 7 (next page) shows the results.

**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

<b>Table 7: Driver behaviours and risk profile</b>				
<i>Q71-73: How many at-fault accidents, that is, accidents for which you have been found responsible, have you had as a driver in the last 10 years? Of these at-fault accidents, how many, if any, occurred in the last 3 years? Of these accidents, how many, if any, occurred in the last year?</i>				
<i>Q74-76: How many traffic tickets have you received in the last 10 years? How many of those traffic tickets have you received in the last 3 years? How many of those traffic tickets have you received in the last year? This does not include parking tickets or tickets from a red-light camera.</i>				
<i>Q68-69: In the last two months, how often, if ever, have you exceeded the speed limits on the streets in cities and towns? on highways?</i>				
<i>Q70: While people do not generally drive when they are drunk, they may drive after consuming some alcohol. In the last two months, how many times have you ever driven within 2 hours of drinking an alcoholic beverage?</i>				
	Overall (n=804)	Driver risk type		
		Low (n=401)	Moderate (n=203)	High (n=200)
<b>At-fault accidents*</b>				
No at-fault accidents in the past 10 years	70%	75%	46%	35%
At-fault accident in the past 10 years	30%	25%	53%	64%
At-fault accident in the past 3 years	14%	10%	29%	39%
At-fault accident in the past year	5%	2%	13%	15%
<b>Traffic tickets*</b>				
No traffic tickets in the past 10 years	74%	80%	48%	8%
Traffic ticket in the past 10 years	14%	20%	51%	90%
Traffic ticket in past 3 years	7%	7%	28%	75%
Traffic ticket in the past year	5%	2%	13%	38%
<b>In the last two months, sped in city/town*</b>				
Frequently (5-7)	15%	14%	22%	23%
Occasionally (3-4)	23%	22%	29%	33%
Not frequently (2)	22%	23%	23%	20%
Never (1)	38%	41%	26%	22%
<b>In the last two months, sped on the highway**</b>				
Frequently (5-7)	22%	20%	33%	35%
Occasionally (3-4)	20%	20%	22%	21%
Not frequently (2)	20%	22%	14%	12%
Never (1)	36%	37%	30%	31%
<b>In the last two months, consumed alcohol before driving</b>				
Never	75%	77%	71%	61%
1 or 2 times	14%	14%	15%	23%
3 or more times	9%	8%	11%	14%

\*Statistically significant Chi Square p.=000 \*\* Statistically significant Chi Square p.=.001

As Table 7 shows,

- **Low-risk drivers.** As would be expected, low-risk drivers are the least likely to report that they have had an at-fault accident, whether in the last ten years, three years, or in the past year. Only 1 driver in 4 reports having had an accident in the last 10 years. They are also the least likely to report having received traffic tickets. Only 1 in 5 reports having received such tickets in the last 10 years. This reflects the fact that as a group they are also less likely, compared to the other two groups, to report speeding either in cities or towns or on highways. Indeed, only



1 in 3 reports that they occasionally or frequently speed in cities or towns.

- **Moderate-risk drivers.** Reflecting this group's name, moderate-risk drivers fall in between low- and high-risk drivers in terms of accidents, traffic tickets, and their speeding behaviour. Just over half the moderate-risk drivers report having had an at-fault accident in the last 10 years, including 3 in 10 who have had at least one in the last three years. About half report having received traffic tickets in the last 10 years, and again, almost 3 in 10 have received such tickets in the last three years. About half report that they occasionally or frequently speed in cities or towns.
- **High-risk drivers.** These drivers are the most likely to report that they have had an at-fault accident, received traffic tickets, and sped in cities and towns. Almost 2 drivers in 3 report having had an at-fault accident in the last 10 years, including 4 in 10 who have had at least one such accident in the last three years. Over 9 drivers in 10 report having had at least one traffic ticket in the last 10 years, including 3 in 4 who have had one in the last three years. Almost 6 in 10 report that they occasionally or frequently speed when driving on roads in cities and towns. Although not statistically significant this group is also the most likely to report consuming alcohol prior to driving in the last two month.

### 2.3.3 Risk behaviour index

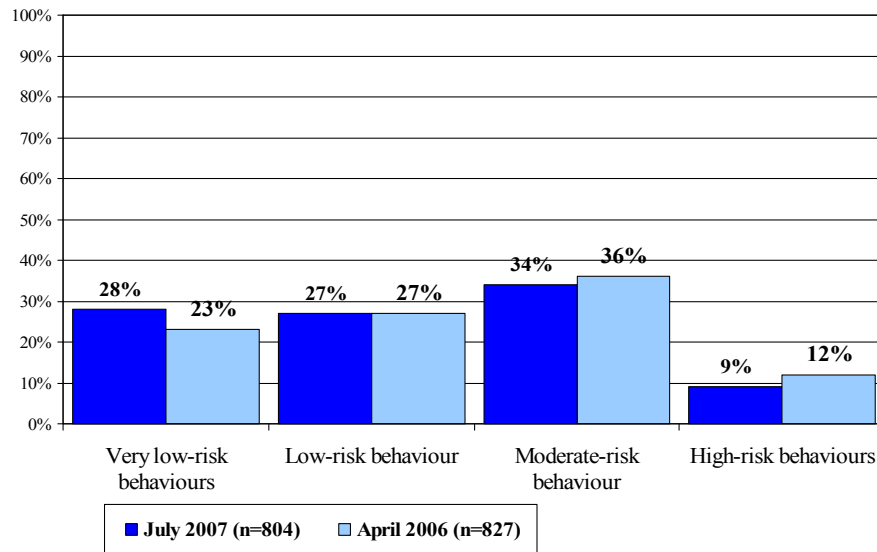
While our classification of drivers is based strictly on their merit status, respondents' reported behaviours allow us to construct a risk behaviour index.

Unlike the groups used to segment drivers in this report, the index is based on respondents' self-reported behaviours (not the number of merits or demerits currently on their licence). The risk behaviour index may be seen as a proxy for insurance risk, but because it is self-reported, it may be less accurate. Based on the behaviours outlined in Table 7 above, we constructed a risk behaviour index that slots respondents into one of four categories of risk.<sup>4</sup>

<sup>4</sup> As mentioned, this risk variable is based on the following information provided by respondents: frequency of speeding in cities or towns and highways; number of at-fault accidents in the last 10 years, 3 years, and in the last year; number of tickets in the last 10 years, 3 years, and in the last year; and the number of times in the last 2 months they have driven after drinking an alcoholic beverage.

As Figure 1 shows, the results from the current survey (July 2007) with those from April 2006, which are very similar.

### Self-reported risk behaviours index



**Figure 1**

In 2007, the self-reported risk index suggests that overall drivers' behaviour puts them at a slightly higher risk than the current merit system would suggest.

- About half of the drivers exhibit low or very low driving risk behaviours. In fact, according to drivers' merit status about 8 in 10 are low-risk (because they have 2 merits or more).
- Over 1 driver in 3 exhibits moderate driving risk behaviours. In fact, less than 1 driver in 5 might be classified as moderate risk based on current merit status.
- Over 1 driver in 10 exhibits high-risk behaviour. Based on merit status alone, less than 1% of drivers are considered high-risk.

While these categories align very well with the driver risk types as defined by the number of merits or demerits recorded by Manitoba Public Insurance, they are not exact. This may be because of a number of factors including inaccurate recall or representation by

the respondent, attitudes as to what constitutes speeding, an at-fault accident, and other factors. Also remember, the risk behaviour questions measure behaviours and not necessarily the results of these behaviours (for example, speeding does not necessarily result in getting a ticket). That being said, the self-reported risk behaviour index strongly reflects the driver risk type based on merits and demerits. See Table 8.

**Table 8: Self-reported Behavioural risk index by driver type**

Self-reported behaviour	Driver risk type*		
	Low (n=401)	Moderate (n=203)	High (n=200)
Very low risk	29%	13%	2%
Low risk	29%	21%	10%
Moderate risk	34%	37%	33%
High risk	5%	26%	49%
No response	3%	4%	6%
Total	100%	101%	100%

Note: Columns may not total 100% due to rounding. \*Statistically significant Chi square p=.000.

Based on their self-reported behaviours,

- About 6 low-risk drivers in 10 also fall in the low or very low risk category, and about 1 in 3 might be considered moderate risk.
- The moderate-risk group is more equally distributed across the behaviour risk categories, with about 1 in 3 exhibiting low or very low risk behaviours, 4 in 10 being moderate-risk and 1 in 4 reporting high-risk behaviours. This could be indicative of the driver risk type these current moderate-risk drivers could be moving into in the next few years.
- About half of high-risk drivers are also high-risk in terms of self-reported behaviour. Almost 1 in 3 is moderate-risk, which may suggest that their behaviour will move them out of the high-risk group in the future.

### 2.3.4 Driving ability

As we found a year ago, over half of our respondents consider themselves to be somewhat or much better than the typical driver in Manitoba. In the current survey, slightly fewer consider themselves to be better, but as in the previous survey almost none say they are worse.

#### Personal ability compared to others

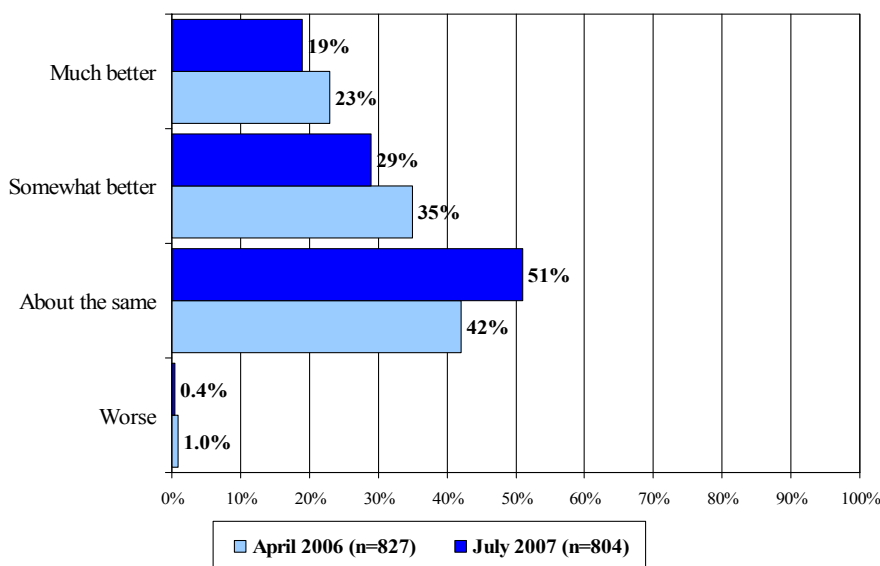


Figure 2

Respondents from the high-risk group are more likely than the other groups to consider themselves better than the typical driver in Manitoba. See Table 9.

	Driver risk type*		
	Low (n=401)	Moderate (n=203)	High (n=200)
Much Better	19%	22%	28%
Somewhat better	30%	21%	24%
About the same	50%	56%	44%
Worse	<1%	1%	5%
Total	99%	100%	101%

Note: Columns may not total 100% due to rounding. \*Statistically significant Chi square p=.000.



As shown in Table 9,

- Low-risk drivers are split, with half considering their driving ability to be about the same as the typical driver in Manitoba, and half saying their driving abilities are at least somewhat better. This includes 19% who say they are much better than the average Manitoba driver.
- Moderate-risk drivers are slightly more likely to consider themselves to be typical drivers. Still, over 4 in 10 consider themselves to be at least somewhat better than average including 22% who say they are much better.
- High-risk drivers are the most likely to say they are better than the typical Manitoba driver. Over half say they are at least somewhat better, including 28% who say they are much better. This attitude results from the fact that, on average, these types of drivers tend to be on the road much more than others. Thus, they may see more examples of poor driving, but they also say that because they drive more, their experience indicates that they are better drivers. Conversely, some high-risk drivers admit they are worse than the typical Manitoba driver. Indeed, they are more likely than other driver types to admit they are worse, but still only 1 in 20 of these drivers admits this.

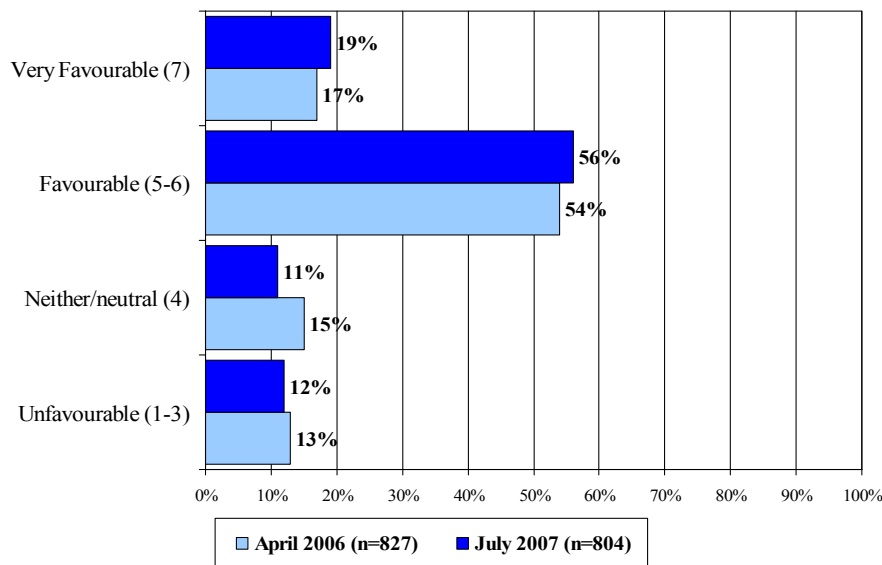
### 3.0 Attitudes and understanding of the current system

In this section, we review respondents’ opinions of Manitoba Public Insurance, the fairness of the current Driver Safety Rating System, the value their automobile insurance gives them for their money, as well as their knowledge of the system.

#### 3.1 Perceptions of Manitoba Public Insurance

Figure 3 shows that most customers of Manitoba Public Insurance have a favourable, if not very favourable opinion of the Corporation.<sup>5</sup> Compared to April 2006, respondents in the current survey were slightly more positive in their opinion of the Corporation.

**Favourability rating of Manitoba Public Insurance**



**Figure 3**

<sup>5</sup> The labels of “favourable,” “neither / neutral,” and “unfavourable” were applied during the reporting phase, not during fielding.

Table 10 shows the favourability rating of Manitoba Public Insurance by the three driver risk groups.

<b>Table 10: Favourability of Manitoba Public Insurance</b>			
<i>Q2. Using a scale of 1 to 7, where 1 means you have a very unfavourable opinion and 7 means you have a very favourable opinion, what is your opinion of Manitoba Public Insurance?</i>			
Rating	Driver risk type*		
	Low (n=401)	Moderate (n=203)	High (n=200)
Very favourable (7)	20%	16%	14%
Favourable (5-6)	56%	58%	47%
Neither/Neutral (4)	11%	10%	14%
Unfavourable (1-3)	11%	14%	25%
Don't know/no response	2%	2%	1%
Total	100%	100%	101%
Mean (out of 7)	5.2	5.1	4.6

Note: Totals may not sum to 100% due to rounding. \*Statistically significant Chi square p=.000.

While the majority of drivers in each of the three groups has a favourable opinion of the Corporation, the higher the risk level, the less likely it is that drivers in that group will have favourable opinions of Manitoba Public Insurance.

- About 3 low-risk drivers in 4 rate their opinion of Manitoba Public Insurance as favourable, including 20% who have a very favourable opinion. About 1 in 10 has an unfavourable opinion.
- Almost 3 moderate-risk drivers in 4 have a favourable opinion, including 16% who have a very favourable opinion. Over 1 in 9 has an unfavourable opinion.
- About 6 high-risk drivers in 10 have a favourable opinion, including about 14% who have a very favourable opinion. However, about 1 in 4 has an unfavourable opinion of the Corporation.

### 3.2 The current system

The current system consists of a variety of discounts and penalties (merits and demerits) that apply to Manitoba drivers depending on their driving record.<sup>6</sup> The details of the current system were not explained to respondents, but are included here for the benefit of the reader.

<sup>6</sup> Manitoba Public Insurance (2005, November). Merit Point and Demerit Point Program; Manitoba Public Insurance (2006). 2006 Guide to Autopac. Both available from [www.mpi.mb.ca](http://www.mpi.mb.ca).

### 3.2.1 Earning merit points

The system is based on drivers collecting merits and demerits, which determines whether individual drivers are eligible for discounts on their licence and vehicle insurance or whether they must pay a penalty.

Safe driving earns a merit point on a driver's licence. One merit point is earned for every two years of at-fault accident-free and conviction-free driving, with some exceptions.

When drivers receive merits points on their licence, they become eligible for discounts on both their licence and their vehicle insurance. Drivers can earn up to five merit points on their licence.

- Each merit point also reduces the cost of the licence by \$5 to a maximum of \$25 for five merit points.
- Drivers with one or more merit points can receive the maximum 25% discount on their vehicle insurance. This is known as the merit discount.

### 3.2.2 Receiving demerit points

Unsafe driving, which includes being at fault for an accident and breaking traffic or criminal laws, results in demerit points on a driver's licence. The more serious the conviction, the more demerit points the driver will receive. For example, impaired driving or refusing a breathalyzer could result in 10 to 15 demerit points for a driver, while convictions for speeding, running a red light, and careless driving can result in two to eight demerit points.

When drivers receive demerit points on their licence, they must pay more for both their licence and their vehicle insurance. These convictions can also result in other penalties, such as a fine or, if the conviction is serious enough, a licence suspension. At-fault accidents can result in premium surcharges on a driver's licence. The 25% discount on vehicle insurance is lost when a driver has zero merits.

Drivers who have between one and five demerits do not pay an extra premium on their licence. Drivers with six or more demerit points on their licence pay extra premiums depending on the number of demerits.

The amount of time demerit points stay on one's driver's licence ranges depending on how many demerit points one has. For each



12-month period that the driver is free of at-fault accidents or convictions, the number of demerit points on one’s licence decreases.

### 3.3 Perceived fairness of the current system

We explained to respondents that in Manitoba, if someone causes an accident or is convicted of certain kinds of traffic offences, he/she might pay more for a licence and Autopac insurance. If they are accident free and have no traffic offences, they receive discounts for both their licence and Autopac insurance.

Figure 4 compares the results from the current survey with those from April 2006. The results are almost identical with about 3 drivers in 4 reporting that the current system is at least somewhat fair.

#### Perceived fairness of the current system

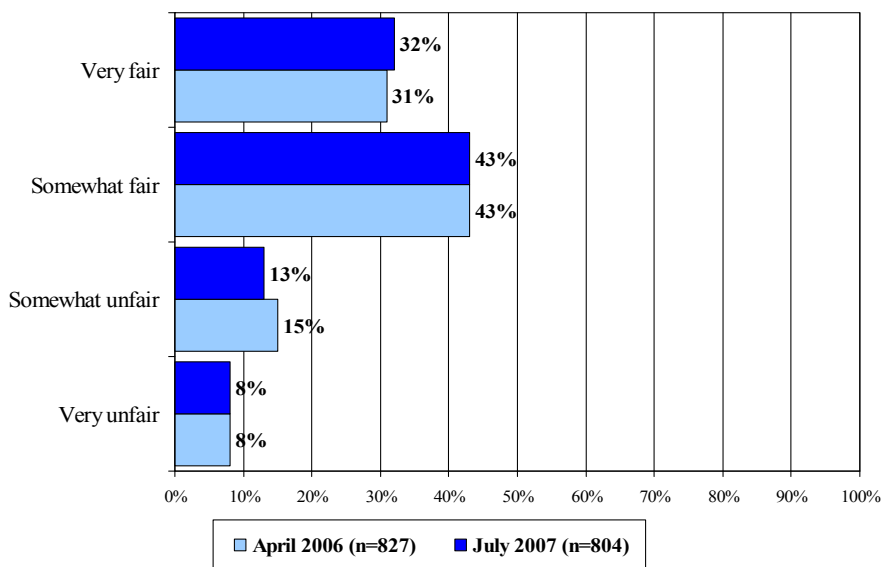


Figure 4

The perceived fairness by driver risk group is shown in Table 11.

<b>Table 11: Perceived fairness of current system</b>			
<i>Q14: Would you say that the current system of discounts and penalties is fair or unfair? (Is that very or somewhat?)</i>			
	<b>Driver risk type*</b>		
	<b>Low (n=401)</b>	<b>Moderate (n=203)</b>	<b>High (n=200)</b>
Very fair	34%	23%	17%
Somewhat fair	41%	49%	46%
Somewhat unfair	13%	14%	24%
Very unfair	8%	10%	11%
Don't know	4%	4%	3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>101%</b>
Note: Totals may not sum to 100% due to rounding. *Statistically significant Chi square p=.000.			

The higher the driver's risk level, the less likely they are to think the system is fair. However, regardless of the driver risk group, the majority of people surveyed consider the current system to be at least somewhat fair.

Given their knowledge and experience with the current system of discounts and penalties:

- About 3 low-risk drivers in 4 say it is at least somewhat fair, including 34% who say the system is very fair. Conversely, about 1 in 4 say it is at least somewhat unfair, including 8% who say it is very unfair.
- About 7 moderate-risk drivers in 10 say the system is at least somewhat fair, including 23% who say it is very fair. About 1 in 4 say it is at least somewhat unfair, including 10% who say the system is very unfair.
- About 6 high-risk drivers in 10 say it is at least somewhat fair, including 17% who say it is very fair. Over 1 in 3 say the current system is at least somewhat unfair, including 11% who say it is very unfair.

### 3.3.1 Reasons system is unfair

Those who believe the system is unfair say it is because of how the current system works in terms of the assignment of merits (and demerits) and/or the impact of the system on rates and costs.

Table 12 shows these and other reasons why respondents believe the current system is unfair. The results are similar to April 2006.

*Manitoba Public Insurance*  
*Driver Safety Rating System—September 18, 2007*

<b>Table 12: Reasons why current system is unfair</b> <i>Q15: Why is the current system unfair?</i>		
<b>Issues</b>	<b>Those who rated the system as unfair</b>	
	<b>Jul 07 (n=170)</b>	<b>Apr 06 (n=189)</b>
<b>Issues regarding merits</b>		
Driving records are not factored into merits	12%	9%
Can only accumulate 5 merits (too few merits)	7%	12%
Merits are easy to lose	6%	13%
Merits are hard to gain	4%	9%
Should not lose merit for speeding/seat belt tickets	2%	1%
<b>Issues regarding rates/costs</b>		
Good drivers pay too much/better drivers should pay less	15%	16%
Should not have surcharges on licences for accidents	11%	15%
Pay too much for insurance/licence (general)	6%	4%
Bad drivers should pay more	5%	7%
Should base cost of insurance on driving history	5%	6%
Should not pay insurance based on type of vehicle	4%	3%
Rates are high because we are paying for poor drivers	<1%	4%
<b>Other issues</b>		
Recount specific circumstance/policy unfair	17%	-
Issues with liability/deductibles	14%	18%
Not flexible on definition of accident (not all accidents should get a surcharge)	6%	4%
Negative comment about MPI/monopoly/claims experience	3%	5%
Manitoba Public Insurance doesn't provide adequate compensation	2%	3%
Changes in system need to be explained better	2%	1%
Other	3%	11%
Don't know/no response	3%	1%

Note: Respondents could provide multiple answers. Total may not sum to 100%.

In 2007, the most common reasons participants say the current system is unfair have to do with

- **Issues regarding merits.** Respondents believe the system is unfair because driving records are not factored into merits (12%), drivers can accumulate only five merits (7%), merits are too easy to lose (6%), or merits are too difficult to gain (4%).
- **Issues regarding rates or cost.** Respondents say the system is unfair because good drivers pay too much (15%), people pay too much for insurance in general (6%), poor drivers should pay more (5%), the cost of insurance should be based on driving history (5%), or there should not be a surcharge on licences for accidents (11%).
- **Other issues.** Unlike in 2006, in this survey, a number of respondents cited particular circumstances or incidents they

believe to be unfair (17%). These include a wide range of events that could not be further broken down into smaller categories. For example, respondents say that the system is unfair because:

*my friend got into an accident where the person behind her hit her and my friend was found at-fault, even though she was doing what she was suppose to...*

*I have about three minor things on my licence which happened within three months, and the next year, my licence was over \$700.*

*it penalizes people who drive a lot, because your changes of getting caught are increased.*

*I got a ticket for not having a licence plate on the front of the car...*

*I had to pay \$200 deductible at Autopac and I had to pay \$200 on my licence.*

The “other issues” category also include issues about liability or having to pay the deductible (14%) and a perception that Manitoba Public Insurance is not flexible enough on its definition of an accident (6%).

Table 13 shows this same information, but segmented by driver risk type.

<b>Table 13: Reasons why current system is unfair by driver risk type</b>			
<i>Q15: Why is the current system unfair?</i>			
Issues	Those who rated the system as unfair		
	By Driver risk type		
	Low (n=81)	Moderate (n=50)	High (n=69)
<b>Issues regarding merits</b>			
Driving records are not factored into merits	12%	8%	3%
Can accumulate only 5 merits (too few merits)	9%	2%	6%
Merits are easy to lose	6%	4%	6%
Merits are hard to gain	2%	11%	11%
Should not lose merit for speeding/seat belt tickets	2%	2%	13%
<b>Issues regarding rates/costs</b>			
Good drivers pay too much/better drivers should pay less	16%	13%	4%
Should not have surcharges on licences for accidents	8%	14%	16%
Bad drivers should pay more	5%	2%	1%
Should base cost of insurance on driving history	5%	4%	2%
Pay too much for insurance/licence (general)	4%	8%	7%
Should not pay insurance based on type of vehicle	4%	2%	2%
Rates are high because we are paying for poor drivers	-	2%	2%
<b>Other issues</b>			
Recount specific circumstances/policy unfair	16%	19%	22%
Issues with liability/deductibles	11%	24%	7%
Negative comment about MPI/monopoly/claims experience	6%	-	6%
Not flexible on definition of accident (not all accidents should get a surcharge)	5%	6%	3%
Changes in system need to be explained better	2%	2%	1%
Manitoba Public Insurance doesn't provide adequate compensation	2%	-	-
Other	3%	6%	3%
Don't know/no response	3%	4%	4%
Note: Respondents could provide multiple answers. Total may not sum to 100%.			

Reasons why drivers in each group find the current system unfair have to do with:

- **Issues regarding merits.** Many respondents who think the current system is unfair say so because:

They believe a person's driving record is not really factored into merits. This is mentioned especially among low-risk (12%) and moderate-risk (8%) drivers.

They can accumulate only five merits, which they consider too few. About 9% of low-risk drivers mention this, as did 6% of high-risk.

Merits are difficult to gain. This is one of most commonly mentioned issues by moderate- and high-risk drivers (11% each).

They believe drivers should not lose merits for speeding or seat belt tickets. This is most often mentioned by high-risk drivers (13%).

- **Issues regarding rates/cost.** Some participants believe the current system is not fair because:

Good drivers pay too much; 16% of low-risk drivers and 13% of moderate-risk drivers believe this is the case, compared with only 4% of high-risk drivers.

There should not be surcharges on licences for accidents. This is more commonly mentioned by moderate-risk (14%) and high-risk (16%), than low-risk drivers (8%).

They pay too much for insurance, or at least 8% of moderate-risk and 7% of high-risk drivers give this as a reason why the current system is unfair.

- **Other issues.** Some respondents provide other reasons they think it is unfair.

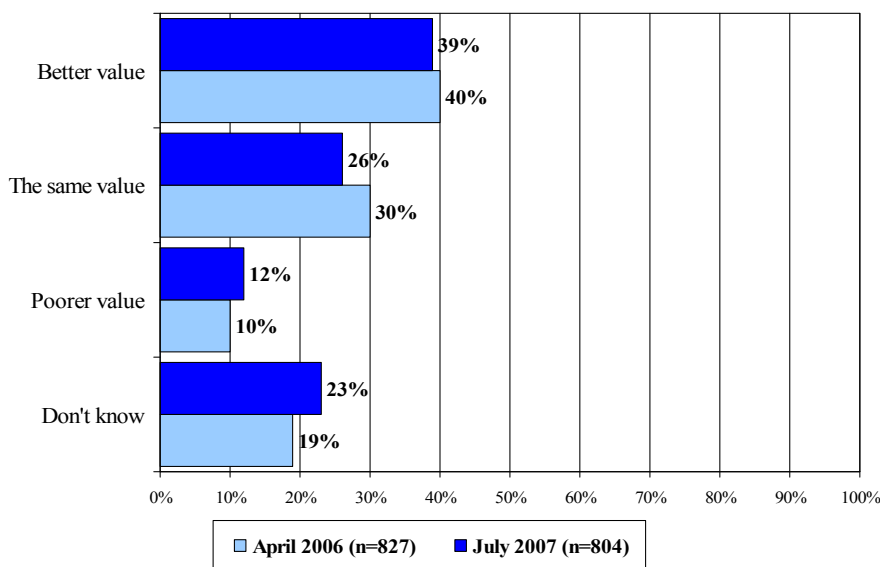
Most commonly, they believe that particular experiences or circumstances are unfair. These circumstantial examples of unfairness increase with their risk type, with 22% of high-risk drivers mentioning such examples.

Many also point to liability and the resulting need to pay their deductible is not fair. Moderate-risk drivers (24%) most commonly mentioned this.

### 3.4 Perception of value

Although Manitobans pay some of the lowest vehicle insurance rates in the country, many believe the value they get is about the same as other provinces. The overall findings are almost identical to April 2006, as shown in Figure 5.

#### Perceived value compared to other provinces



**Figure 5**

As shown in Figure 5, in July 2007:

- About 4 Manitobans in 10 report that they believe Manitobans receive better value compared to other provinces.
- Some 1 Manitobans in 4 believes the value Manitobans receive is about the same.
- About 1 in 10 thinks Manitobans receives poorer value compared to other provinces.

Many others simply do not know.



Regardless of driver risk type, respondents perceive the value similarly. See Table 14.

<b>Table 14: Perception of value compared to other provinces by driver risk type</b>			
<b>Q3. When you think about auto insurance in Manitoba, including the price, the coverage, and the service customers receive, do you think that Manitobans receive better value, the same value, or poorer value than residents of other provinces?</b>			
Value	Driver risk type		
	Low (n=402)	Moderate (n=201)	High (n=201)
Better value	39%	36%	40%
Same value	26%	32%	29%
Poorer value	12%	10%	14%
Don't know/no response	23%	23%	17%
Total	100%	101%	100%

Note: Totals may not sum to 100% due to rounding.

### 3.5 Understanding of the current system

As reported a year ago, it is surprising, given that the current system of discounts and penalties is complicated, that so many respondents think they have a very good understanding of the system. See Figure 6.

### Understanding of the current system

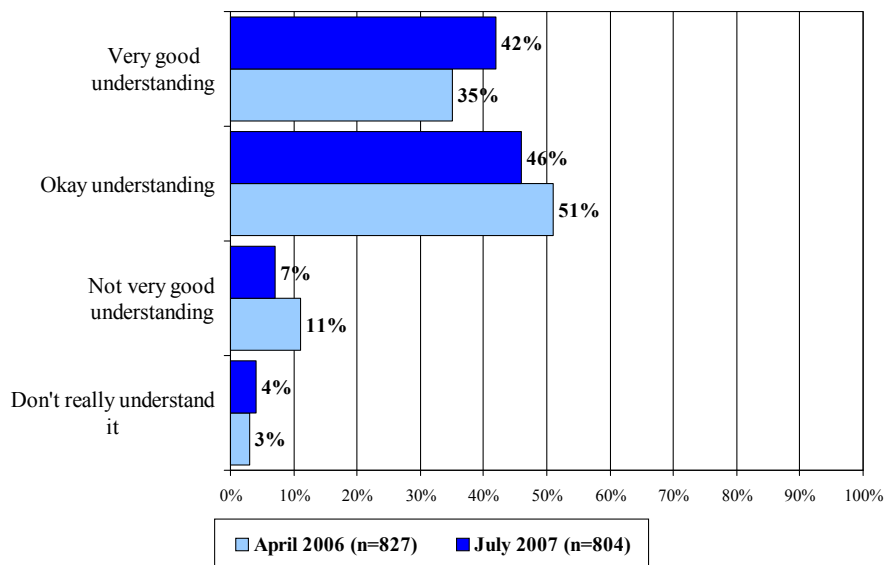


Figure 6





As was the case last year,

- Almost 9 respondents in 10 report that their understanding of how the system discounts and penalties works is at least okay. Indeed, 42% say their understanding is very good.
- Conversely, a little over 1 in 10 says they do not have a very good understanding or really don't understand it at all.

It may be more telling to focus on the majority who report that they do NOT have a very good understanding (57%). Many drivers believe they have an okay understanding, simply because they have had some experience. As will be shown below, these drivers would also likely admit that they do not know the details of how the system works. Interesting, while a majority do not completely understand how the current system works, their experience suggests that overall, they have a fair understanding.

Regardless of the driver risk type, almost 9 respondents in 10 feel that they have at least an okay understanding of how the current system works. See Table 15.

<b>Table 15: Understanding of the current system of discounts and penalties by fairness</b>			
<i>Q13: In your opinion, how well would you say you understand how the system of discounts and penalties works? Do you have...?</i>			
Understanding	Driver risk type		
	Low (n=401)	Moderate (n=203)	High (n=200)
A very good understanding	43%	41%	49%
An okay understanding	45%	49%	41%
Not a very good understanding/don't really understand	12%	10%	10%
Total	100%	100%	100%

Note: Totals may not sum to 100% due to rounding.

### 3.6 Discounts under the current system

Below we report on respondents' perceptions of the current system of discounts and what factors should be considered when calculating such discounts.

### 3.6.1 How many merits to get full discount

In the current survey, we asked respondents to specify how many merits a driver has to have to receive the maximum discount of 25%. Table 16 shows the results.

<b>Table 16: Number of merit to receive maximum discount</b>				
<i>Currently, drivers can earn a discount on their vehicle insurance for each year of driving without having caused an accident of up to 25% maximum.</i>				
<i>Q17. As far as you know, how many merits does a driver have to have to receive the maximum discount of 25%?</i>				
Number of merits	Overall (n=804)	Driver risk type		
		Low (n=402)	Moderate (n=201)	High (n=201)
More than 5	3%	3%	3%	2%
Five	61%	63%	51%	57%
Two to four	10%	10%	14%	17%
One	6%	6%	4%	5%
Don't know	20%	18%	28%	20%
Total	99%	100%	100%	99%

Note: Totals may not sum to 100% due to rounding. Not asked in 2006.

As shown in Table 16,

- The majority of drivers, regardless of risk type, believe incorrectly that they need to have five merits (or in a few cases more than five) to receive the maximum discount of 25% on their vehicle insurance. This may result from a misunderstanding between the discount on vehicle insurance and the discount on their licence. The licence discount is based on 5% per merit up to a maximum of 25%.
- Only about 1 driver in 20 (regardless of driver risk type) correctly reported that one merit results in the maximum discount. This demonstrates that, in fact, few respondents have a very good or even okay understanding of a very basic aspect of the current system.
- Many respondents, especially those in the moderate-risk group, did not know how many merits get them this discount.

The higher respondents’ self-assessed knowledge of the system, the more likely they are to incorrectly say five merits are needed to receive the maximum insurance discount of 25%.

<b>Table 17: Number of merits needed for maximum discount by understanding of the system</b>			
<b>Merits</b>	<b>Understanding*</b>		
	<b>Very good (n=341)</b>	<b>Okay (n=370)</b>	<b>Not very good/Don't really understand (n=93)</b>
Over five merits	3%	2%	4%
Five merits	66%	60%	45%
Two to four merits	9%	12%	8%
One merit	7%	5%	3%
Don't know	15%	21%	40%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: \*Statistically significant Chi Square p=.000.

As Table 17 shows,

- Among those who say they have a very good understanding of the current system of discounts and penalties, only 7% provide the correct answer. Some 66% of these respondents incorrectly say that five merits are needed.
- Among those who say they do not really have a good understanding or don't really understand the system at all, 3% correctly say one merit. Some 45% say that five merits are needed, but also 40% simply say they do not know.

**3.6.2 Maximum discount for good driving**

As mentioned, the maximum discount on vehicle insurance is currently 25%. As was the case last year, the majority believe this discount is about right.



### Current discount for good drivers

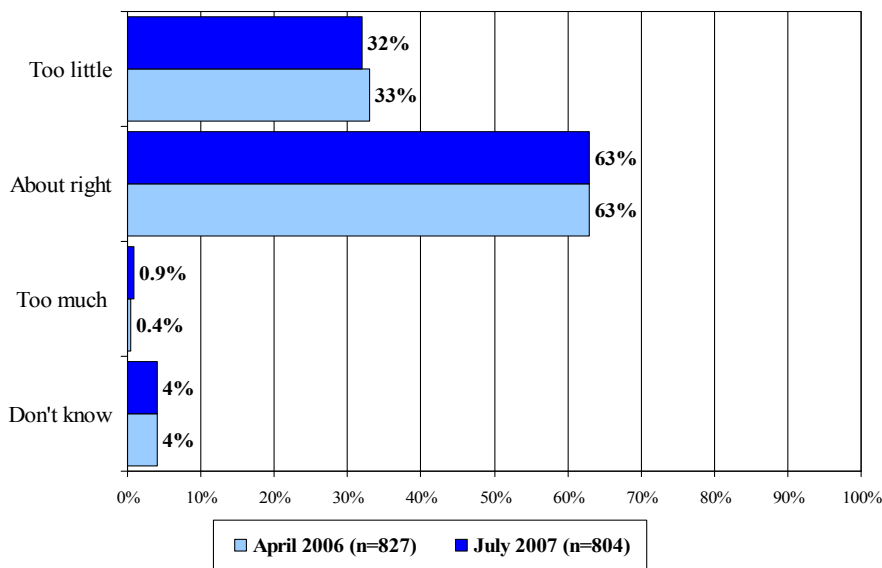


Figure 7

As shown in Figure 7:

- Over 6 drivers in 10 say the discount is about right.
- About 1 driver in 3 says the discount for good drivers is too low.

Interestingly, regardless of the driver risk type, the majority of respondents say the current maximum discount is about right. See Table 18.

<b>Table 18: Discount for good drivers by driver type</b>			
<i>Q16. Currently, drivers can earn a discount on their vehicle insurance for each year of driving without having caused an accident of up to 25% maximum.</i>			
Is this discount....?	Driver risk type		
	Low (n=401)	Moderate (n=203)	High (n=200)
Too little	33%	29%	30%
About right	62%	68%	63%
Too much	1%	2%	3%
Don't know/no response	5%	2%	4%
Total	101%	101%	100%

Note: Totals may not sum to 100% due to rounding.



### 3.6.3 How much the discount should be

Overall, respondents say that the discount should be about 30%, slightly higher than it is at present. Those who think it is too little, on average, say it should be about 40%. As shown in Table 19, the results from April 2006 are very similar to those in July 2007.

<b>Table 19: Amount discount for good drivers should be</b> Q17B. If the maximum discount of 25% is too little, how much do you think Manitoba Public Insurance should discount someone's insurance?				
How much	Of those who think it is too little %		All drivers %	
	Jul '07 (n=253)	Apr '07 (n=274)	Jul '07 (n=804)	Apr '07 (n=827)
Less than 25%	n/a	n/a	1%	<1%
25%	n/a	n/a	62%	63%
26% to 39%	38%	38%	12%	13%
40% to 49%	23%	26%	7%	9%
50% or more	29%	30%	9%	10%
Don't know/no response	11%	6%	8%	6%
Total	101%	100%	99%	101%
Average percent*	41.7%	41.2%	30.1%	30.3%

Note: Totals may not sum to 100% due to rounding. \*Excludes those who did not know or say less than 25%.

The results are similar regardless of the driver risk type. See Table 20.

<b>Table 20: Amount of discount for good driving by driver risk type</b> Q17B. If the maximum discount of 25% is too little, how much do you think Manitoba Public Insurance should discount someone's insurance?			
Number of merits	Driver risk type		
	Low (n=401)	Moderate (n=203)	High (n=200)
Less than 25%	1%	2%	3%
25%	62%	68%	63%
26% to 39%	13%	9%	9%
40% to 49%	8%	6%	6%
50% or more	8%	14%	13%
Don't know/no response	9%	2%	7%
Total	101%	101%	101%
Average percent (overall)*	30.1%	30.7%	31.1%
Average percent (of those who say too little)	41.1%	44.3%	45.0%

Note: Columns do not sum to 100% due to rounding. \* Excludes those who did not know or say less than 25%.



### 3.7 Getting merit points under the current system

Asked how long someone has to drive accident and conviction free to get a merit on their driver's licence, about half provide a correct response.

Years	All drivers (n=804)	Driver risk type*		
		Low (n=401)	Moderate (n=203)	High (n=200)
One	14%	13%	20%	25%
Two	51%	54%	48%	55%
Three	10%	9%	13%	7%
Four or more	5%	5%	4%	3%
Don't know	20%	20%	15%	11%
Total	100%	101%	100%	101%

Note: Totals may not sum to 100% due to rounding. \*Statistically significant at the .002 level. Not asked in 2006.

As shown in Table 21,

- Overall, about half of all drivers correctly say that someone has to drive for two years accident and conviction free to get a merit on their driver's licence. The other half provided a variety of answers; including 1 in 5 who admitted that they do not know.
- Respondents who are in the moderate- and high-risk groups are slightly more likely to provide an answer than those in the low-risk group. However, these same groups are more likely to assume incorrectly that the required time is one year.

In this case, those who claim to have a very good or okay understanding of the current system are more accurate in their response.

- Over half of those who self-assessed their understanding of the current system as very good (55%) or okay (54%), also correctly indicated that a person has to go two years accident and conviction free to get a merit.
- Only about 1 in 4 (28%) of those who say their understanding is not very good or they do not really understand it at all, says it takes two years to earn a merit.

### 3.7.1 Methods of earning merit points

Respondents were asked to indicate whether each of four scenarios would earn them a merit point on their driver’s licences.

<b>Table 22: Merit Points under the current system</b>				
<i>As far as you know, under the current system, which of the following will earn you a MERIT POINT on your driver's licence?</i>				
<i>Q19. Taking driver education</i>				
<i>Q20. Driving without causing an accident for one year.</i>				
<i>Q21. Driving for one year without any traffic convictions.</i>				
<i>Q22. Having an immobilizer installed in your vehicle.</i>				
Earn merit a merit point for...	All drivers (n=804)	Driver risk type		
		Low (n=401)	Moderate (n=203)	High (n=200)
Driving without causing an accident for one year	55%	54%	56%	53%
Driving for one year without any traffic convictions	47%	46%	50%	48%
Taking driver education	22%	21%	23%	17%
Having an immobilizer installed in your vehicle	14%	13%	17%	11%

Note: Questions not asked in 2006.

All driver risk groups provide similar answers. Among all drivers:

- Over half assume that they would earn a merit point if they drove without causing an accident for one year. In fact, drivers have to go two years without causing an accident to get a point.
- Less than half also believe they would earn a merit point if they drive for one year without any traffic convictions. Again, two years of such driving is currently necessary to earn a point.
- Over 1 driver in 5 says that they would earn a merit point for taking driver education. Although it may improve their driving, successful completion of driver education does not earn those students a merit on their licence.
- Over 1 driver in 10 reports that they would earn a merit point for having an immobilizer installed in their vehicle. While owners of registered vehicles who have an immobilizer installed do get a discount on their vehicle insurance, they do not earn a merit for doing so.

Self-assessed knowledge of the current system does not appear to significantly affect their answers. In other words, those who claim to have a very good understanding are just as likely to answer incorrectly as those who say they have an okay understanding and, for the most part, those who say they do not have any understanding.



### 3.7.2 Penalties under the current system

Respondents appear to be more knowledgeable of circumstances that will result in penalties on their driver’s licences.

**Table 23: Penalties under the current system**  
*As far as you know, under the current system, which of the following will result in PENALTIES on your driver's licence? (IF ASKED: Penalties are demerits or a surcharge when the driver's licence is renewed)*

23. Getting a speeding ticket for going over the speed limit  
 24. Causing an accident.  
 25. Getting a ticket from a photo radar camera.  
 26. Being convicted for stealing a vehicle

Penalties on licence for...	All drivers (n=804)	Driver risk type		
		Low (n=401)	Moderate (n=203)	High (n=200)
Causing an accident	94%	94%	94%	96%
Getting a speeding ticket for going over the speed limit.	84%	83%	86%	94%
Being convicted for stealing a vehicle	59%	58%	64%	67%
Getting a ticket from a photo radar camera*	33%	34%	27%	13%

Note: \* Statistically significant Chi Square p=.000. Questions were not asked in 2006.

Among all drivers:

- Over 9 drivers in 10 correctly report that they would receive penalties on their licence for causing an accident.
- Over 8 drivers in 10 correctly report that they would receive penalties on their licence for getting a speeding ticket for exceeding the posted speed limit.
- About 6 drivers in 10 correctly report that they would receive penalties on their driver’s licence for being convicted of stealing a vehicle. While not statistically significant, moderate-risk and high-risk drivers are more likely to say this is the case.
- About 1 driver in 3 believes, incorrectly, that they would receive penalties on their driver’s licence for getting a ticket from photo radar camera. The higher the driver risk group, however, the less likely they are to believe this is the case. For example, while 33% of low-risk drivers think a ticket from a photo radar camera would result in penalties on their licence, only 13% of the high-risk drivers say this is the case. Experience of the high-risk drivers may play a role in their knowledge of photo camera tickets.

Self-assessed level of understanding of the current system has no significant impact on respondents’ answers, except in one instance.





Those who say they do not have a very good understanding or no real understanding at all (74%) of the system are more likely than those with an okay (57%) or very good (56%) understanding to correctly say that being convicted for stealing a vehicle results in penalties on your driver’s licence.

### 3.8 Experience as a discount factor

As we have found in the past, almost all Manitobans believe that a person’s driving history should be an important consideration when setting that person’s Autopac insurance rate.

As Figure 8 shows, some 9 respondents in 10 rate a person’s driving history as important when setting that person’s insurance rate, including 55% who rate it as very important. This is very similar to the results in April 2006.

#### Importance of driving record in setting insurance rates

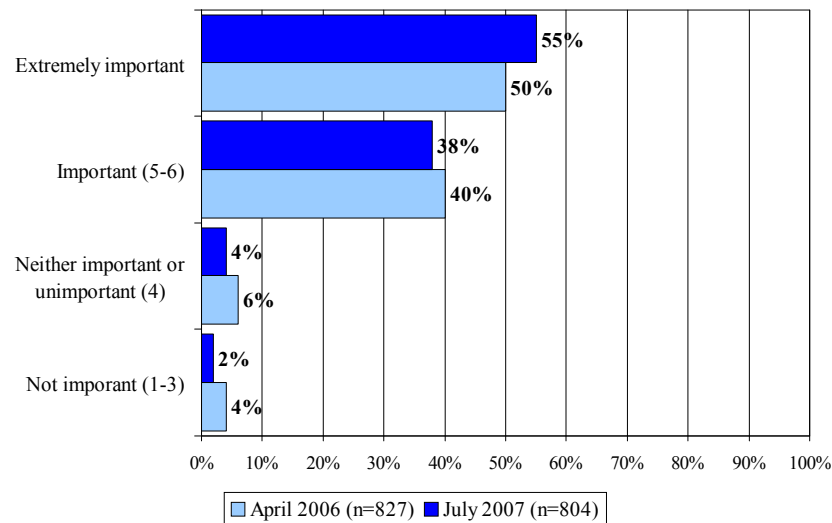


Figure 8

Regardless of driver risk type, the majority of respondents say it is at least important that a person’s driving history should be considered when setting that person’s Autopac insurance rates. However, the importance placed on a person’s driving history changes significantly depending on the driver risk group. See Table 24.

**Table 24: Importance of driving record**  
*Q29. Using a scale where 1 means not at all important and 7 means extremely important, how important do you think a person’s driving history should be when setting that person’s Autopac insurance rates?*

Importance	Driver risk type*		
	Low (n=401)	Moderate (n=203)	High (n=200)
Extremely important (7)	58%	40%	27%
Important (5-6)	37%	44%	38%
Neither important/not important (4)	4%	6%	17%
Not important (1-3)	1%	8%	19%
Don’t know	1%	2%	<1%
Total	100%	100%	101%

Note: Totals may not sum to 100% due to rounding. \*Statistically significant at the .000 level.

The opinions of respondents differ by the driver risk type and, in a way, reflect that group’s own self-interest.

- Low-risk drivers are the most likely to believe that a person’s driving history is extremely important in setting that person’s rates. Indeed, over 9 low-risk drivers in 10 say it is at least important, including 58% who say it is extremely important. Few think it is unimportant.
- Moderate-risk drivers are less likely to think a person’s driving history is important. Over 8 in 10 say it is at least important, but only 40% think it is extremely important. Again, few think it is not important.
- High-risk drivers are the least likely to think a person’s driving history is important. While 2 in 3 think it is at least important, only 27% think it is extremely important. About 1 high-risk driver in 5 says driver history is not important.



### 3.8.1 Cause an accident

It was explained that most merits and penalties are currently based on driver history. We asked respondents whether they agree or disagree that they should pay more for their driver’s licence in two circumstances. The first was if they cause an accident. The results for this question are shown in are shown in Table 25.

<b>Table 25: Penalized for causing an accident</b>				
<i>Q31. Most merits and penalties are based on driver history. In general, do you agree or disagree that you should pay more for your driver's licence if you cause an accident? (PROMPT: would you say strongly or somewhat agree/disagree?)</i>				
Penalties on licence for...	All drivers (n=804)	Driver risk type*		
		Low (n=401)	Moderate (n=203)	High (n=200)
Strongly agree	54%	55%	53%	30%
Somewhat agree	32%	32%	33%	41%
Somewhat disagree	8%	8%	5%	17%
Strongly disagree	4%	4%	7%	12%
Don't know	2%	2%	3%	1%
Total	100%	101%	101%	101%

Note: Totals may not sum to 100% due to rounding. \*Statistically significant at the .000 level. Not asked in 2006.

Among all drivers:

- Almost 9 in 10 (86%) agree at least somewhat that drivers who have caused an accident should pay more, including over half who strongly agree.
- Over 1 in 10 (12%) disagree.

Depending on the driver risk type, respondents are more likely to disagree. This is especially true of high-risk drivers.

- While 7 in 10 high-risk drivers agree at least somewhat, only 30% strongly agree that those who cause an accident should pay more.
- Conversely, about 3 in 10 high-risk drivers disagree at least somewhat, including 12% who strongly disagree.

### 3.8.2 Speeding ticket

The second circumstance we asked respondents about was if they got a speeding ticket. The results are shown in Table 26 (next page).



<b>Table 26: Penalized for getting a speeding ticket</b>				
<i>Q32. Most merits and penalties are based on driver history. In general, do you agree or disagree that you should pay more for your driver's licence if you get a speeding ticket? (PROMPT: would you say strongly or somewhat agree/disagree?)</i>				
	All drivers (n=804)	Driver risk type*		
		Low (n=401)	Moderate (n=203)	High (n=200)
Strongly agree	29%	30%	26%	15%
Somewhat agree	37%	38%	35%	34%
Somewhat disagree	22%	23%	18%	24%
Strongly disagree	10%	7%	20%	27%
Don't know	2%	2%	1%	1%
Total	100%	100%	100%	101%
Note: Totals may not sum to 100% due to rounding. * Statistically significant at the .000 level. Not asked in 2006.				

Respondents are less likely to agree that they should pay more for their driver's licence if they get speeding ticket than if they cause an accident.

Among all drivers:

- About 2 in 3 (66%) agree that getting a speeding ticket should result in paying more for a licence, including 29% who strongly agree.
- About 1 in 3 (32%) disagree, including 10% who strongly disagree.

Depending on the driver risk type, up to half disagree with this use of a person's driver history.

- The lower the risk type, the more likely they are to agree with this statement. For example, almost 7 in 10 (68%) of the low-risk group agree at least somewhat.
- The high-risk group is the most likely to disagree. About half agree at least somewhat (49%). The other half disagrees at least somewhat (51%), including 26% who strongly disagree. This is not surprising, since these drivers are not only more likely to report that they frequently speed, but are also more likely to have received speeding tickets in the past.

### 3.9 Maximum overall penalty

We asked respondents to think about a driver who continuously causes accidents, breaks the law, and receives numerous tickets, and to identify the most they would penalize such a driver.

<b>Table 27: Maximum overall penalty for drivers who continuously cause accidents and break the law</b>		
<i>Q28. Think about drivers who continuously cause accidents and break the law receiving numerous tickets for things such as speeding. What is the MOST, in dollars, you think such drivers should be penalized?</i>		
	<b>Jul '07 % (n=804)</b>	<b>Apr '06 % (n=827)</b>
Nothing – no penalty	<1%	2%
Under \$500	14%	10%
\$500 to \$999	12%	14%
\$1,000 to \$4,999	18%	45%
\$5,000 or more	10%	14%
Non-monetary penalties	11%	-
Don't know/no response	34%	15%
Total	99%	100%
Average	\$1,537	\$2,104

Compared to April 2006, far fewer in the current survey provided a response. This is likely a function of the types of questions that preceded it. In April 2006, we asked respondents a series of questions about the appropriate amount of penalties for specific behaviours (e.g., causing an accident, speeding at x kilometres an hour over the speed limit, driving while legally impaired, etc.) This exercise would have not only allowed respondents to think about the issue more thoroughly, it would have reminded them of all the possible driving behaviours for which a penalty might be applied. Thus, in April 2006, respondents were better prepared to answer a question about the most drivers should pay.

In July 2007, without these preparatory questions, three things appear to have occurred: those participants who offered a number gave lower amounts than in April 2006; they thought other non-monetary penalties were more appropriate (e.g., licence suspension, driver safety training, etc.); or they would or could not supply an amount. As such, the results from the two surveys should only be compared with caution.

As shown in Table 28, regardless of the driver risk type, respondents provide similar responses. While the moderate-risk type appears, on average, to support high average penalties, this may be the result of a couple of outliers (e.g., \$10,000 and \$50,000).

**Table 28: Maximum overall penalty for drivers who continuously cause accidents and break the law**  
*Q28. Think about drivers who continuously cause accidents and break the law receiving numerous tickets for things such as speeding. What is the MOST, in dollars, you think such drivers should be penalized?*

	Driver risk type		
	Low (n=401)	Moderate (n=203)	High (n=200)
Nothing – no penalty	<1%	1%	1%
Under \$500	13%	17%	27%
\$500 to \$999	12%	14%	12%
\$1,000 to \$4,999	20%	15%	17%
\$5,000 or more	6%	6%	3%
No maximum	5%	8%	7%
Other penalties	11%	10%	7%
Don't know/no response	34%	28%	27%
Total	101%	99%	101%
Average	\$1,415	\$2,235	\$1,322

Note: Columns do not sum to 100% due to rounding.

### 3.10 Link between the amount drivers pay and their driving history

Table 29 shows how important respondents say it is for drivers to be able to clearly see how their past driving experience affects the amount they pay for their driver's licence each year.

**Table 29: Important for drivers to see link**  
*Q30. Using the same scale, where 1 means not at all important and 7 means it is extremely important, how important is it that drivers are able to clearly see how their past driving experience affects the amount they are paying for their driver's licence each year?*

Importance	All drivers (n=804)	Driver risk type*		
		Low (n=401)	Moderate (n=203)	High (n=200)
Extremely important (7)	60%	63%	48%	37%
Important (5-6)	33%	32%	40%	39%
Neither important/not important (4)	3%	3%	4%	9%
Not important (1-3)	2%	1%	7%	15%
Don't know	2%	2%	1%	1%
Total	100%	101%	100%	101%

Note: Totals may not sum to 100% due to rounding. \*Statistically significant Chi Square p=.000.

Among all drivers:

- Over 9 in 10 (93%) say that it is important that drivers be able to clearly see how their past driving experience affects the amount they pay for their licence. This includes 60% who say it is extremely important to clearly show this link.
- Few (2%) say it is not important.

Depending on the driver risk types, respondents are less likely to think seeing the connection important.

- Almost all low-risk drivers think seeing the connection is important, including 63% say it is extremely important.
- High-risk drivers are less convinced of the importance. While a majority—3 high-risk drivers in 4—believe it is important, only 37% say it is extremely important. Indeed, 15% say it is not important at all.

## 4.0 Possible changes to the system

We explained the following to respondents:

*A new method of rating drivers is being considered. Generally, this new system would penalize drivers who are responsible for accidents or have traffic convictions. It would also reward drivers for each year they do not have an accident or a traffic conviction by moving them up a rating scale.*

This section reports on respondents' reactions to some of the possible changes to the system.

### 4.1 System of rewarding merits

Respondents were asked to consider two systems of rewarding good drivers:

- The current system where a driver gets one merit for every two years they go without causing an accident or getting a traffic conviction to a maximum of five merits.
- A new system where a driver would get a merit every year they met these same conditions, up to a maximum of ten.

As seen in Figure 9, almost 8 drivers in 10 chose the system that provides a merit every year for a maximum of ten.



### Preferred system of rewarding good drivers

(n=804)

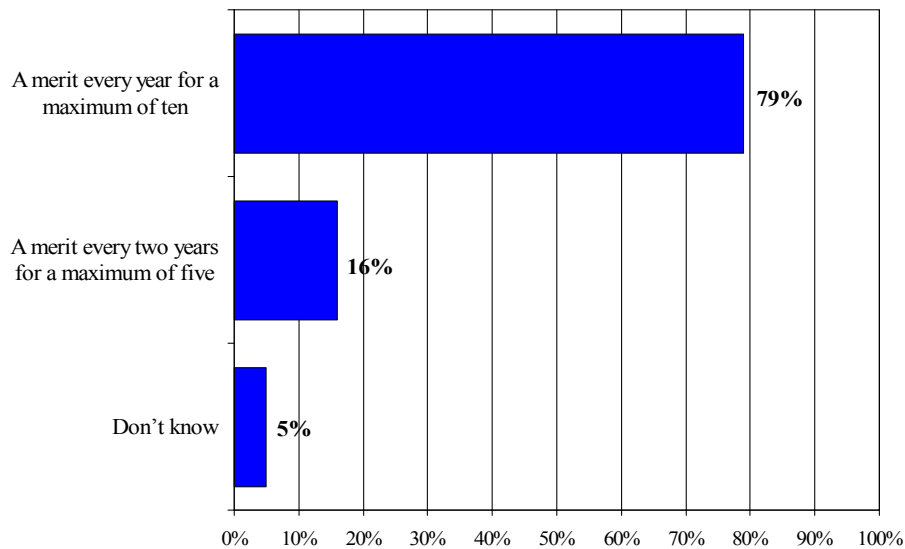


Figure 9

Regardless of the driver risk type, respondents are as likely to choose the system that rewards drivers annually up to a maximum of ten merits. See Table 30.

Table 30: Number of merits			
Q33. Under the current system you can get a maximum of five merits. You get one merit every two years you go without causing an accident and getting a traffic conviction. Under a new system, you might get a merit every year you go without causing an accident and getting a traffic conviction, up to a maximum of ten.			
Which system of rewarding good drivers do you prefer?	Driver risk type		
	Low (n=402)	Moderate (n=201)	High (n=201)
A merit every year for a maximum of ten	78%	83%	84%
A merit every two years for a maximum of five	16%	13%	11%
Don't know	6%	3%	6%
Total	100%	99%	101%

Note: Totals may not sum to 100% due to rounding.

Regardless of demographics subsets or whether they believe the current system is fair or unfair, the vast majority say that a merit every year for a maximum of ten is the preferred system of rewarding good drivers. For example, among those who say the current system is somewhat (77%) or very (78%) unfair, about 3 respondents in 4 say they prefer a maximum of ten merits.

## 4.2 Regaining merits

We tested two alternatives for reducing demerits with respondents.

### 4.2.1 Driver Safety Course

We explained that under a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course.

In tandem with this survey, Manitoba Public Insurance included three questions on possible changes to the current system on a province-wide Omnibus survey. This allowed the Corporation to test these changes with the public as a whole, rather than with drivers only. Whether drivers (that, respondents from the DSR survey) or the general public (that is, respondents on the Omnibus),<sup>7</sup> most respondents believe that demerits should only be removed based on actual driving history.

### Demerits and completing a driver safety course

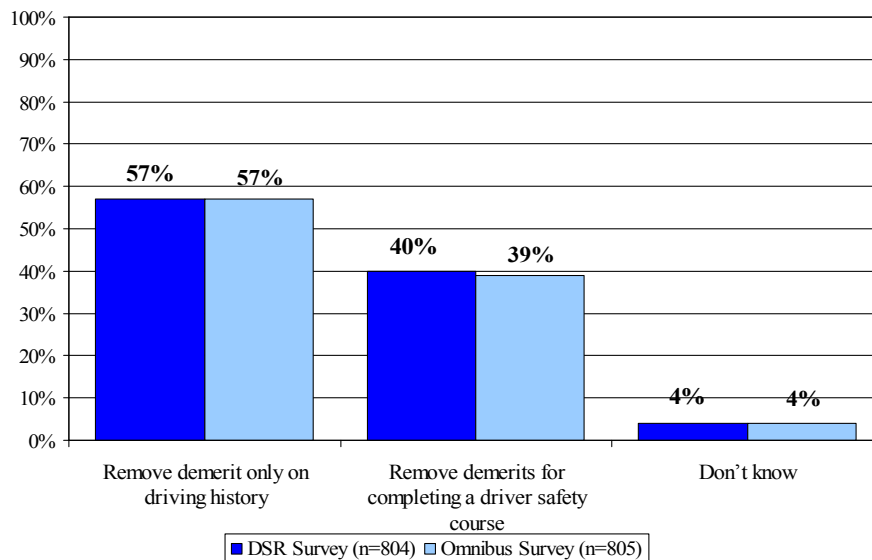


Figure 10

<sup>7</sup> These same questions were included on a Manitoba Omnibus that was conducted in July 2007. The Omnibus provides the perspective of a random sample of adult Manitobans, not just drivers.

As shown in Figure 10:

- Almost 6 respondents in 10 say that demerits should only be removed based on actual driving history.
- About 4 respondents in 10 say that completing a Driver Safety Course should remove the demerits more quickly.

Depending on the driver risk group, the responses are very different.

<b>Table 31: Completing a driver safety course</b>			
<i>Q34. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. For example, if someone had 12 demerits on their licence, some say they should be able to remove some of these demerits more quickly than normal by successfully completing an approved Driver Safety Course. Others say demerits should only be removed based on their actual driving history. What do you think?</i>			
Alternatives	Driver risk type*		
	Low (n=402)	Moderate (n=201)	High (n=201)
Demerits should only be removed based on their actual driving history	59%	48%	33%
Completing a Driver Safety Course should remove the demerits more quickly	38%	48%	63%
Don't know	3%	4%	5%
Total	100%	100%	101%

Note: Totals may not sum to 100% due to rounding. \*Statistically significant Chi Square p=.000 level.

As shown in Table 31:

- Low-risk drivers make up the vast majority of drivers in the province. They have no demerits and as such, 6 in 10 believe that demerits should only be removed based on actual driving history.
- The moderate-risk driver group is made up of some drivers with and others without demerits. As such, this group is divided, with about half saying that demerits should only be removed based on actual driving history, and half saying that demerits should be removed more quickly, by successfully completing an approved Driver Safety Course.
- The high-risk drivers group is made up of drivers who have demerits. Over 6 in 10 say that demerits should be removed more quickly than normal by successfully completing an approved Driver Safety Course. Only 1 in 3 say that demerits should be removed based on actual driving history.

Although it is not statistically significant, there are some interesting differences by specific subgroups. While most demographic subgroups respond similarly, women (45%) are more sympathetic than men (35%) to the idea that completing a driver safety course should remove demerits more quickly.

Again, while not statistically significant, those who think the current system is unfair are more likely to say that completing a driver safety course should remove demerits. This suggests that those who currently see it as unfair may consider the system to be fairer if it provided opportunities for those with demerits to use alternative methods to remove them. However, such changes might also cause those who now consider the system fair to reassess their opinion. See Table 32.

**Table 32: Removing demerits by perceived fairness of current system**

Option	Perceived fairness of current system (n=804)			
	Very fair	Somewhat fair	Somewhat unfair	Very unfair
Remove demerits based on actual driving history	62%	58%	54%	41%
Remove demerits for completing a driver safety course	35%	39%	43%	52%
Don't know	3%	3%	3%	6%
Total	100%	100%	100%	99%

Note: Columns may not sum to 100% due to rounding.

**4.2.2 Not renewing driver’s licence**

We asked respondents to imagine someone deciding not to renew their driver’s licence for a year. During that year, the individual would not have any accidents or convictions because they are not driving. We indicated that some people say that such people should be treated like anyone else, and be rewarded for having a good driving record. Others say that only those who actually have a valid driver’s licence should be rewarded. As shown in Figure 11:

- Almost 9 drivers in 10 say that only those with valid driver’s licences should be rewarded.
- Among the general public (that is, the Omnibus results), almost as many—8 respondents in 10—say the same.



### Demerits and not renewing drivers licence

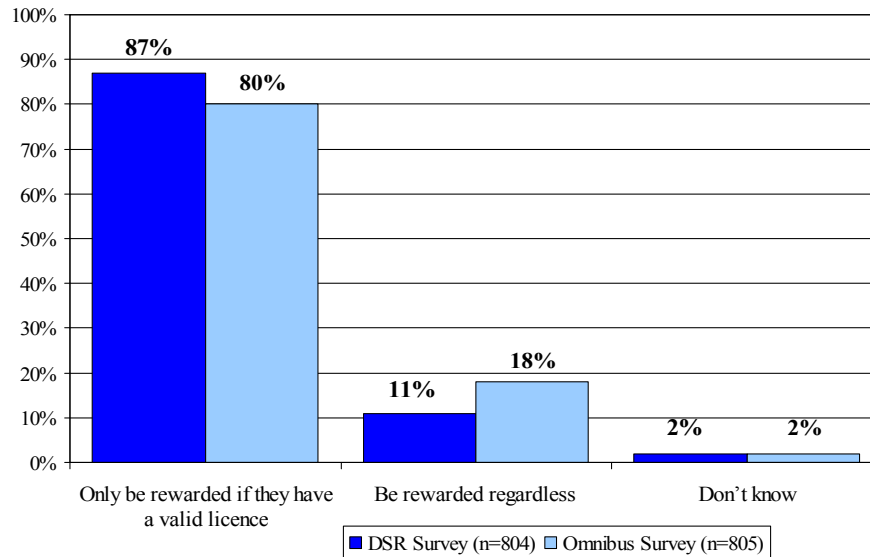


Figure 11

Regardless of the respondents’ driver risk group, their responses are similar. The vast majority say only those who have a valid driver’s licence should be rewarded. See Table 33.

Should a driver....	Driver risk type		
	Low (n=402)	Moderate (n=201)	High (n=201)
Only be rewarded if they have a valid licence	87%	88%	82%
Be rewarded regardless of whether they have a valid licence	11%	11%	18%
Don't know	2%	1%	1%
Total	100%	100%	101%

There is no statistically significant difference by age, household income, or location. While not statistically significant it appears the men (23%) are slightly more likely than women (14%) to say that an individual should be rewarded regardless of whether they have a valid licence. There is no statistically significant difference by perceived fairness of the current system.



### 4.3 More money

We explained that in the proposed driver rating system, drivers who cause accidents or have traffic convictions would pay more for their driver’s licence and vehicle insurance. We asked respondents to consider what should happen to extra money if the new system generates more money than is needed.

#### How extra money should be spent?

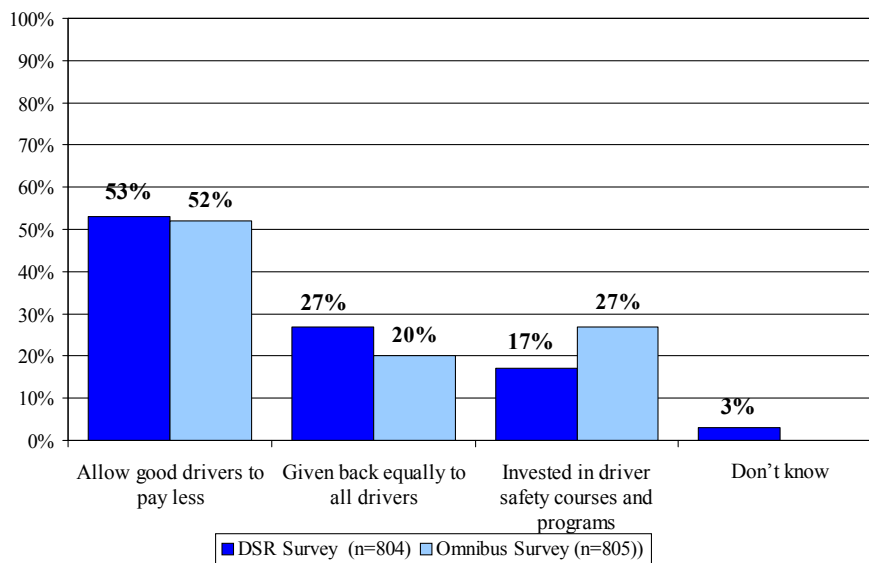


Figure 12

As shown in Figure 12:

- A slim majority believe the extra money should be given back to good drivers only, allowing them to pay less for their driver’s licence and insurance. This is true of both drivers and the public as a whole.
- Among drivers, about 1 in 4 believes any extra money should be given back to all drivers equally. However, the general public appears slightly less in favour of this option, with only 1 in 5 choosing it.
- Fewer than 1 in 5 drivers say that the money should be invested into driver’s safety courses and programs that will help poor drivers improve their skills. The general public is

slightly more in favour of this option, with 1 in 4 choosing it on the Omnibus Survey.

Depending on the driver risk group, respondents have different priorities. See Table 34.

<b>Table 34: Generating more money</b>			
<i>Q36. In this new proposed rating system, drivers who cause accidents or have traffic convictions will pay more for their driver's licence and vehicle insurance. If the new system generates more money than is needed, what do you think should happen to the extra money? I'm going to read three options. Do you think the money should be...?</i>			
Options	Driver risk type*		
	Low (n=402)	Moderate (n=201)	High (n=201)
Given back to good drivers only, allowing them to pay less for their driver's licence and insurance	56%	43%	37%
Given back equally to all drivers	24%	39%	48%
Invested into driver's safety courses and programs that will help poor and bad drivers improve their skills and knowledge of safe driving	18%	16%	14%
Don't know	3%	1%	2%
Total	101%	99%	101%

Note: Totals may not sum to 100% due to rounding. \*Statistically significant Chi Square p=.000 level.

As shown in Table 34:

- The majority of low-risk drivers say that the money should be given back to good drivers only. Of course, this reflects some self-interest, since drivers in this group would typically be considered good drivers.
- Moderate-risk drivers are split, with about 4 in 10 choosing to give the money back to good drivers only and 4 in 10 choosing to give the money to all drivers equally.
- High-risk drivers are also split. About half say that it should be given back equally to all drivers, and less than 4 in 10 say it should go to good drivers only. Few say it should be invested in driver's safety courses and programs to help poor drivers. This is an interesting result since drivers in this risk group would typically be the beneficiaries of such programs.

There are few statistically significant differences by demographic subgroups or perceptions of fairness.

- Those 18 to 24 years of age are more likely (42%) to say that any extra money should be given back equally to all drivers than older drivers (between 17% and 29%). This is



not surprising since those in the high-risk driver group are also more likely to be 18 to 24 years of age.

- The older age cohorts (40 and older) are more likely to say that any extra money should be invested in driver safety courses and programs (19% or more) compared those under 40 (14% or less).

Although not statistically significant:

- The more unfair respondents believe the current system is, the more likely they are to say that any extra money should be given back equally to all drivers. Conversely, the more fair respondents believe the current system is, the more likely they are to say any extra money should allow good drivers to pay less.
- The more fair respondents perceive the current system to be, the more likely they are to say the money should be invested into driver’s safety courses and programs to help poor drivers.

**Table 35: Distribution of extra money by age and perceived fairness of current system (n=804)**

Characteristic	(n=804)			
	Allow good drivers to pay less	Given back equally to all drivers	Invested in driver safety courses	Don't know
<b>Age*</b>				
18 to 24	44%	42%	14%	-
25 to 39	57%	29%	13%	1%
40 to 64	51%	28%	19%	2%
65 or older	57%	17%	20%	7%
<b>Perceived fairness**</b>				
Very fair	56%	21%	21%	2%
Somewhat fair	53%	30%	16%	2%
Somewhat unfair	50%	33%	13%	5%
Very unfair	48%	34%	13%	5%

Note: Rows may not sum to 100% due to rounding. Statistical significance \*Chi Square p=.000 \*\* Chi Square p=.054

**4.4 Concerns about a new system**

We asked all respondents what concerns, if any, they might have with Manitoba Public Insurance moving to a new system of discounts and penalties. As was the case in 2006, over half could not name a concern, either explicitly stating that they had no concerns or saying that they could not think of any.





**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

<b>Table 36: Concerns with moving to a new system of discounts and penalties</b>		
<i>Q65: If Manitoba Public Insurance did move to a new system of discounts and penalties, what would be your main concerns, if any?</i>		
<b>Concerns</b>	<b>Jul '07 % (n=804)</b>	<b>Apr '06 % (n=827)</b>
<b>Insurance costs</b>		
Increase to rates/how much it will cost	5%	9%
Liability and deductible issues (change 50-50/the way fault is assigned)	3%	2%
Flexible on definition of accident (shouldn't receive surcharge for all accidents)	2%	2%
Lower rates for insurance and driver's licences	<1%	1%
All drivers should pay the same amount (no matter type of vehicle)	<1%	1%
Cost of motorcycle insurance	<1%	<1%
Drivers should not pay the same amount based on vehicle type	-	<1%
<b>Driver history and setting rates</b>		
Penalties should match actions (make people more accountable for their driving)	6%	6%
Reward good drivers/good drivers should pay less	3%	6%
Appreciation of driving record (clean history/experience)	2%	4%
Poor drivers should pay more	1%	2%
More leniency for new drivers/good drivers from other provinces	1%	2%
<b>Creating and explaining the new system</b>		
New system should be fair/everyone should be treated the same	4%	8%
New system should be clearly explained/information to public	3%	4%
Public input	<1%	1%
New system works or runs as it should	<1%	1%
<b>Merits and demerits</b>		
Merits should be easier to get/win back	1%	1%
Drivers should be allowed more merits (should be able to acquire more merits)	<1%	1%
<b>Other issues</b>		
Depends on what they come up with	5%	2%
Immobilizer/auto theft issues (cost of immobilizers/installation issues)	2%	1%
Change no fault (give people the right to sue)	1%	1%
Re-test old drivers/poor drivers/all drivers/new drivers	1%	1%
Improvements in customer service	-	1%
Other	10%	5%
No concerns/don't know	57%	51%

Note: Respondents could provide more than one answer. Total sums to more than 100%.

Responses are similar to those collected during the 2006 survey.

- **Insurance costs.** Some are concerned that any new system may result in customers paying more (5% in 2007, compared with 9% in 2006), either because of the new system itself or because of the cost of implementing the new system. A few mention issues around having to pay a deductible (3%) or about the definition of an at-fault accident (2%).

- **Driving history and setting rates.** Some want to ensure that individuals are accountable for their actions (6%) and that the system rewards good drivers (3% in 2007, compared with 6% in 2006), or similarly, that a clean driving record should count for more (2%, compared with 4%). Conversely, a few others want to ensure that any new system makes poor drivers pay more (1%). A few want more leniency for new drivers or drivers new to the province (1%).
- **Creating and explaining the new system.** Some want to ensure that the new system is fair to all (4%, compared with 8% in 2006), and that Manitoba Public Insurance clearly explains the new system (3%).

The concerns mentioned by respondents are similar across the three driver risk groups, and regardless of the risk type, the majority of respondents could not think of any concerns. See Table 37 (next page).

**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

<b>Table 37: Concerns with moving to a new system of discounts and penalties</b>			
<i>Q65: If Manitoba Public Insurance did move to a new system of discounts and penalties, what would be your main concerns, if any?</i>			
Concerns	Driver risk type		
	Low (n=402)	Moderate (n=201)	High (n=201)
<b>Insurance costs</b>			
Increase to rates/how much it will cost	6%	4%	9%
Liability and deductible issues (change 50-50/the way fault is assigned)	3%	2%	1%
Flexible on definition of accident (shouldn't receive surcharge for all accidents)	2%	1%	1%
All drivers should pay the same amount (no matter type of vehicle)	1%	-	1%
Lower rates for insurance and driver's licences	<1%	-	1%
Cost of motorcycle insurance	<1%	-	1%
Drivers should not pay the same amount based on vehicle type	-	-	1%
<b>Driver history and setting rates</b>			
Penalties should match actions (make people more accountable for their driving)	7%	3%	3%
Reward good drivers/good drivers should pay less	4%	1%	1%
Appreciation of driving record (clean history/experience)	2%	-	2%
Poor drivers should pay more	1%	-	1%
More leniency for new drivers/good drivers from other provinces	<1%	2%	2%
<b>Creating and explaining the new system</b>			
New system should be fair/everyone should be treated the same	4%	3%	6%
New system should be clearly explained/information to public	3%	3%	3%
Public input	<1%	-	-
New system works or runs as it should	-	<1%	-
<b>Merits and demerits</b>			
Drivers should be allowed more merits (should be able to acquire more merits)	1%	1%	1%
Merits should be easier to get/win back	1%	1%	1%
<b>Other issues</b>			
Depends on what they come up with	6%	4%	3%
Immobilizer/auto theft issues (cost of immobilizers/installation issues)	2%	1%	-
Re-test old drivers/poor drivers/all drivers/new drivers	1%	3%	3%
Change no fault (give people the right to sue)	1%	-	1%
Other	9%	10%	14%
No concerns	48%	60%	48%
Don't know/no response	7%	6%	7%

Note: Respondents could provide more than one answer. Total sums to more than 100%.

## 5.0 Conclusion

Manitoba Public Insurance assesses drivers on their driving history, mainly at-fault accidents and traffic convictions, when determining merits, demerits, and any other penalties that might apply. Broadly speaking, there are three driver risk groups: low-risk drivers, with two or more merit points, who make up over 80% of the drivers in the province; moderate-risk drivers, with one or fewer merits and no more than five demerits, who make up less than 20% of the drivers in the province; and high-risk drivers, with six or more demerits, who make up less than 1% of the drivers. This latter group has penalties assessed against their licence.

The three groups of adult drivers have very different demographic and driver characteristics.

- **Low-risk drivers.** The vast majority of drivers in Manitoba are low-risk. Indeed, they account for 86% (or 464,200) of the drivers in Manitoba. The typical adult **low-risk drivers** are female, over 40 years of age, and married, with a vehicle insured in their name. Most low-risk drivers report having never had an at-fault accident in the last 10 years; having not received a traffic ticket in the last 10 years; and never or rarely speeding, either in cities or on the highway, in the last two months. About half the low-risk drivers believe that their driving abilities are somewhat or much better than the typical Manitoban.
- **Moderate-risk drivers.** Moderate risk drivers make up about 18% (or 101,782) of the drivers in Manitoba. The typical adult **moderate-risk drivers** are male, under 40 years of age, and single, and many do not have a vehicle insured in their name. A slim majority of moderate-risk drivers report having had an at-fault accident or traffic tickets in the last 10 years; that, in the last two months, they sped at least occasionally on city streets and on highways; and that they believe their driving abilities are about the same as the typical driver in Manitoba.
- **High-risk drivers.** High-risk drivers are relatively rare, accounting for less than 1% (or 2,795) of Manitoba drivers. The typical adult **high-risk drivers** are male, under 40 years of age, and single. Many do not have a vehicle insured in their name. The majority of high-risk drivers report having had an at-fault accident and traffic tickets in the last ten years; that in the last two months they sped at

least occasionally on city streets and on highways; and that they are somewhat or much better drivers than the typical Manitoba driver.

While the demographic and driving behaviour profile of these three groups varies significantly, drivers in the three groups share some attitudes and perceptions. In other areas, however, they differ significantly.

Generally, the higher their risk level, the less positive drivers are about the current Driver Safety Rating System and Manitoba Public Insurance in general. That being said, the majority of drivers in all risk groups have a favourable impression of Manitoba Public Insurance. The high-risk group has the least favourable impression, but still a majority (61%) give the Corporation a positive rating. Similarly, while majority of drivers in all groups say the current system of discounts and penalties is fair, the higher their risk type, the more likely drivers are to say the system is unfair. Again, even among the high-risk group, the majority (63%) of drivers say the current system is at least somewhat fair.

Most drivers, regardless of their risk type, agree on some broad principles that should guide any driver safety rating system. The majority of drivers in all groups say that a person's driving record should be important in setting that person's insurance rates, although fewer high-risk drivers say it is extremely important. The majority of drivers in all groups agree (at least somewhat) that if they cause an accident they should pay more for insurance. However, in terms of receiving penalties on insurance for getting a speeding ticket, high-risk drivers are less convinced, and are as likely to disagree as agree.

Respondents' self-assessed understanding of the current driver safety rating system has little to do with their actual knowledge of the system. This is a problem. Drivers cannot accurately assess the fairness of the system if they do not clearly understand it. The vast majority of respondents (regardless of the risk-type) say they have an at least okay understanding of the current system of discounts and penalties, including over 4 in 10 who report having a very good understanding. However, regardless of their self-assessed knowledge, few could correctly answer specific questions about how the current system works. For example, a majority of those who report having a very good or okay understanding of the system incorrectly reported that five merits are needed to get the maximum discount on their vehicle insurance. This is a key benefit that drivers receive but few understand. As mentioned, this lack of understanding of the details of the system may be one of

the reasons that only a minority think the system is very fair (as opposed to being somewhat fair). Interestingly, respondents recognize the importance of clarity. The vast majority, regardless of risk type, say it is important for drivers to clearly see how their past driving experience affects the amount they are paying for their driver's licence. Right now, it is less than clear.

Some of the possible changes to the Driver Rating System receive very strong support across all driver risk types.

- The vast majority of adult Manitoba drivers prefer a system that provides a merit a year for a maximum of 10 merits. While the period of time required to achieve the maximum number is the same as the current system, the appeal of this kind of system may simply be that each year of good driving is rewarded. It also may be assumed that 10 merits will provide drivers with a greater buffer against loss of any insurance discounts. Again, this assumption may be based on a misunderstanding about the number of merits that are currently required to get the maximum insurance on their vehicle insurance.
- The vast majority of respondents also say that drivers should only be rewarded if they have a valid driver's licence. Few drivers support the idea that someone who decides not to renew their licence for a year should be rewarded for not driving. This is not surprising, since one of the hallmarks of fairness is that everyone is treated the same. In this case, by essentially doing nothing, respondents see those who do not renew their licences as unduly benefiting.

Respondents are divided depending on their risk type, in their responses to other proposed changes.

- Overall, the majority of respondents say that demerits should only be removed based on driving history. However, there is a substantial minority who support the idea of removing some demerits more quickly than normal by successfully completing an approved Driver Safety Course. This latter option finds particular support among the high-risk group who might benefit from such a change. Indeed, a majority of high-risk drivers support this approach.
- Overall, about half of the drivers say that if a new system generates more money than is needed it should be given

back to good drivers only, allowing these drivers to pay less for their driver's licence and insurance. Low-risk drivers are the most supportive of this approach (in fact, the majority of low-risk drivers support this approach). High-risk drivers are split with about half saying that any surplus should be given back to all drivers equally. Few respondents support the idea that any extra money should be invested in driver safety courses and programs to help poor drivers improve their skills.

In these cases, support for specific changes appears to differ based on who will benefit. It is not surprising that drivers would wish to see changes that could benefit themselves in their personal circumstances.

Manitoban drivers appear to be open to changes to the Driver Safety Ratings system. Indeed, overall, more than half have no concerns about a new system of discounts and penalties. Most others are less likely to express concerns, but do provide guidelines for any such change. For example, in changing the system of discount and penalties, respondents say that good drivers should be rewarded, individual driving histories must be considered, such changes need to be clearly explained, and any changes must be fair. Indeed, most respondents would likely say that they support any changes that would make the system fairer. As we have found in the past, the perception that the system is fair is probably the most important factor in forming a positive opinion of the driver safety rating system overall, and Manitoba Public Insurance more generally.

**APPENDIX A**  
QUESTIONNAIRE



Manitoba Public Insurance
Driver Safety Rating System—September 18, 2007

Driver Safety Rating Survey

Hello, may I speak to <fname > <mname > <lname > Hello, my name is \_\_\_\_\_, and I'm calling from Prairie Research Associates, an independent research company based in Winnipeg. We are conducting a survey of drivers for Manitoba Public Insurance about driving behaviour and things that affect how much people pay for their driver's licence and insurance. Do you have time to do the survey now? (AS NEEDED: Your name was provided to us by Manitoba Public Insurance, which chose names at random for inclusion in this study. This was done to ensure all drivers have an equal chance of participating in this study.)

QA. Just before we begin I would like to check a few things with you. Have you participated in a phone survey or focus group for Manitoba Public Insurance in the last 6 months?

Yes (END WITH THANKS)..... 1 => /TERM
No ..... 2
No Response..... 9 => /TERM

QB1. Do you or any member of your household work for... ..Manitoba Public Insurance?

Yes (END WITH THANKS)..... 1 => /TERM
No ..... 2
No Response..... 9 => /TERM

QB2. Do you or any member of your household work for... ..A company that sells Autopac insurance?

Yes (END WITH THANKS)..... 1 => /TERM
No ..... 2
No Response..... 9 => /TERM

QB3. Do you or any member of your household work for... ..A company that sells property-casualty insurance?

Yes (END WITH THANKS)..... 1 => /TERM
No ..... 2
No Response..... 9 => /TERM

QC. Do you personally work in market research?

Yes (END WITH THANKS)..... 1 => /TERM
No ..... 2 => /MS1
No Response..... 9 => /TERM



**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

MS1. Do you currently have a valid Manitoba driver's licence?

Yes - Full licence.....	1	
Beginner's / learner's permit / Intermediate .....	2	
Other type of restricted licence.....	3	
No .....	0	=> /TERM
Don't know .....	8	=> /TERM
No response .....	5	=> /TERM

As you may know, Manitoba Public Insurance is a crown corporation that provides insurance for vehicles and coverage for those injured in automobile accidents. It is ALSO in charge of driver's licences.

Q2. Using a scale of 1 to 7, where 1 means you have a very unfavourable opinion and 7 means you have a very favourable opinion, what is your opinion of Manitoba Public Insurance?

7 - Very favourable.....	7
6.....	6
5.....	5
4.....	4
3.....	3
2.....	2
1 - Very unfavourable.....	1
Don't know .....	8
No response .....	9

Q3. When you think about auto insurance in Manitoba, including the price, the coverage, and the service customers receive, do you think that Manitobans receive better value, the same value, or poorer value than residents of other provinces?

Better value.....	3
Same value.....	2
Poorer value.....	1
Don't know .....	8
No response .....	9

Q4. Now I'd like to ask you a few questions about your driving history. In approximately what year did you get your driver's licence? (INCLUDE PERIOD WHERE THEY HAVE THEIR BEGINNER'S / LEARNERS PERMIT)

Don't know / Can't remember exact year.....	8888	=> Q4A
No response .....	9999	=> Q5



**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

**IF "DON'T KNOW/CAN'T REMEMBER" AT Q4**

Q4A. Could you tell me the number of years that you have had your licence? (INCLUDE PERIOD WHERE THEY HAVE THEIR BEGINNER'S / LEARNERS PERMIT)

Less than a year .....	00
Don't know .....	88
No response .....	99

Q4B. Have you ever had a driver's licence issued in another province or country?

Yes.....	1	
No .....	0	=> Q5
Don't know .....	8	=> Q5
No response .....	9	=> Q5

Q4C. Where was this driver's licence issued? (PROMPT: What province or country was it issued in?)

Province/Country (specify).....	666	O
Don't know .....	888	X
No response .....	999	X

Q5. How many merits, if any, do you currently have on your driver's licence? (NOTE: IF THEY KNOW THEY HAVE AT LEAST ONE BUT ARE UNSURE OF THE TOTAL AMOUNT OR IF THEY GIVE YOU AN AMOUNT HIGHER THAN 5, USE 66 AS HAVING SOME MERITS)

No merits .....	00	=> Q7
Some merits (DO NOT KNOW EXACT #).....	66	=> Q7
Don't know .....	88	=> Q7
No response .....	99	=> Q7

Q7. How many demerits, if any, do you currently have on your driver's licence? (PROMPT: Demerits are also known as points on your licence.) (NOTE: IF THEY KNOW THEY HAVE AT LEAST ONE BUT ARE UNSURE OF THE TOTAL AMOUNT, USE 66 AS HAVING SOME DEMERITS)

No demerits .....	00
Some demerits (USE IF DO NOT KNOW HOW MANY THEY HAVE) .....	66
Don't know .....	88
No response .....	99



**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

Q8. Thinking of the last five years, what's the most you've ever had to pay to renew your Manitoba driver's licence? Was it... (READ RESPONSE) (PROMPT: \$65 or less is the Basic or discounted rate)

- \$65 or less..... 1
- \$66 to less than \$200 ..... 2
- \$200 to \$400 ..... 3
- More than \$400..... 4
- (DO NOT READ) Don't know ..... 8
- (DO NOT READ) No response ..... 9

Q9A. Now I have a few questions about the cost of registering and insuring a vehicle in Manitoba. How many vehicles does your household currently own or lease? (PROMPT: By vehicle we mean any On-road vehicles, such as trucks, cars, SUVs, motorcycles, etc.)

- None ..... 00 => Q10
- Don't know ..... 88
- No response ..... 99

Q9. How many of those vehicles are currently registered and insured in your name? (PROMPT: By vehicles we mean any on-road vehicles, such as trucks, cars, SUVs, motorcycles, etc.)

- None ..... 00
- Don't know ..... 88
- No response ..... 99

**THOSE WHO DO NOT HAVE VEHICLE INSURED IN THEIR NAME**

Q10. Have you ever insured a vehicle in your name?

- Yes..... 1
- No ..... 0
- Don't know ..... 8
- No response ..... 9

Q10A. When living in another province or country, did you have a vehicle insured in your name?

- Yes..... 1
- No ..... 0 => Q13X
- Don't know ..... 8 => Q13X
- No response ..... 9 => Q13X



**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

Q10B. How many years ago did you last insure a vehicle in another province or country in which you lived?

Less than 1 year .....	00
Don't know .....	88
No response .....	99

In Manitoba, if you cause an accident, or if you are convicted of certain kinds of traffic offenses, you may pay more for your licence and your Autopac insurance. Similarly, if you are accident free and have no traffic offenses, you receive discounts for both your licence and Autopac Insurance. ---

Q13. In your opinion, how well would you say you understand how the system of discounts and penalties works? Do you have.... (READ RESPONSES)

A very good understanding.....	4
An ok understanding.....	3
Not a very good understanding.....	2
Don't really understand it at all.....	1
(DO NOT READ) Don't know .....	8
(DO NOT READ) No response.....	9

Q14. Would you say that the current system of discounts and penalties is fair or unfair? (PROMPT: Is that very or somewhat?)

Very fair.....	4	=> Q16
Somewhat fair.....	3	=> Q16
Somewhat unfair.....	2	
Very unfair.....	1	
Don't know .....	8	=> Q16
No response .....	9	=> Q16

**IF Q14=1 or Q14=2**

Q15. Why is the current system <q14 >?

Other (SPECIFY) .....	66	O
Don't know .....	88	X
No response .....	99	X

Q16. Currently, drivers can earn a discount on their vehicle insurance for each year of driving without having caused an accident of up to 25% maximum. Is this discount...(READ RESPONSES)

Too much.....	3
About right.....	2
Too little .....	1
(DO NOT READ) Don't know .....	8
(DO NOT READ) No response.....	9



**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

Q17. As far as you know, how many merits does a driver have to have to receive the maximum discount of 25%? ENTER # OF MERITS

Don't know ..... 88  
 No response ..... 99

Q17B. If the maximum discount of 25% is too little, how much do you think Manitoba Public Insurance should discount someone's insurance?

Don't know ..... 888  
 No response ..... 999

Q18. How long do you have to drive accident and conviction free to get a Merit on your driver's licence? ENTER NUMBER OF YEARS

Don't know ..... 88  
 No response ..... 99

Q19. As far as you know, under the current system, which of the following will earn you a MERIT POINT on your driver's licence? Taking driver education

Yes..... 1  
 No ..... 0  
 Don't know ..... 8  
 No response ..... 9

Q20. As far as you know, under the current system, which of the following will earn you a MERIT POINT on your driver's licence? Driving without causing an accident for one year.

Yes..... 1  
 No ..... 0  
 Don't know ..... 8  
 No response ..... 9

Q21. As far as you know, under the current system, which of the following will earn you a MERIT POINT on your driver's licence? Driving for one year without any traffic convictions.

Yes..... 1  
 No ..... 0  
 Don't know ..... 8  
 No response ..... 9



**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

Q22. As far as you know, under the current system, which of the following will earn you a MERIT POINT on your driver's licence? Having an immobilizer installed in your vehicle.

- Yes..... 1
- No ..... 0
- Don't know ..... 8
- No response ..... 9

Q23. As far as you know, under the current system, which of the following will result in PENALTIES on your driver's licence? Getting a speeding ticket for going over the speed limit (IF ASKED: Penalties are demerits or a surcharge when the driver's licence is renewed)

- Yes..... 1
- No ..... 0
- Don't know ..... 8
- No response ..... 9

Q24. As far as you know, under the current system, which of the following will result in PENALTIES on your driver's licence? Causing an accident. (IF ASKED: Penalties are demerits or a surcharge when the driver's licence is renewed)

- Yes..... 1
- No ..... 0
- Don't know ..... 8
- No response ..... 9

Q25. As far as you know, under the current system, which of the following will result in PENALTIES on your driver's licence? Getting a ticket from a photo radar camera. (IF ASKED: Penalties are demerits or a surcharge when the driver's licence is renewed)

- Yes..... 1
- No ..... 0
- Don't know ..... 8
- No response ..... 9

Q26. As far as you know, under the current system, which of the following will result in PENALTIES on your driver's licence? Being convicted for stealing a vehicle. (IF ASKED: Penalties are demerits or a surcharge when the driver's licence is renewed)

- Yes..... 1
- No ..... 0
- (DO NOT OFFER) Underage/No licence, can't penalize ..... 3
- (DO NOT OFFER) Lose licence ..... 4
- Don't know ..... 8
- No response ..... 9



**Manitoba Public Insurance**  
**Driver Safety Rating System—September 18, 2007**

Q27. Do you consider yourself to be better, worse, or about the same as the typical driver in Manitoba? (PROMPT: Would that be much better or somewhat better?)

- Much better..... 4
- Somewhat better..... 3
- About the same..... 2
- Worse..... 1
- Don't know..... 8
- No response..... 9

Q28. Think about drivers who continuously cause accidents and break the law receiving numerous tickets for things such as speeding. What is the MOST, in dollars, you think such drivers should be penalized?

- Nothing - No penalty..... 00000
- Other type of penalty (non-monetary) / lose licence..... 66666
- Should be NO MAXIMUM..... 77777
- Don't know..... 88888
- No response..... 99999

Q29. Using a scale where 1 means not at all important and 7 means extremely important, how important do you think a person's driving history should be when setting that person's Autopac insurance rates?

- 7-Extremely important..... 7
- 6..... 6
- 5..... 5
- 4..... 4
- 3..... 3
- 2..... 2
- 1-Not at all important..... 1
- Don't know..... 8
- No response..... 9

Q30. Using the same scale, where 1 means not at all important and 7 means it is extremely important, how important is it that drivers are able to clearly see how their past driving experience affects the amount they are paying for their driver's licence each year?

- 7-Extremely important..... 7
- 6..... 6
- 5..... 5
- 4..... 4
- 3..... 3
- 2..... 2
- 1-Not at all important..... 1
- Don't know..... 8
- No response..... 9





**Manitoba Public Insurance  
Driver Safety Rating System—September 18, 2007**

**Q31/Q32 ROTATED**

Q31. Most merits and penalties are based on driver history. In general, do you agree or disagree that you should pay more for your driver's licence if you... ..Cause an accident? (PROMPT: would you say strongly or somewhat agree/disagree?)

Strongly agree.....	4
Somewhat agree.....	3
Somewhat disagree.....	2
Strongly disagree.....	1
Don't know.....	8
No response.....	9

**Q31/Q32 ROTATED**

Q32. Most merits and penalties are based on driver history. In general, do you agree or disagree that you should pay more for your driver's licence if you... ..Get a speeding ticket? (PROMPT: would you say strongly or somewhat agree/disagree?)

Strongly agree.....	4
Somewhat agree.....	3
Somewhat disagree.....	2
Strongly disagree.....	1
Don't know.....	8
No response.....	9

A new method of rating drivers is being considered. I would like your opinion on how this system might work. Generally, this new system would penalize drivers who are responsible for accidents or have traffic convictions. It would also reward drivers for each year they do not have an accident or a traffic conviction by moving them up a rating scale.

Q33. Under the current system you can get a maximum of 5 merits. You get one merit every two years you go without causing an accident and getting a traffic conviction. Under a new system, you might get a merit every year you go without causing an accident and getting a traffic conviction, up to a maximum of 10. Which system of rewarding good drivers do you prefer? (READ RESPONSES)

rotation -> 2.....	2
A merit every two years for a maximum of 5.....	1
A merit every year for a maximum of 10.....	2
(DO NOT READ) Don't know.....	8
(DO NOT READ) No response.....	9

Q34. In a new system, drivers might be allowed to remove demerits more quickly by taking a Driver Safety Course. For example, if someone had 12 demerits on their licence, some say they should be able to remove some of these demerits more quickly than normal by successfully completing an approved Driver Safety Course. Others say demerits should only be removed based on their actual driving history. What do you think? (READ RESPONSES)

rotation -> 2.....	2
Demerits should only be removed based on their actual driving history.....	1
Completing a Driver Safety Course should remove the demerits more quickly.....	2
(DO NOT READ) Don't know.....	8
(DO NOT READ) No response.....	9



Manitoba Public Insurance
Driver Safety Rating System—September 18, 2007

Q35. Imagine, someone decides not to renew their driver's licence for a year. During that year the individual will not have any accidents or convictions, since they are not driving. Some people say they should be treated like anyone else, and be rewarded for having a good record. Others say only those who actually have a valid driver's licence should be rewarded. What do you think? Should a driver...(READ RESPONSES)

- rotation -> 2 .....
Be rewarded regardless of whether they have a valid licence ..... 1
Only be rewarded if they have a valid licence ..... 2
(DO NOT READ) Don't know ..... 8
(DO NOT READ) No response ..... 9

Q36. In this new proposed rating system, drivers who cause accidents or have traffic convictions will pay more for their driver's licence and vehicle insurance. If the new system generates more money than is needed, what do you think should happen to the extra money? I'm going to read three options. Do you think the money should be...(READ RESPONSES)

- rotation -> 3 .....
Given back equally to all drivers ..... 1
Given back to good drivers only, allowing them to pay less for their driver's licence and insurance ..... 2
Invested into driver's safety courses and programs that will help poor and bad drivers improve their skills and knowledge of safe driving ..... 3
(DO NOT READ) Don't know ..... 8
(DO NOT READ) No response ..... 9

Q65. If Manitoba Public Insurance did move to a new system of discounts and penalties, what would be your main concerns, if any?

- Nothing ..... 00 X
Concerns (specify) ..... 66 O
Don't know ..... 88 X
No response ..... 99 X

Q66. We are nearing the end of the survey and I appreciate your time so far. I have a few other questions to ask about your driving habits. When was the last time you personally drove a vehicle - such as a car, truck, or motorcycle?

- Today ..... 0
1 to 7 days ago ..... 1
1 to 4 weeks ago ..... 2
1 to 2 months ago ..... 3
2 to 6 months ago ..... 4
6 to 12 months ago ..... 5
More than 1 year ago ..... 6
Don't know/can't recall ..... 8
No response ..... 9

=> Q71



Manitoba Public Insurance  
Driver Safety Rating System—September 18, 2007

Q67. Thinking of all the driving you do, how many kilometers or miles do you drive in a year? ENTER AMOUNT HERE AND WHETHER KILOMETERS OR MILES ON THE NEXT SCREEN

DID NOT DRIVE IN THE LAST YEAR.....	000000	=> Q71
Don't know .....	888888	=> Q68
No response .....	999999	=> Q68

Q67X. Is that kilometers or miles?

Kilometers .....	1
Miles.....	2
No response .....	9

Q68. Using a scale of 1 to 7, where 7 means Very Frequently and 1 means Never, please tell me, in the last 2 months, how often, if ever, have you exceeded the speed limits on the streets in cities and towns?

7 - Very frequently .....	7
6.....	6
5.....	5
4.....	4
3.....	3
2.....	2
1 - Never.....	1
Don't know .....	8
No response .....	9

Q69. Using a scale of 1 to 7, where 7 means Very Frequently and 1 means Never, please tell me, in the last 2 months, how often, if ever, have you exceeded the speed limits on highways?

7 - Very frequently .....	7
6.....	6
5.....	5
4.....	4
3.....	3
2.....	2
1 - Never.....	1
Don't know .....	8
No response .....	9

Q71. How many at-fault accidents, that is accidents for which you have been found responsible, have you had as a driver in the last 10 years?

None .....	00	=> Q74
Don't know .....	88	
No response .....	99	=> Q74



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**Driver Safety Rating System—September 18, 2007**

Q72. Of these at-fault accidents, how many, if any, occurred in the last 3 years?

None .....	00	=> Q74
Don't know .....	88	
No response .....	99	=> Q74

Q73. Of these accidents, how many, if any, occurred in the last year?

None .....	00
Don't know .....	88
No response .....	99

Q74. How many traffic tickets have you received in the last 10 years? This does not include parking tickets or tickets from a red-light camera.

None .....	000	=> Q70
Don't know .....	888	
No response .....	999	=> Q70

Q75. How many of those traffic tickets have you received in the last 3 years? This does not include parking tickets or tickets from a red-light camera.

None .....	000	=> Q70
Don't know .....	888	
No response .....	999	=> Q70

Q76. How many of those traffic tickets have you received in the last year? This does not include parking tickets or tickets from a red-light camera.

None .....	000
Don't know .....	888
No response .....	999

Q70. While people do not generally drive when they are drunk, they may drive after consuming some alcohol. In the last 2 months, how many times have you ever driven within 2 hours of drinking an alcoholic beverage? (PROMPT: That is, any kind of alcoholic beverage - wine, beer, or spirits)

Never .....	00
Don't know .....	88
No response .....	99



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Finally, I would like to ask you some background questions. We use this information for statistical purposes and to ensure that our sample is representative of the population in Manitoba.

Q77. In what year were you born?

Don't Know/No Response ..... 8888

Q78. How far have you gone in school? (DO NOT READ)

0 - 9 GRADE SCHOOL ..... 1  
 10 - 11 SOME HIGH SCHOOL ..... 2  
 12 HIGH SCHOOL GRADUATE ..... 3  
 SOME UNIVERSITY/COLLEGE ..... 4  
 COLLEGE GRADUATE ..... 7  
 UNIVERSITY GRADUATE ..... 5  
 GRADUATE SCHOOL/PROFESSIONAL ..... 6  
 Don't Know ..... 8  
 No Response ..... 9

Q78A. What is your marital status? (IF RESPONDENT IS UNSURE THEN YOU MAY READ THE LIST BY STATING, "Well, are you single, married, etc.?" )

SINGLE ..... 1  
 MARRIED/COMMON-LAW ..... 2  
 DIVORCED/SEPARATED ..... 3  
 WIDOWED ..... 4  
 Don't Know/No Response ..... 8

Q78E. How many people in your household are teenagers, that is, 13 to 17 years of age?

Don't Know/No Response ..... 88

Q79. Please tell me your postal code. (ENTER FIRST 3 CHARACTERS ON THIS SCREEN - ENTER LAST 3 ON ----> NEXT SCREEN)

Don't Know ..... 888 => Q80  
 No Response ..... 999 => Q80

Q79A. Please tell me your postal code. (LAST THREE CHARACTERS HERE)

Don't Know ..... 888  
 No Response ..... 999



*Manitoba Public Insurance*  
*Driver Safety Rating System—September 18, 2007*

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Q80. I am now going to mention a number of broad income categories. Please stop me when I come to the category which best describes your total annual family income before taxes. Is it... (READ)

Under \$20,000 .....	01
\$20,000 - \$35,000 .....	02
\$35,000 - \$50,000 .....	03
\$50,000 - \$75,000 .....	04
\$75,000 - \$100,000 .....	05
OVER \$100,000 .....	06
(DO NOT READ) Don't Know .....	88
(DO NOT READ) No Response.....	99

---

Those are all the questions I have - On behalf of Prairie Research Associates and Manitoba Public Insurance thank you for your time.

RECORD GENDER

Female .....	1
Male.....	2
Undetermined .....	3

---



**APPENDIX B**  
PROFILE BY DRIVE TYPE

*Manitoba Public Insurance*  
*Driver Safety Rating System—September 18, 2007*

1

Table B1 to B3 shows the distribution of demographic characteristics in our sample by driver risk type and compares each to the population distribution for these same drivers. In all cases, the two are similar.

<b>Table B1: Profile of participants: Low-risk drivers (unweighted)</b>		
	<b>Low-risk Drivers</b>	
	<b>Sample (n=401)</b>	<b>Adult Manitobans with driver's licences 2007*</b>
<b>Gender</b>		
Women	62%	55%
Men	38%	45%
<b>Age</b>		
18 to 24	3%	3%
25 to 39	20%	22%
40 to 64	57%	54%
65 and older	19%	21%
<b>Location</b>		
Winnipeg	60%	61%
Non-Winnipeg	40%	39%

\*Note: Driver distribution supplied by Manitoba Public Insurance.

<b>Table B2: Profile of participants: Moderate-risk drivers (unweighted)</b>		
	<b>Moderate-risk Drivers</b>	
	<b>Sample (n=203)</b>	<b>Adult Manitobans with driver's licences 2007*</b>
<b>Gender</b>		
Women	37.9%	36.2%
Men	62.1%	63.8%
<b>Age</b>		
18 to 24	32.5%	36.2%
25 to 39	44.3%	40.2%
40 to 64	20.2%	21.7%
65 and older	2.0%	1.9%
<b>Location</b>		
Winnipeg	55%	55%
Non-Winnipeg	45%	45%

\*Note: Driver distribution supplied by Manitoba Public Insurance.



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*Driver Safety Rating System—September 18, 2007*

<b>Table B3: Profile of participants: High-risk drivers (unweighted)</b>		
	<b>High-risk Drivers</b>	
	<b>Sample (n=200)</b>	<b>Adult Manitobans with driver's licences 2007*</b>
<b>Gender</b>		
Women	10%	10%
Men	90%	90%
<b>Age</b>		
18 to 24	47%	44%
25 to 39	39%	44%
40 to 64	13%	12%
65 and older	0.5%	0.5%
<b>Location</b>		
Winnipeg	43%	48%
Non-Winnipeg	57%	52%
*Note: Driver distribution supplied by Manitoba Public Insurance.		

**APPENDIX C**  
CALL RECORD

**Call record for Manitoba Public Insurance  
Driver Rating Safety System**

<b>Call Record for Driver Rating Safety System</b>		
<b>Outcome</b>	<b>n</b>	<b>%</b>
A Total numbers attempted	6,213	100%
1. Not in service	769	12%
2. Fax	29	<1%
3. Business	35	1%
Remaining	5,380	87%
B Total eligible numbers	5,380	100%
4. Busy	51	1%
5. Answering machines	1,594	30%
6. No answer	546	10%
7/8. Language/illness/incapability	169	3%
9. Selected/eligible respondent not available	789	15%
Remaining	2,231	41%
C Total asked	2,231	100%
10. Household refusal	54	2%
11. Respondent refusal	829	37%
12. Qualified respondent break off	221	10%
Remaining	1,127	51%
D Co-operative contacts	1,127	100%
13. Disqualified	322	29%
14. Completed interviews	807	71%
Refusal rate = (10+11+12)/C	1,104	49%
Response rate (D/B)	1,127	21%

**APPENDIX D**  
SELF-REPORTED RISK BEHAVIOUR INDEX

*Manitoba Public Insurance*  
*Driver Safety Rating System—September 18, 2007*

1

PRA used nine questions to calculate the risk variable. Table D1 presents the questions and the values assigned to each depending on the answer given by the respondent. The values for each of the nine questions were then added to get the total risk index. The risk index allowed for values from a minimum of 0 to a maximum of 21. If respondents did not provide an answer to any of the nine questions, their risk index was given a no response. This occurred in 19 cases. Respondents with risk index of 8 or higher were considered high risk, 4 to 7 were considered a moderate risk, 2 or 3 were considered a low risk, and 0 or 1 were considered a very low risk. While high risk involve all respondents with a score of 8 or higher, no respondent had a risk index greater than 15.

<b>Table D1: Calculation of the risk behaviour index</b>	
<b>Question</b>	<b>Amount added to the risk index</b>
Q68. In the last two months, how often, if ever, have you exceeded the speed limit on the streets in cities and towns?	If the answer is 0 or 1, add 0 to the risk index. If the answer is 2 or 3, add 1 to the risk index. If the answer is 4 or 5, add 2 to the risk index. If the answer is 6 or 7, add 3 to the risk index.
Q69. In the last two months, how often, if ever, have you exceeded the speed limit on highways?	If the answer is 0 or 1, add 0 to the risk index. If the answer is 2 or 3, add 1 to the risk index. If the answer is 4 or 5, add 2 to the risk index. If the answer is 6 or 7, add 3 to the risk index.
Q70. In the last two months, how many times have you ever driven within two hours of drinking an alcoholic beverage?	If the answer is 0, add 0 to the risk index. If the answer is 1 or 2 times, add 2 to the risk index. If the answer is 3 or more times, add 3 to the risk index.
Q71. How many at-fault accidents, that is accidents for which you have been found responsible, have you had as a driver in the last 10 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 4 and 10 years, add 1 to the risk index.
Q72. Of these at-fault accidents, how many, if any, occurred in the last 3 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 2 and 3 years, add 2 to the risk index.
Q73. Of these accidents, how many, if any, occurred in the last year?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time in the last year, add 3 to the risk index.
Q74. How many traffic tickets have you received in the last 10 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 4 and 10 years, add 1 to the risk index.
Q75. How many of those traffic tickets have you received in the last 3 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 2 and 3 years, add 2 to the risk index.
Q76. How many of those traffic tickets have you received in the last year?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time in the last year, add 3 to the risk index.



The logo for Strategic Research, featuring the text "Strategic Research" in a bold, italicized, sans-serif font. The background of the logo is a blurred image of a document with a pencil tip pointing to it, and some numbers like "29.05%" and "18.73%" are visible.

## Driver Safety Rating (Phase 2) Highlights: August 2007

In July and August 2007, PRA Inc. completed three separate studies in the second phase of the Driver Safety Rating (DSR) project. In both months, a few general questions were added to an existing omnibus survey of Manitobans. In July, Manitobans with valid a driver's licence were asked a battery of questions about a new licensing concept (referred to herein as the "DSR survey").<sup>1</sup>

This document summarizes the findings of the two omnibus surveys and supplements these findings with information gleaned from the DSR survey. It is important to note that although information from the three telephone surveys are shown together in this summary, results from the omnibus surveys and the DSR survey are *not directly* comparable. That is, where results from the omnibus surveys can be generalized to the Manitoban population, results from the DSR survey can be generalized to Manitobans with a valid driver's licence.

In all surveys, Manitobans were asked to consider several issues related to a new system of rating driver safety that is currently being developed. The system was described as:

"Generally, this new system would penalize of those with a valid licence who are responsible for accidents or have traffic convictions. It would also reward of those with a valid licence for each year they do not have an accident or a traffic conviction by moving them up a rating scale."

Given two situations, Manitobans chose between two alternatives:

- should demerits be removed more quickly than normal by successfully completing an approved driver safety course, **or** should it be based only on actual driving history?
- should drivers who decide not to renew their driver's licence for a year be rewarded for not having accidents or convictions, **or** should reward be given to those with a valid licence and a good driving record?

---

<sup>1</sup> Survey details: The July omnibus survey was fielded between July 9 and 29 with a random sample of 805 adults in Manitoba. The August omnibus survey was fielded between August 7 and 19 with a random sample of 802 adults in Manitoba. For both omnibus surveys, the theoretical error rate is +/- 3.5%, 19 times out of 20. The DSR survey was fielded between July 13 and 31 with a stratified or disproportionate sample of 804 Manitobans with a valid driver's licence. The theoretical error rate for the DSR survey is +/- 4.2%, 19 times out of 20. In all surveys, data were weighted to correct for small demographic differences between the sample and the general population. Analysis of subgroups of respondents results in a larger margin of error.

**About six in ten say demerits should be removed only based on a driver's driving history** (57% in July, 59% in August, and 57% in the DSR survey). Also consistent among all three surveys, four in ten say demerits should be removed more quickly than normal for completing a driver safety course (39% in July, 38% August, and 40% in the DSR survey).

**Eight in ten Manitobans and almost nine in ten of those with a valid licence say only those with a valid driver's licence should be rewarded for having no accidents or convictions** (as opposed to those who do not renew their licence for a year: 80% in July, 78% in August, and 87% in the DSR survey). Two in ten Manitobans and one in ten *with a valid licence* say those who don't renew their licence should also be rewarded if they have no accidents or convictions. In August, age was a significant factor in that Manitobans 65 years and over were less likely to say that only those with a valid licence should be rewarded, and were more likely to be undecided, than younger Manitobans.

In all surveys, Manitobans were also asked to consider what should happen to any extra money that might be generated by this new system, as drivers who cause collisions or have traffic convictions would pay more for their licence and insurance.

**Half say if the new rating system generates extra money, it should be given back to only good drivers, allowing them to pay less for their driver's licence and insurance** (52% in July, 51% in August, and 53% in the DSR survey). About one-quarter of Manitobans and almost two in ten *of those with a valid licence* say the money should be invested in driver safety courses and programs to help improve skills of poor drivers (27% in July, 24% in August, and 17% in the DSR survey). About two in ten Manitobans and almost three in ten Manitobans *with a valid licence* say the extra money should be given back equally to everyone with a valid licence (20% in July, 23% in August, and 27% in the DSR survey).

In the DSR survey, those 18 to 24 years old are more likely to say the money should be given back to all equally than older respondents. As well, those 40 and older are more likely to say the extra money should be invested in driver safety courses, than those under 40.

For more information about the surveys, contact Strategic Research for copies of the full reports.



## **DRIVER RATING SYSTEM: FOCUS GROUPS WITH DRIVERS**

June 26, 2006

Prepared for:

Manitoba Public Insurance



*Manitoba Public Insurance  
Driver Rating System: Focus Groups—June 26, 2006*

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## 1.0 Introduction

Manitoba Public Insurance uses a method known as the “Bonus/Malus” System to assess individuals to determine how much they should pay for their driver’s licence and vehicle insurance. This type of system is common to the insurance industry, although the application may vary widely. The system is predicated on the notion that drivers who have not had at-fault accidents or received traffic tickets are a lower risk and should pay less for their insurance. Conversely, those who have had at-fault accidents or received traffic tickets are a higher risk and should pay more for their insurance.

The concept is based on the idea that an individual’s driving history should influence the amount s/he pays for his/her insurance, whether it be on the driver’s licence or the vehicle.

PRA Inc. was engaged by Manitoba Public Insurance to conduct a study to understand Manitobans’:

- comprehension of the driver rating system
- attitudes toward the current system of merits and penalties as they apply to their licence and vehicle insurance
- assessment of how certain behaviours should be counted toward licence and vehicle insurance penalties
- reactions to potential changes to the driver safety rating (DSR) system.

As part of this study, and as a follow-up to a quantitative survey of Manitobans with driver’s licences, PRA conducted focus groups with drivers.

### 1.1 Methodology

As a follow-up to the survey of 825 Manitobans, PRA conducted six focus groups. The discussion in these groups focused on three broad areas:

- perceptions of good and poor driving
- perceptions of the current system of discounts and penalties, including the fairness of the system

- discussion of a new system of discounts and penalties, in particular, how merits and demerits should be awarded for various driver behaviours.

Working with Manitoba Public Insurance, PRA developed a moderator's guide and questionnaires for use during these groups. After the first night of groups, slight modifications were made to the guide and questionnaires. The final versions of the instruments are found in Appendix A.

Participants were recruited both from the general population and from among those who agreed at the end of the survey to be recontacted to participate in further research. In order to participate, Manitobans had to be 18 years of age or older and hold a valid driver's licence. In total, 56 individuals participated in these groups.

We conducted six focus groups: four in Winnipeg and two in Brandon. The Brandon groups included mainly individuals who live in smaller communities surrounding the city. The groups involved a mix of men and women.

All participants were segmented based on their perceptions of fairness of the current system. We explained that in Manitoba, *"if you cause an accident, or if you are convicted of certain kinds of traffic offenses, you may pay more for your licence and your Autopac insurance. Similarly, if you are accident free and have no traffic offenses, you receive discounts for both your licence and Autopac Insurance."* We then asked if they thought the current system of discounts and penalties was fair or unfair. Based on their response, they were invited to the appropriate group.

- We held three groups involving those who said the current system of discounts and penalties was very or somewhat fair.
- We also held three groups with those who said the current system was somewhat or very unfair.

The recruitment guide can be found in Appendix B.

Table 1 shows the distribution of groups by location, gender, and impressions of fairness. Groups were conducted on May 13, 14, and 15, 2006.

<b>Table 1: Profile of participants</b>			
	<b>Number of participants</b>		
	<b>Winnipeg</b>	<b>Brandon</b>	<b>Total</b>
<b>Perception of the current system</b>			
Fair	18	11	29
Unfair	20	7	27
Total	38	18	56

## 1.2 Profile of participants

As mentioned above, 56 participants took part in these six groups. As shown in Table 2, the groups involved a good mix of gender and age. While most participants have five-merit points, many have less than five, including several who had none.

<b>Table 2: Profile of participants</b>	
<b>Characteristics</b>	<b>n</b>
<b>Gender</b>	
Female	27
Male	29
<b>Age</b>	
18 to 29	14
30 to 44	15
45 to 54	10
55 to 64	9
65 or older	7
<b>Number of vehicles</b>	
One	18
Two	25
Three or more	14
<b>Number of merits</b>	
0	5
1 or 2	8
3 or 4	6
5	37

Almost all participants were responsible for vehicle insurance decisions in their households and had vehicles registered in their name.

During recruitment for the groups, participants were also asked several questions about their own driving behaviours. Most report speeding at least occasionally, including some who report doing so often. Some participants report having had at-fault accidents in the last three years, and a few admit to receiving a traffic ticket in the same period.

### **1.3 Caution**

It is important to remember that while focus groups provide insight into participants' attitudes and opinions, they cannot be said to be representative of the population as a whole. Any quantification of the results refers only to group participants and cannot be extrapolated to the entire sample population represented.

## 2.0 Current system

We asked participants to consider various aspects of the current system, including what it means to have a good driving record, how they would define a fair system, and whether they believe the current system is fair and why.

In this section, we report that:

- Most participants do not have a good understanding of the workings of the current system of discounts and penalties.
- Most participants do not equate good driving with a good driving record. Most believe that having a good driving record is at least in part "luck."
- While most participants define fairness in the traditional way of meaning equal, just, or reasonable, they emphasize particular aspects of fairness when considering the current system. Most participants say that the current system is somewhat fair, suggesting that it is not completely so.
- When explaining why they consider the system only somewhat fair, participants identify the following issues: the system does not consider the circumstances before imposing penalties; good drivers earn too few merits; good driver can lose merits quickly but they are only slowly regained; and merits are not necessarily given for good driving.

### 2.1 Good drivers/poor drivers

For many participants, having a good driving record is not synonymous with being a good driver. The latter reflects actual behaviour, while the former is simply a matter of whether some behaviours have been recorded. This perception often results from the belief that a person's driving record is simply "luck."

#### 2.1.1 Good driving record

We asked participants what it means to have a good driving record. Participants tell us that a good driving record involves:

- not having caused accidents
- not having received tickets for traffic violations.

Many disagree that having a good driving record is the same as being a good driver. Being a good driver has less to do with specific outcomes such as getting a ticket, and more to do with how conscientious a driver is. While some say that good driving is about “*following the rules*” or “*adherence to the traffic laws,*” most participants suggest that it is measured in more intangible ways. These participants say that good driving involves being “*courteous,*” “*aware of everything around them,*” “*respecting each other,*” “*skilled,*” and “*knowing the direction of where they are going.*” In short, they are “*safe*” drivers.

Many disagree that good driving is accurately reflected in a driver’s record.

- Some say that having a good driving record is a matter of luck, especially in reference to traffic tickets. A couple of participants use themselves as an example; they constantly speed but never receive a ticket. “*I would get a ticket every time I drive to work, if a cop was sitting on the side of the road all the time.*”
- Others also believe there is an element of chance involved in accidents, saying that it is often just luck that some drivers do not cause an accident. Some think that good drivers are unfairly penalized for things that are beyond their control, like having an accident when the streets are slippery. “*Even if you are a good driver, it does not mean that you will not get into an accident.*” As one participant summarized, “*I think a good driver is independent of the policies that determine how people’s rates are set.*”
- Some think it is not only luck, but also awareness of police practices, that allow some people to unjustly maintain a good driving record. Some think drivers know where police set up speed traps and thus can avoid tickets.
- Some participants think the current system unfairly rewards individuals who do not drive much. The assumption is that the more someone drives, the more likely s/he is to get a ticket or get into an accident. “*How can you compare someone who drives 100,000 miles and gets one ticket, and another driver who drives 20,000 miles but doesn’t get a ticket?*” These participants argue that it is easier to avoid accidents and tickets if one never or rarely drives. They believe that the amount someone drives should be considered in developing a driving record, that distance should offset infractions.

- A few believe that good drivers are unfairly penalized because small infractions are assessed against them. These participants do not equate some behaviours with poor driving. For example, some think going slightly over the speed limit would not make one a poor driver, but if caught it would blemish their driving record. As one participant said, *“Speeding is not a sign of a poor driver...”*
- A few others believe that individuals maintain good driving records by paying out of pocket for an accident rather than going through Manitoba Public Insurance. Participants think this is unfair, allowing poor drivers to avoid penalties that would demonstrate they have a poor driving record. As one participant said, *“If you do not report the accident then you will appear to have a good record, though you are not a good driver.”*

Some disagree that luck is an important component of having a good driving record. These participants believe that a driver who drives within the law is by definition a better driver. *“If you follow the rules of the road, you are more likely to have a good record.”* Another participant says that a good driver drives to conditions and thus avoids accidents. *“If you are a good driver, you are aware of your circumstances and you drive to conditions. It is up to you whether you get yourself into trouble. I don’t think luck has anything to do with it.”*

### **2.1.2 Poor driving record**

While many consider a good driving record as a result of luck, fewer think a poor driving record is just bad luck. For many, a poor driving record is more than occasionally getting a ticket or causing an accident; it is a history of accidents and tickets, where a driver causes *“many accidents”* and receives tickets for *“many speeding offences.”* Some qualified this, however, saying *“many accidents in a short period of time”* are necessary for a poor driving record.

While most agree that those with a history of poor driving are clearly bad drivers, many are more concerned with those whose poor driving behaviours go unpunished. As is the case with a good driving record, some argue that a poor driving record is not necessarily an indication of anything other than bad luck. It simply means they were caught and that *“your poor driving habits have been recorded.”* Those drivers are said to be *“unlucky. There are many people who speed, but only a few will be caught.”* Thus, the



system does not always punish poor drivers because “*being a poor driver does not necessarily mean being caught.*”

In part, participants see poor driving as attitudinal, not always reflected in their driving history. Many think poor drivers are not necessarily defined by illegal actions but by ill-mannered ones. Poor driving is thought to involve “*being an idiot on the road,*” “*not driving defensively,*” “*being a jerk,*” being “*careless,*” and simple “*stupidity*” when driving.

Many think that while poor driving may not always be reflected in the driving record, those who more often disregard traffic rules are more likely to be caught and will be more likely to get into accidents. As one participant said, a poor driving record and being poor driver “*are not the same thing, but over time they should converge.*” Participants also say that some behaviours are never just bad luck. “*Being caught drinking and driving is not bad luck. It is poor planning.*”

## 2.2 Defining fairness

We asked participants to define “fair.” The dictionary definition of “fair” suggests that it is synonymous with equitable, reasonable, open, clear, impartial, honest, and just. Most participants’ definitions involve these aspects of fairness, and sometimes there is overlap among them.

### Just and open

For many participants, fairness means a process that is almost judicial in nature, involving an independent body hearing all sides and rendering a decision based on the information presented. In this sense, they want to feel they have been listened to, that is, that their explanation has been taken into account before a judgment made. As one participant said, a fair system provides “*due process.*” Several participants see a fair system as one that is open to all sides. That is, everyone has “equal” standing in the process. As one participant said, fair means “*to hear both sides and take into account all factors when making a decision.*” In a way, they are defining fair as a means treating each case “impartially,” with no preconceived notions of an outcome. Similarly, some participants believe that to be fair, a process needs to consider the specifics of a situation. It cannot treat similar situations the same way, since small differences in the circumstances may result in different outcomes. For example, several participants say a fair system

needs to take into account such circumstances as the weather conditions at the time of an accident. To be fair, the system needs to be open and flexible, so that unique circumstances can be considered. In fact, at least, one participant wrote that to be fair, a system is “*not necessarily equal*” and another says, “*every person would be handled individually instead of handing out mass penalties.*”

### **Equal and consistent**

Some participants define “fair” as equitable, that is, two people in similar situations will be treated the same way. A fair process is one where the decisions are made in a consistent manner, so again outcomes are not different under similar circumstances. As one participant said, fair means, “*you have established rules that apply equally to everyone.*”

### **Reasonable**

Other participants say that a fair system is one that results in a reasonable outcome. A few say that such an outcome may not make everyone happy, while others say that a fair outcome is one that makes them happy. More generally, a fair system is one where the penalty reflects the offence. In the current system, the application of the rules is not seen as reasonable, since they are applied in the same fashion without regard to the nature of the offence. As participants explain, they believe the current system is unreasonable because “*there is no differentiation between small and large accidents*” and “*the type of infraction is not taken into consideration.*”

### **Clear**

One participant wrote that for a system to be fair, everyone must know and understand the rules.

Several participants wrote not about what is fair in general, but rather about what would be fair under the existing system. Indeed, most crafted their response with the existing system in mind. For example, several participants said that a fair system is one where warnings are given for first-time offences.

Table 3 provides the definition of “fair” as provided independently by participants. Again, while we have attempted to group participants’ definitions into broad themes, we recognize that these themes are not mutually exclusive and definitions could support other themes in the table.

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<b>Table 3: Definition of fairness</b> <i>In your own words, define what the word 'fair' means to you. (That is, if you said a process is 'fair,' what do you mean?)</i>	
<b>Theme</b>	<b>Participants wrote...</b>
Just/Open	<ul style="list-style-type: none"> <li>-Balanced on both sides of the issue.</li> <li>-Fairness involves talking with all related individuals and assessing fault by action of the people involved and associated witnesses.</li> <li>-Fair is when you are allowed to present your case and they are willing to listen.</li> <li>-All sides of the story are heard; listened to. All conditions are considered before a decision is made.</li> <li>-Due process. I have the right to be heard, listened to, and the case to be fairly decided.</li> <li>-Not necessarily equal. May take extenuating circumstances into consideration. Looking and listening to both sides of story – consistent.</li> <li>-When a situation is looked at from multiple angles, taking into account history and forming an unbiased decision. In an ideal world, every person would be handled individually instead of handing out mass penalties.</li> <li>-Fair is including all aspects of the situation. Both sides as well as allowing for causes due to the nature of things like snowstorms.</li> <li>-The process is just and reasonable.</li> <li>-A situation in which all parties are equally represented. Level playing field. Risks and benefits are equally divided.</li> <li>-Just. Both sides are heard and all factors are taken into account before judgement is made.</li> <li>-Fair means to look at both sides of the issue thoroughly putting yourself in each one's shoes/position.</li> <li>-Fair to me means that whatever side you might be on, it is equal. No one side is better.</li> <li>-Fair has a built in check of the pluses and minuses. Equal to all concerned.</li> <li>-Fair means when both sides of an issue are considered.</li> <li>-Considers all aspects of the situation.</li> <li>-When the person is involved in an incident, it is looked at from both sides fairly – equally.</li> </ul>
Equal/ Consistent	<ul style="list-style-type: none"> <li>-Everything equal. Everyone gets the same.</li> <li>-All things considered equal, equal treatment and punishment.</li> <li>-Fair, equal, not discriminatory.</li> <li>-Within consideration of both sides. Equal treatment.</li> <li>-Equality for the offender and those who respect the law. Same conditions and circumstances should apply to each individual case.</li> <li>-Equal for all.</li> <li>-Not too lenient and not too harsh. Everyone treated the same.</li> <li>-Fair means the same rules for every person.</li> <li>-Fair is equal. Same standards for a punishment or a reward.</li> <li>-Fair, to me, means that everybody is treated the same regardless of age and based only on their driving record.</li> <li>-The same for all. One should not be punished at the start. Assume the best, unless proven otherwise.</li> <li>-Equitably applied the same for everyone. Taking into account all relevant circumstances.</li> <li>-I believe that you mean that all are treated equally regardless of their situation.</li> <li>-Gives equal treatment, takes into account past actions.</li> <li>-Equitable to all sides involved within legal parameters.</li> <li>-Fair to me means "just" "equality." A process is fair if the parameters are applied equally to all.</li> <li>-Not being taken advantage of or taken for granted. Playing within the rules and applying the system equally.</li> <li>-A fair process treats all people the same regardless of age, gender, etc.</li> <li>-Established rules that apply equally to everyone.</li> <li>-Fair means of equal terms to all parties, to all drivers regardless of age, sex, whatever.</li> <li>-Applicable to the individual and the individual event (consistent).</li> <li>-They treat all drivers the same way.</li> </ul>
Outcome is reasonable	<ul style="list-style-type: none"> <li>-Both parties are happy with the outcome and all logic has been met in the agreement of both parties.</li> <li>-Fair is a median decision of process when the outcome is equal on both parties.</li> <li>-The word fair to me means what seems right according to the circumstances. It is an opinion. If a process is fair, then to me, it means I felt that it was agreeable.</li> <li>-Is a system that has an adjustable measure to allow for cases outside of the written rules.</li> <li>-Weighing each situation separately. Not comparing it to the norm. Believing most people are honest.</li> <li>-Fair means you have looked over a situation and given the most reasonable penalty/merit as a result (analyzed both sides of a situation carefully).</li> <li>-Fair is when both sides of a situation are looked at and a reasonable solution is arrived at.</li> <li>-A decision made between two groups or individuals that reflects both groups' standing equally.</li> <li>-A fair process would be if both sides can agree to an end result in a timely fashion to resolve the problem. Fair means both sides are treated the same. The result may make all parties involved unhappy, but both parties are in the same situation.</li> <li>-Neither party benefits for any situation.</li> </ul>
Rules are clear	<ul style="list-style-type: none"> <li>-The rules and standards are known to all. Rules applied evenly and consistently.</li> </ul>

<b>Table 3: Definition of fairness</b> <i>In your own words, define what the word 'fair' means to you. (That is, if you said a process is 'fair,' what do you mean?)</i>	
<b>Theme</b>	<b>Participants wrote...</b>
Penalties and discounts	<p><i>-Taking into account different levels of experience and potential situations, and offers reward for meeting expectation in behaviour and punishes unacceptable or incorrect behaviour.</i></p> <p><i>-Fair means, for example, that if somebody is a good driver, there should be an incentive to recognize good driving habits and if somebody is a bad driver, they should be penalized. That would be a fair system.</i></p> <p><i>-When you are stopped for an infraction and it would not cause a problem, there should be a warning first.</i></p> <p><i>-I think in certain circumstances that people should be given only a warning (e.g., traveling 5 km over the speed limit).</i></p> <p><i>- Long-time drivers with a long history of merits should be given one warning on a minor violation and no merits should be taken on this offence.</i></p>

### 2.3 Fairness of the current system

It is interesting to note that during recruiting, participants were placed into groups based on their response to a question on fairness. During the recruiting, we explained to participants that “in Manitoba, if you cause an accident, or if you are convicted of certain kinds of traffic offenses, you may pay more for your licence and your Autopac insurance. Similarly, if you are accident free and have no traffic offenses, you receive discounts for both your licence and Autopac Insurance.” We then asked if they think the current system of discounts and penalties is fair or unfair.

During the groups, having completed the exercise of defining what is fair, participants’ responses did not necessarily correspond to what they told us on the phone. This may be for many reasons:

- The preamble during recruiting may have focused them on specific aspects they liked or disliked, and these specifics were judged as fair or unfair.
- The in-group exercise of getting participants to think about the nature of what is fair may have caused them to modify their position.
- On the telephone, they may have felt anonymous and could state a position without the need to defend it. In the group, they may have softened their position so it was easier to defend.
- Based on the discussion of the current system of penalties and discounts, most of our participants did not have a strong understanding of how the system works. This misunderstanding of how and when merits and demerits are applied also may have influenced their perception of the fairness of the current system.

We asked participants to consider their definition of fair and rate how fair the current system of merits and demerits is. While some participants say the current system is very fair and some others say it is unfair, most rate the current system as somewhat fair. This suggests that for most of our participants, while they do not necessarily feel the current system is completely unfair, neither do they believe it is completely fair.

We also asked participants to explain why they rated the current system of merits and demerits as very fair, somewhat fair, or unfair.

**2.3.1 Very fair**

Those who believe the current system is very fair focused on the equality of the system. As well, they believe it justly rewards good drivers while punishing poor drivers.

- Several participants who indicate that the system is very fair, wrote that it is because the system considers the driving record of the individuals; that good drivers are rewarded and poor drivers are penalized.
- A few wrote that the current system treats everyone the same. As one participant says, we may not like how the rules are applied but they are applied in the same way for all drivers. *“If the system is what it is and is applied to everyone the same way, then it is fair.”*

<b>Table 4: Why is the current system VERY FAIR?</b> <i>Why do you consider it fair or not fair?</i>	
<b>Theme</b>	<b>Participants wrote...</b>
<b>Driving record considered</b>	<p><i>-It is a measurement of a person’s driving record. Those who break the law must be prepared to be monetarily responsible.</i></p> <p><i>-If you drive with no offences, you get merits. Offences = demerits.</i></p> <p><i>-You can be rewarded for good driving, or not rewarded for bad driving. It is up to the individual.</i></p> <p><i>-Must distinguish between demerits for traffic violations and accidents that may or may not involve breaking the rules.</i></p> <p><i>-Good driving comes with experience. Merits are obtained or retained on your driving record.</i></p> <p><i>-It is fair in that it rewards careful and conscientious drivers.</i></p> <p><i>-When someone pays a lot for their driver’s licence because of too many demerits, perhaps (hopefully) it will make them reflect on their driving habits.</i></p> <p><i>-I consider it fair because I have had friends who have paid between \$1,500 and \$2,000 for licences all because of the way that they were driving and I haven’t heard any stories of people paying that much for obeying the rules of the road.</i></p> <p><i>-They take away points a lot quicker than you can earn them back.</i></p>
<b>Everyone is treated equally</b>	<p><i>-I believe it is fair. Even though the elderly gain merits for very little driving, they of course have not obtained tickets or been in accidents. Therefore, the reward/merit system is equal to all drivers.</i></p> <p><i>-Demerits are applied in an even-handed, consistent manner. Some room is left for occasional “miscues.”</i></p>

### 2.3.2 Somewhat fair

Most participants in all groups rate the current system as somewhat fair. In explaining why they think this is the case, most participants provided reasons that demonstrate the unfairness of the current system.

#### **Circumstances**

Participants identify circumstances and how they are dealt with by Manitoba Public Insurance as an example of the unfairness of the current system. Broadly speaking, this involves two ideas both revolving around the idea that circumstances are not considered in the outcomes. Participants say that there are often extenuating circumstances that are ignored in decisions of fault. As well, participants think that the system ignores the severity of the violation or accident in assessing penalties.

Participants think it unfair that drivers are found at fault without the circumstances of the accident being taken into account. The most common example of this is that weather conditions such as fresh snow or black ice are not taken into account. As one participant said, *“They have rules in place and don’t look at the situation, even if there are extenuating circumstances, there is no flexibility.”*

Similarly, participants believe that the severity of the accident or traffic violation should be considered. For example, some say that a minor speeding ticket should not be treated the same as a more significant speeding violation, or that a fender bender should not result in the same penalty as a more serious accident. Several participants could point to personal experiences where they felt the decisions were unfair because particular circumstances of the accident were not taken into account, and as a result, the penalty was thought to be excessive.

In part, the desire to have the circumstances considered reflects participants' definition of fair as being just and the need for *“due process.”* A few believe that circumstances are ignored because Manitoba Public Insurance does not represent the interest of claimants. The perception that the process is not fair also extends from the feeling that it does not provide the individual with an advocate, someone to look out for their best interest. Some participants say that adjustors should be representing the claimants, and not simply apply the rules uniformly. There is a suspicion that decisions are made in the

best interest of Manitoba Public Insurance and not the individual. *“They assign you an agent and me an agent. My agent is supposed to fight on my behalf and yours is supposed to fight on your behalf. But they are working form the same boss.”* Indeed, some think that there is no method of appealing these decisions.

Others disagree with the idea that unique circumstances can be assessed in these situations. *“It is impossible for them to say this accident isn’t your fault and this one is. It is better to punish everyone equally.”*

### **Not enough merits**

Many said that the current system is not fair because good drivers can only earn five merits. They think there should not be a limit to the number of merits, and that drivers should be able to get many more, reflecting the years of good driving. As one participant wrote, it is unfair that a driver with *“20-year accumulation of merits... can only hold onto 5.”* Some said that good drivers should be able to earn as many merits as poor drivers receive demerits. Some want additional discounts for long-term good driving. However, the need for more merits is not necessarily about greater discounts. It is also about buffering a long-term good driver against the loss of existing discounts. A larger number of merits are wanted as a safeguard against “bad luck” that will result in an accident or tickets that in turn will cause them to lose merits. One participant asked, *“Why is it that when you get into an accident even after 20 years or more of good driving, your insurance automatically goes up?”*

### **Regaining merits**

Many participants think there is an imbalance between the number of merits lost and the time it takes to regain those merits. These participants say that people can lose merits quickly, but it takes a long time to get them back. As one participant wrote, it is *“unfair because small infractions... automatically start your two years of waiting”* to regain a merit.

### **Merits not given for good driving**

A few think the system is unfair because it does not really reward good driving. It is said to reward individuals who do not get caught and those who drive less (or not at all). *“It*

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*rewards drivers regardless of how much they drive.” “I know a few people who quit driving to get their demerits down.*

These and other comments are found in Table 5.

<b>Table 5: Why is the current system SOMEWHAT FAIR? Why do you consider it fair or not fair?</b>	
<b>Theme</b>	<b>Participants wrote...</b>
<b>Circumstances</b>	<p><i>-Sometimes when an issue is unclear or unforeseen, merits can be awarded or not on a haphazard basis. There should be a process whereby someone can protest the issue.</i></p> <p><i>-It is somewhat fair but the discretion of the law enforcement should be more evident.</i></p> <p><i>-Each situation varies. Where grave situations result because of an at-fault accident, more serious penalties should be assessed.</i></p> <p><i>-If the driver slides into a car due to snow/slippery road conditions, it is 100% at fault. The weather conditions do not seem to be taken into consideration.</i></p> <p><i>-Based on the above definition, the system seems at times a bit harsh. Does not always look at all factors. Too general. However, if you do something wrong or right, there should be consequences or rewards. The current system is quite consistent.</i></p> <p><i>-They don't really take into account a lot of things that are out of the drivers' control, but I do think that it is better to punish everyone, rather than no one.</i></p> <p><i>-I believe that it is somewhat because if you are a good driver, you will benefit, but not always fair because if you are in a small accident, you are punished.</i></p> <p><i>-In circumstances beyond control, one driver may be more severely penalized when "at fault" and others may not be penalized enough.</i></p> <p><i>-I guess it depends on the circumstances. There might be some factors involved such as inclement weather or things beyond a person's control that can affect their merit or demerit situation.</i></p> <p><i>-I don't think it is fair that somebody had a small fender bender with no other vehicles involved and has to pay the \$200 in their licence.</i></p>
<b>Not enough merits</b>	<p><i>-It is not fair that the amount earned stops at 5. Most people drive for more than 10 years. It is also not really fair that a person who does not ever drive can hold a valid licence and earn merits, but I don't think it would be possible to track an individual's mileage.</i></p> <p><i>-I don't think there should be a limit on merits. People should be allowed more than 5. Or, if 5 has to be the limit, then there should only be a maximum of 5 demerits.</i></p> <p><i>-It is more like "very fair" than "somewhat fair" depending on your age and other factors. It really depends on the situation. Also, you can only get 5 merits.</i></p> <p><i>-Broader scale of merits. Should be 1-10 or more, maybe 1-15 should be used.</i></p> <p><i>-Not fair limiting the number of merit points one can earn, but no limit on number of demerit points.</i></p> <p><i>-Can only get a maximum of 5 merits. If you happen to get into an accident and have a speeding ticket it would take a long time to build back up the 5 merits. But you may have been sitting at 5 merits for many years.</i></p> <p><i>-We would have more merit points rather than only 5. I am not sure about demerits or how they work. A driver who does not cost Autopac money should perhaps be more rewarded than at present. In other words, it is not fair to have good drivers pay for bad drivers' bad performance. One merit for each 2 years.</i></p>
<b>Regaining merits</b>	<p><i>-I think that the length of demerits should be looked at. Also, in some circumstances, (e.g., getting caught by police radar) costs you more money as if you get caught by the camera you pay only a fine.</i></p> <p><i>-Recovery of merit points (e.g., in case of one offence should be on an annual basis).</i></p> <p><i>-The reward side of the system is too drawn out compared to the penalty.</i></p> <p><i>-It takes too long to earn back merits.</i></p> <p><i>-The allowances for losing merits do not always fit the demerits. Takes too long to earn back merits.</i></p> <p><i>-The merit system is fair. It is the reason merits are taken away and the length of time to get them back that is not fair. The amount of merits taken away for simple infractions is not fair.</i></p> <p><i>-Somewhat, if you have 5 merits and lose 2 to a no-fault accident you had a 20-year accumulation of merits but can only hold onto 5. There can be a maximum allotment applied to the licence but for one mishap to lose 2 merits and have to wait extended time to earn them back seems unfair.</i></p> <p><i>-Fair because it doesn't penalize those with good driving records but does for poor records. Unfair because small infractions (i.e., no seat belt or slight speeding tickets) automatically start your two years of waiting for a merit again. AND unfair when they have to put the fault on one of the drivers even though the accident may truly be both their faults (or no one's, whichever way you look at it).</i></p>
<b>Merits not for good driving</b>	<p><i>-There are a number of people who don't drive very much or are too old to be driving but they still have merits.</i></p> <p><i>-It is fair that it allows for people who do not use the system. Not fair in measuring (i.e., no fault).</i></p> <p><i>-Merits are earned by driving to avoid accidents. Demerits are received only if a careless driver is caught by police or involves someone else in an accident.</i></p> <p><i>-Someone may not be caught with poor driving skills and still receive merits. Those with good skills wait many years for merits and one accident removes all those years.</i></p> <p><i>-It is dependant on tickets or getting caught. A lifetime of bad driving may not get found out, but one instance of poor judgement may.</i></p>
<b>Equal treatment</b>	<p><i>-Everyone gets a merit at the same time, as well, a driving violation will cause a demerit. I believe that it is equal for everyone.</i></p>
<b>Other</b>	<p><i>-Fair because it seems to recognize good driving records and bad records. However, an accident may not reflect "bad" because it may not recognize liability. A person may have had a number of accidents but not been at fault – record is questionable.</i></p> <p><i>-I consider it somewhat fair because I have not had too many problems with my demerits or driving record.</i></p> <p><i>-Bad drivers (behaviour) goes unpunished. No control situations are punished. Too many loopholes.</i></p>



**2.3.3 Not fair**

Based on their definition, only some of our participants state that the current system is unfair. The reasons given are similar to reasons identified by those who say the system is somewhat fair:

- The system does not adequately consider the circumstances of the accident or traffic violation. The idea that Manitoba Public Insurance is both judge and jury is reflected in discussion. As well, some say that the fact that “*there is no appeal process*” is not fair.
- It takes too long to regain merits.
- Good drivers should be eligible for more than five merits.
- Merits are not really given for good driving.

A couple of participants who rate the system as not fair say it is because new drivers are penalized as if they are poor drivers. As one participant explains, “*They assume you are bad until you earn your merits which I don’t think is fair.*”

During discussion, a few participants raised the issue that the current system penalizes individuals based on the number of vehicles in their name, and this was another reason the current system is unfair. “*They hook your insurance with your driving record. It is unfair that they are punishing the car for the bad driver.*”

<b>Table 6: Why is the current system NOT FAIR?</b>	
<i>Why do you consider it fair or not fair?</i>	
<b>Theme</b>	<b>Participants wrote...</b>
Circumstances	-A person who arrives in Manitoba with a clean driver’s abstract from a different province should have a clean abstract in Manitoba. -There isn’t an allowance for unforeseen circumstances. The feeling is that you are automatically at fault. -Some of the current tickets that consider you to be 50/50 when it clearly is not the case.
Regaining merits	-It takes more time to achieve a merit and less incidents to lose a merit. -One merit should equal one demerit. No maximum demerits but you are limited to a certain number of merits. Somehow must be tied to how many miles you drive.
New drivers	-Kids with excellent driving ethics are penalized because they have no had a chance to earn any merits. -Not fair when it comes to new drivers. They are always considered to be inexperienced.
Not enough merits	-Because there is a lot taken away from you for a ticket or an accident but it takes a long time to earn those merits back and a limit of 5, or more, can be earned no matter how long you go with a clean record.
Merits not for good driving	-Must earn good rating. Finances bad drivers. Does not take exposure into account.
Other	-The current system of tying insurance rates to point system is not fair but on the other hand, a high merit count to reduce driver licence costs is very fair.

## 2.4 Methods to encourage driving behaviours

We explained that the current system is meant to encourage and reward good driving and discourage or penalize bad driving. Some think the current system works. One participant says, *“It encourages me.”*

Many participants think the current system *“does not go far enough on both sides.”* Participants say there should be *“more rewards”* for good driving and *“more penalties”* for bad driving. Most participants agree that the best way to encourage good driving is financial incentives.

Some think that good drivers deserve greater discounts because such discounts will encourage them to continue good practices. *“It definitely catches the bad drivers but doesn’t reward the good drivers adequately.”* Several participants mention that the system would work better to encourage good driving if such drivers were able to accumulate more points. *“It should go up to +20 for a good record....It has to be balanced. It is not fair to punish someone more than rewarding them.”*

Others argue that the current system does not do enough to encourage poor drivers to improve, and greater penalties would do more to restrain bad driving. *“Make bad drivers pay more.”* A few reiterate that the current system is unfair since *“a lot of people do not get caught when breaking the law”* and therefore, the system does not punish all bad drivers equally.

A few think financial penalties do not change driving behaviour. For example, one participant says she knows people who pay their penalties but continue to drive poorly. In cases like this, she feels the punishment should be harsher. *“I know people personally who have a few at-fault accidents and they continue to pay fines and get demerits, but they don’t really care because they have good paying jobs. They can afford it. I think at some point your licence should be pulled because of it.”*

A few others think that it is not the job of Manitoba Public Insurance to encourage good behaviour or discourage bad behaviour. *“I don’t think it is MPIC’s responsibility to educate the driving public on being a safe driver.”*

### 3.0 New system



We asked participants to imagine that there is no system of discounts for good drivers and penalties for bad drivers, and that they have been asked to help design a new Driver Safety Rating (DSR) system. They were asked to think about a system that combines discounts and penalties for the driver's licence and vehicle insurance into one. This was a challenge for most participants since these are currently separate.

In this section, we report that participants think:

- Good drivers should be rewarded on an annual basis for their behaviour. Participants believe that drivers deserve to earn points and discounts continuously as long as they have a good driving record.
- New drivers should start with zero points, paying the base amount.
- Bad driving should be punished, often severely. Unlike on the subject of good drivers, there is little consensus among participants on penalties. The number of points lost and the financial penalty imposed vary dramatically depending on how serious an individual believes an infraction to be.

### 3.1 DSR scale

We explained that a DSR system might start at 0, go up to plus 10 for good drivers, and go down to negative 20 for bad drivers. We asked participants to imagine that they are in charge of setting discounts and penalties.

	Driver safety rating	Amount
<b>Safe driving Bonus</b>	+10	
	+9	
	+8	
	+7	
	+6	
	+5	
	+4	
	+3	
	+2	
	+1	
<b>Base</b>	<b>0</b>	<b>\$500</b>
	-1	
	-2	
	-3	
	-4	
	-5	
	-6	
	-7	
	-8	
	-9	
	-10	
	-11	
-12		
-13		
-14		
-15		
-16		
-17		
-18		
-19		
<b>Poor driving penalty</b>	-20	

We asked participants to consider independently six drivers with different driving records, placing them on the scale in terms of points and assigning an amount they would pay. For this example, they were to assume that the base amount was \$500.

#### 3.1.1 Balanced scale

Independently in almost all groups, at least one participant asked why the scale was not balanced. They argue that a scale going from -20 to +20 “makes more sense. I should be able to go as high as you can low.” Other say that it needs to go higher; otherwise, they have “no more incentive” to drive well.

Some think 10 points is a step in the right direction, being better than five merits. As one participant said, “*It is an improvement.*”

A few are happy with the scale, saying it is “*suitable*” and “*fairer.*” Some say the scale has to have an upper limit since it is linked to discounts, but it cannot go on forever. Further, a few note that a higher scale simply puts off the maximum discount further into the future.

### 3.2 Good driving records

Participants were to consider two drivers:

- a driver with 10 years of experience, who has never caused an accident and has never received any tickets for traffic violations
- a driver with 5 years of experience, who also has no accidents or tickets.

We asked participants to assign to each driver points on the DSR scale and dollar amounts they should pay, given a base of \$500.

#### 3.2.1 Driver with 10 years of experience

The number of points assigned to a driver with 10 years of experience and a clean driving record range from +5 to +10 points. The suggested amount such a driver would have to pay ranges from \$25 (a \$475 discount on the base of \$500) to \$500 (that is, no discount). On average, participants assigned this driver +9 points and a discount of almost half the base amount (\$267). Table 7 presents both the extremes and the average. It shows the lowest number of points assigned by participants, as well as the highest amount this driver should pay. At the other extreme, it shows the highest number of points this driver was assigned by participants and the lowest amount the driver would pay. The average is based on the mean number of points and dollars amounts assigned by participants.

<b>Table 7: 10 years of experience, good driving record</b> <i>A driver with 10 years experience, who has never caused an accident and has never received any tickets for traffic violations</i>		
	<b>Points</b>	<b>Amount</b>
Lowest points/highest amount	+5	\$500
Average	+8.9	\$267
Highest points/lowest amount	+10	\$25

Participants were fairly consistent in the points they assigned to the driver with 10 years of experience. Most often, this driver would have +10 points on the driver safety scale. The logic is that such a driver should gain a point for every year of “good” driving. Many say they chose this method because it is simple to understand.

*“One merit every year, with a proportional discount is easy to understand.”* Many also thought it was important that good drivers be rewarded annually for their driving as an incentive to continue good practices. *“It is simple to understand. It makes sense because you pay your licence every year so you should get something every year.”* *“It is faster than the current system and gives you more incentive.”*

Several participants did not assign +10 to this driver, rather +5 (a point every 2 years) or +8 (*“One merit every 2.5 years until 5 years, then one merit per year for the next five years”*). The main reason for not adopting the point a year strategy is to give good drivers the ability to continue collecting points and rewards. *“I put it at +5. I figure there should be an ongoing monetary reward. I don’t care if there are 10 or 500 merits, maybe it takes me 20 years to get to +10, but I should get a good reward at that point.”* Others concurred, saying *“It leaves room for a place to go.”* *“It is important to be able to accumulate points all through life even if it means slowing the accumulation process.”*

There was much less consensus on how much a driver, with 10 years of good driving, should be paying. Most participants reduced the amount by about half, but a few reduced it significantly more and others significantly less.

- Several participants prorated their discount so it was tied to the points. A few participants used a reduction of approximately \$50 per year, meaning that by year 10 they would be paying \$50. *“They are a good driver for 10 years, they shouldn’t have to pay that much.”* *“I just went with \$25 per point, so \$250 deduction.”*
- Some thought there should be *“smaller discounts at the beginning and bigger discounts near the end.”* The feeling is that there is a need to prove s/he is a good driver. *“They should give larger deductions later because these are truly good drivers.”* Others take the opposite approach. Some think larger discounts sooner will be more of an incentive to good driving. Still others want to ensure that discounts carry on across time. *“The increments should be smaller as drivers become more mature, allowing for more discounts after 10 years.”*

- One participant says that the amount paid should not be reduced at all. He thinks that discounts and penalties should not be assigned to the licence or insurance but should be applied through the legal system only. *“The good drivers don’t get any reward on their insurance. The points are a measure of how bad a driver you are and how much you pay for tickets and fines.”*
- Others reduced the amount by as little as \$100 over 10 years saying that everyone needs to contribute something toward the cost of the insurance. As one participant said, *“The system would collapse if the discounts are too big.”* In part, this reflects misunderstanding of the base amount. The idea that we were dealing only with discounts and penalties for the driver’s licence and vehicle insurance was not clear to many. Most participants assumed that insurance was part of the \$500 base. The base was not seen as the total amount of possible discounts.

We asked those who had assigned +10 points where someone with 20 years of experience and a clean driving record would be on the scale. Some argue that they should continue to get discounts although they would stay at +10. *“Such a driver shouldn’t have to pay anything.”* Others disagree, saying that at a certain point, you *“reach a threshold”* after which there are no more discounts. Some suggest that the discounts might not be ongoing, but when you reach a certain level, a driver would receive an extra discount. *“Maybe they should get a bonus percentage removed.”*

Others say the fact that the suggested scale only goes to +10 does not address a concern raised earlier. The scale should be balanced, allowing good drivers to accumulate as many positive points as poor drivers can collect negative points. A few suggest that such drivers be given more points, but not necessarily more discounts. These points would act as a buffer against an at-fault accident or ticket, which lower their points, but not necessarily their discount.

### **3.2.2 Driver with 5 years of experience**

Most participants simply cut the number of points assigned to the 10-year driver in half when assessing the points for a driver with 5 years of accident and ticket-free driving experience.

The points ranged from +2 to +10, with the average being almost +5. The amount paid ranged from \$250 to \$500, with the average being \$357.

<b>Table 8: 5 years of experience, good driving record</b>		
<i>A driver with 5 years experience, who has never caused an accident and has never received any tickets for traffic violations</i>		
	<b>Points</b>	<b>Amount</b>
Lowest points/highest amount	+2	\$500
Average	+4.5	\$357
Highest points/lowest amount	+10	\$250

Participants were fairly consistent in the points they assigned to the driver with 5 years of experience. Most often, this driver would have +5 points on the driver safety scale. Again, the logic is simple: a point for every year of “good” driving. Several other participants assign this driver +2 or +4. Regardless, it was almost always half the number of points the driver with 10 years of experience received.

Most associated each point with a dollar value, reducing the base amount proportionally for each point. Thus, most participants reduced the amount by about half that given to the driver with 10 years of experience. However, as mentioned above, several argue that the discount should not be proportional, but rather reflect their position on the scale. A few thought the discount in the first five years should be more dramatic compared to discounts for years six to 10. The logic is to reward good drivers sooner, and thus encourage them to be better drivers. Conversely, a few argue that the discounts in the first years should be less and should increase more dramatically the longer one drives without incident. The logic is that it is only after the longer period that a truly good driver can be identified.

### **3.2.3 New drivers**

Almost all respondents indicated that a brand new driver should pay the base amount and from there, earn the point and the accompanying discount. The number of points assigned a brand new driver ranged from -5 to +10, with the average being about zero. The amount assigned ranged from \$450 to \$750, with the average being \$486.



Table 9: A brand new driver		
	Points	Amount
Lowest points/highest amount	-5	\$750
Average	+0.2	\$486
Highest points/lowest amount	+10	\$450

- A few participants indicate that a new driver should be penalized with negative points (-1 or -2), needing to drive for several years to demonstrate they are good drivers and thus receive “merits.” As one participant says, “*New drivers should have to prove themselves.*” Another argues, “*It is the price of learning.*”
- A few indicated that new drivers should start in a plus position (+1, +2 or +3) as an incentive. One participant says that new drivers should be given +10 points; they should be treated as good drivers until they prove otherwise. “*I’m for giving the benefit of the doubt to new drivers.*” A few others think new drivers are likely better than those with years of experience; that “*they should have no bad habits and (the rules are) fresh in their minds. They should be getting merits.*”
- Almost all indicated that new drivers should start at the base price. Even some who say such drivers should receive some positive or negative points to start say the base amount should stand. In other words, there should be no monetary penalty or benefit associated with these points. A few give new drivers a slight discount (\$450 rather than \$500), again as an incentive. A few others give a significant penalty below the base (e.g., \$750), arguing that new drivers are more prone to poor behaviours (partly due to inexperience) and therefore should have to pay more until they demonstrate that they are good drivers.
- Most say that new drivers should begin collecting points immediately upon receiving their intermediary licence. Some did not agree, saying new drivers should wait until they have their full licence. A few others would have them wait even longer. “*One year after full licence.*” Some thought they should not start collecting points until they reach a specific age. “*From 16 to 21 years, you shouldn’t be able to get merits because you are just learning.*” “*You should have a full licence and be 20 years or older.*” Another thought that depending on the age at which they

get their licence, the number of points assigned would be different. *“If you are 15 you should start with -10 and if you are 30 you should be at 0.”* Finally, another participant thinks no one should begin accumulating points until s/he has a vehicle in his/her name. *“You shouldn’t be able to collect points until you have a vehicle.”* Again, most other participants disagree with these proposed penalties for new drivers.

### 3.2.4 Best driver discount

When asked what was the best possible discount that should be awarded to good drivers, a few participants say that after a certain point (like 20 years of good driving), they should pay nothing. Most participants think this is not possible, but several did think that the best discount should result in these drivers paying next to nothing (i.e., \$25). Those who think that any discount needs to be reasonable, say that a system is not sustainable if people are paying nothing (or next to it). As one participant said, *“The discounts can’t go on forever.”* This likely reflects participant confusion that this is more than just the reward and penalty portion of the system.

Many would like to continue collecting points beyond the discount limit. They see this as a *“buffer zone.”* As one participant explains, such points would benefit long-term good drivers. *“You should be able to accumulate points to use against future accidents to allow you to maintain your discounts.”* Several liked this idea. Some others think extra points would encourage people to behave badly. As one participant says, *“People would take advantage of this.”*

Others firmly believe that to have any value, a point needs to be accompanied by a discount. Some do not like the idea of de-linking points and discounts because it makes the system more complicated. They argue that the system needs to be simple and straightforward, and if points and discounts (or penalties) are not synchronized, then people will become confused.

Others would like to see drivers with unblemished driving records get special discounts, almost like a good customer discount. *“There should be an incentive to having points, like lowering your deductible.”*

## 3.3 Impact of traffic violations

We tested a number of poor driving behaviours with participants. Some participants continued the pattern of assigning a uniform

monetary penalty per point lost, similar to the amount gained each year. That said, unlike the good driver behaviour, there is much less agreement on how drivers should be penalized. Further, while points and dollars were closely linked to years of good driving behaviour, with poor driving behaviours, participants tend to separate the two. Some participants punished the driver by taking away points, without a commensurate monetary penalty. Others did the opposite, applying heavy monetary penalties but leaving points mostly untouched.

As well, there was little consensus on the “worth” of poor driving behaviour. Participants’ assessment of poor driving behaviours appears, in part, to be a subjective reaction to the seriousness of that behaviour. The more serious participants believe the infraction to be, the greater the penalty.

We asked two groups to consider a driver with three years of experience who has received three speeding tickets. We asked the other four groups to consider a driver with 10 years of good driving experience, who has received one speeding ticket for driving 15 kilometres over the speed limit.

As mentioned, participants’ assessment of points and monetary penalties depends, at least in part, on how serious they consider such behaviours. Remember, many participants are not convinced that speeding tickets should count against their points or that the fault of an accident is always fairly assessed. Therefore, some participants are hesitant to assign penalties. Others take the position that one mistake is proof that an individual is really a poor driver and should be penalized significantly.

### 3.3.1 Three speeding tickets in three years

For the individual who has been driving for three years and received three speeding tickets, the points assigned ranged from zero to minus 15. The monetary penalties ranged from \$500 to \$1,500. On average, such a driver was assigned -5 points and a penalty of \$222 above the base (of \$500). See Table 10.

<b>Table 10: Three years, three speeding tickets</b>		
<i>A driver with three years of experience, who has received three speeding tickets</i>		
	<b>Points</b>	<b>Amount</b>
Lowest points/highest amount	-15	\$1,500
Average	-4.6	\$722
Highest points/lowest amount	0	\$500

Almost all participants penalize such a driver at least somewhat. Some deduct a point for each ticket; assuming the driver began at zero, after three years, s/he would have -3 points. Others take this behaviour as an indication that the driver is “*bad*” and each successive ticket as a clear demonstration that the driver has not learned his lesson. “*Obviously they are not slowing down because they have tickets.*” Therefore, each successive ticket results in the loss of progressively more points, landing them at -10 or -15. One participant assessed the character of this driver, saying “*they never drive the speed limit, I’d bet.*” Another came to a similar conclusion, “*I figured that is really poor driving.*”

A few saw the three tickets as cancelling out the point gained for each year of driving and thus the driver would be at zero.

Some assign a value to each point. One participant suggests that each negative point should increase the penalty by \$100, so -10 points would result in a penalty of \$1,000 added to the base of \$500 (for a total of \$1,500). Others follow similar logic but with smaller amounts (\$50). Some participants did not link negative points to a penalty amount, giving a value that “*felt right*” for the situation. “*I penalized them this much (\$1,200) because they must be doing this often.*”

Many participants had difficulty assigning points and the penalty because they did not know the nature of the speeding tickets. They wanted to know the circumstances under which the driver received the ticket. “*It doesn’t specify how fast he is speeding. It depends on how fast.*” How many kilometres over the speed limit would dictate how many points the driver would lose and how much more s/he would pay. As one participant said, “*What are the speeding tickets here for? If someone was going 145 km over the speed limit that would count towards a loss of points, but if he was doing 6 km over the speed limit then I don’t think he should lose any.*” Another added, “*I would charge them more if they are going excessively.*” Yet another says it also depends where the violation occurred, not just how fast the driver was going. “*Are they on highway or a school zone? A driver would drop faster if it was in a school zone.*”

### **3.3.2 10 years and 1 speeding ticket**

We asked participants to consider a driver with 10 years of good driving experience, who has received one speeding ticket for driving 15 kilometres over the speed limit. Most participants knew better how to assess this speeding ticket given it is 15 kilometres

over the speed limit. Others still wanted more detail: is the ticket for going 15 kilometres over in a 100 zone, or 15 kilometres over in a 50 zone? They would treat each differently.

This driver received quite a range of penalties. The points assigned ranged from -6 to +10, and the amount from \$1,000 (or \$500 above the base) to \$100 a year. On average, this individual would have 4 points and be paying \$373 (or a discount of \$127 from the base) after receiving the ticket.

<b>Table 11: 10 years, one speeding ticket</b>		
<i>A driver with 10 years of good driving experience, who has received 1 speeding ticket for driving 15 km over the speed limit</i>		
	<b>Points</b>	<b>Amount</b>
Lowest points/highest amount	-6	\$1,000
Average	4	\$373
Highest points/lowest amount	10	\$100

Most participants say that such a ticket warrants a loss of some points. Most penalized the driver by deducting 1 to 5 points from the +10. Some thought speeding should not be tolerated, and as such, a punishment would act as a deterrent. *“He won’t take it seriously if it doesn’t drop two points.”*

Several participants say that after 10 years of safe driving, such a driver should lose no points: the first ticket should not count. *“Everyone should be offered one chance.” “The first infraction should be free.”* The logic is that 10 years of driving without an accident or ticket is a demonstration of good behaviour and one infraction should be viewed as an unfortunate mistake. *“I kept it at 5 because it was one little speeding ticket. They get one free.” “There should be no penalty for one speeding ticket after ten years. It’s likely that there was a reason for it.”*

Others think it would be unfair if the driver were not penalized, saying all drivers, regardless of the driving history, need to be reminded that bad behaviour has negative consequences. *“I don’t think that is fair. It’s like telling your kid she is not suppose to play with knives, and then you tell her that she has one more chance.”* Another thinks such an incident should have no impact on the licence or insurance but should be dealt with through a one-time fine.

Some do not think that speeding 15 kilometres over the limit is a serious offence, saying they would punish the driver more if the speed had been greater. *“There is speeding and then there is speeding.”* Others were still unsure of the nature of the punishment, since they did not know all the circumstances. *“It*

*depends on how much it is over what. Are we talking about a school zone or a highway?"*

Many assign a monetary value to each point, and the number of points taken away would result in a loss of the cumulative amount. *"I prorated everything, so they lost that amount."* Others disconnect the points from the penalty. Some suggest a heavy monetary penalty but the loss of only a few points. *"He loses double the discount but doesn't hurt him as much on the point side."* Another penalized the driver financially but did not change the points at all (partly because the driving had already been assessed a penalty in the form of a ticket). *"I added \$50 but didn't take any merits away, because speeding tickets they have already paid that charge."* Still others took away points, but did not think the driver should pay more as a result. *"I dropped him two, but don't think he has to pay any more. He still gets the same discount."*

A few move the driver back to zero for this one infraction. Others give the driver negative points (although in discussion, some of these participants forgot the driver was starting with +10 points). There is a feeling among these participants that this one infraction demonstrates that this individual is really a poor driver. The participants had zero tolerance for any infraction, suggesting that if drivers obeyed the law, they would not lose points.

All participants agreed that regardless of where they are on the scale (at 0, 5 or 10), if a driver loses points, the same number should be lost. *"If both people did the same thing, they should have the same penalty."*

### **3.3.3 Considerations in traffic violations**

As mentioned, many participants had difficulty assessing the nature of the penalty for a speeding violation because they did not know the seriousness of the violation (e.g., the speed over the limit and/or the location of the offence). Most participants agree that *"the speed does matter"* in setting the penalty. *"The higher the speed, the more you are at-fault."* *"The speed should matter, higher the speed, the greater the deduction."*

While most think drivers who speed *"excessively"* should be treated differently from those who go *"slightly"* over the speed limit, there is no consensus on what this implies in terms of penalties. A few say it is not possible to take into account all possible degrees of excess, that there needs to be a set rule over which you are penalized more, under which you are penalized less.

As one participant suggests, Manitoba Public Insurance needs to choose a number and use it. *“I’d say 15 kilometres over becomes your limit. It would become less subjective and consistent.”* Many participants seem to rely on the police to establish what is deemed excessive, saying that if ticket changes from speeding to “dangerous driving,” the nature of the penalty on the DSR scale would also change. *“If below the dangerous driving speeding limit they should be treated the same.” “If the police see it as different, then we might see how many point they lose.”* A few disagree, saying that the penalty should be reflected in the fine they receive and not in the points they lose.

Some participants think that individuals with multiple violations should be treated differently than those with just one. It partly depends on how frequently these tickets occur. For example, some participants feel that *“if you have them every year, then there is a problem and you are tumbling a lot faster.” “It should matter and each infraction should have a stiffer penalty.”* Partly, this is to send a message to those who continue to demonstrate poor behaviour. *“Those who do not learn should face stiffer penalties.”* A few suggest that violations should be handled differently depending on whether the driver’s points are positive or negative. *“There should be a different deduction for those who are plus and those who are minus... Those drivers above zero, all offences should have the same penalty.”* Most others disagree with this approach, saying, *“It should be the same for all people no matter where they are on the scale.”*

Many disagree with a variable rate when deducting points saying that all infractions should be treated the same way regardless of the number. *“I think you lose the same number of points. I don’t think you should get more points removed just because it is happening more often.” “It should not matter how many tickets you get, all should have the same penalty.”* Partly this is because the penalties are *“open to interpretation,”* that is, not all tickets are thought to be fair or just.

### **3.3.4 Red light cameras**

Few participants agree that tickets issued by a red light camera should count against the owner of the vehicle. As one participant says, *“it goes back to punishing the car and not the driver.”* Since a red light camera cannot identify the driver, very few think penalizing the owner is fair. *“You do not know who was driving the car so it should not result in reduced points.” “It can’t have an*

*effect on your licence as you are not necessarily the driver of the car.”*

A few disagree, saying that the vehicle is the owner’s responsibility. One participant even suggested that vehicles that get multiple red light tickets should be taken off the road.

### **3.3.5 Driving with a blood alcohol content of .08**

We asked participants how many points a driver should be penalized if stopped by the police with a blood alcohol level of .08. Most participants want to deal with this driver severely: falling dramatically in terms of points and paying significantly more. However, even in this case, the seriousness of the offence is subjective. Given a driver with 10 years of good driving and +10 points, participants would see this driver fall down the scale anywhere from -20 to +5.

A few participants would drop the driver by five points, saying that since it is his/her first offence, the penalty should be significant but not extreme. *“I would have them go down 5 points at .08.”* Other participants strongly disapprove of such behaviour and would assess a more severe penalty. *“I have this huge thing about drinking and driving. Take them all away. If you were at 8 or 10, you should lose them all and go to zero. There shouldn’t be any leeway. It is pure luck they didn’t hurt someone.”* Similar logic resulted in others reducing the driver’s points even further. *“I think he should lose all their merits and go into demerits to -10.”* *“You should go to -20 no matter where you are.”*

One participant says the amount of alcohol in the driver’s blood stream should play a role in the points lost; the more over the legal limit, the greater the penalty. *“The alcohol level should affect the number of demerits.”* Others are more sympathetic, saying that one mistake should not result in such a harsh penalty. *“I don’t think they should wipe out 10 years of good driving for one bad choice....”*

In addition to the loss of points, most participants would assign a financial penalty. It would have to be enough in monetary terms to *“make it hurt.”* Many would also recommend that the driver’s licence be taken away for a time. *“Their licence should be taken away. They would start back at 0 when their licence is given back.”* *“They should go to -10 and lose their licence. They should go back into the system where they left.”* *“They should lose their licence for life.”*



A few disagree with penalizing such drivers at all on the DSR saying, *“It is a legal penalty and not a driving penalty.”* *“I don’t think tying insurance to a criminal act is right.”*

### **3.3.6 Driving with a blood alcohol level of .05**

Many participants were unclear what driving with a blood alcohol level (BAC) of .05 meant. Some asked if it was illegal. Others confused it with a BAC of .08.

A few participants disagree with the concept of being penalized for driving with a blood alcohol level of .05. *“Two beers is not a big deal and getting any penalty for this is garbage.”* *“I think 0.05 is an overreaction by politicians.”*

A few other participants say that although drivers receive a 24-hour suspension, they believe that for the purposes of the DSR scale, no penalty should be incurred for this behaviour. *“If you are not charged you should not get penalized.”* *“There should be no penalty beyond the suspension and having your car impounded.”* *“I don’t think you should get any merits taken away. The penalty is getting our licence taken away for 24 hours. If there is no accident, no other penalty is needed.”* Another would recommend no penalty *“if it’s his first offence.”* The feeling among these participants is that *“he didn’t break the law”* and therefore should not be punished.

Others would penalize the driver but not as harshly as for driving with a blood alcohol level of .08. Some equated .05 with speeding. *“They should lose one point, because they are still slightly impaired. If we are saying we would do that for speeding, we should do it for this.”* Others see it as more serious than speeding so *“you should drop a few points less than the .08 level.”* *“They should lose 5 points.”*

For some participants, if this represents a repeat offence, the punishment would be harsher. *“One point is reasonable, that is, one point for one occasion. If this is their second or third time, they’d go further down the scale.”* Others agree, *“if there is history, then they should get more points removed.”* A few think the penalty should be the same regardless of the number of times.

### 3.4 Impact of at-fault accidents

In two groups, we asked participants to assess the situation of a driver with three years of experience who has caused an accident. Four groups were asked to consider the situation of a driver with 10 years of good driving experience who has caused an accident.

#### 3.4.1 Three years, one accident

Again, participants provide very different assessments as to the impact one accident should have. The points assigned range from minus 10 to plus 2, and the dollars from \$300 to \$1,000 (or \$500 above the base). On average, participants assign -3 points and \$641 (or \$141 above the base).

	Points	Amount
Lowest points/highest amount	-10	\$1,000
Average	-2.8	\$641
Highest points/lowest amount	+2	\$300

A few participants said that someone driving for three years would have earned 3 points. An accident would cause them to lose one point, so they would have +2 points. Similarly, another showed the calculation that resulted in 0 points (+2-2=0). In other words, the driver would have earned 2 points for the two years of good driving, in his/her third year lost 2 points for causing an accident, and ended back at the base (0 points).

At the other extreme, a few participants thought that one accident after only three years of driving should cost them a significant amount in lost points (-10). Most participants think that such an accident should result in their ending up at -1 or -2 points.

As before, some assign a value to each point and penalties are added by increments of \$50 or \$100 per point. A few, while assigning a loss in points, did not assign a monetary penalty (for example, one placed the driver at -1 on the scale but say they still pay the base amount of \$500). The logic is that one accident should not have a monetary consequence (although multiple accidents would). Similarly, while one participant assigned a value of -10, she assesses the amount to be paid at \$510. In this case, the penalty is a loss of points, not a monetary penalty beyond the lost of any discount.

Many wanted to know more about the accidents. “*What type of accident? Did it result in causing death or was it a fender bender?*” As we discuss below, the participants want to consider the circumstances surrounding the accident and the seriousness of the outcomes before rendering judgment on points and penalties.

### 3.4.2 10 years and 1 accident

All participants penalized a driver with 10 years of good driving experience who causes an accident. Many made assumptions about the severity of the accident, arguing accidents that are less severe should result in less of a penalty.

As shown in Table 13, participants place this driver on the DSR scale anywhere from -10 to +8, saying s/he should pay from \$1,000 to \$150. On average, participants assign this driver -2 points and paying \$433 (or \$67 below base).

<b>Table 13: Ten years, one accident</b>		
<i>A driver with 10 years of good driving experience, who has caused an accident</i>		
	<b>Points</b>	<b>Amount</b>
Lowest points/highest amount	-10	\$1,000
Average	-1.6	\$433
Highest points/lowest amount	+8	\$150

As mentioned, participants penalized the driver anywhere from 2 points to 20 points, although in conversation, some of those who assigned negative points forgot to take into account that this driver would likely have +10 before the accident. Regardless, while some participants say causing an accident is worth 2 points off, others penalize the driver much more severely.

Some continue to link the number of points directly to the amount a driver should pay adding dollar units for each point lost. For example, one participant explained that at +10, the driver would have paid \$150, the accident would drop the points to +5 and increase the amount to \$250. As we mentioned previously, many participants separate the amount of the penalty from the points. Some remove only a few points (moving the driver from +10 to +8) but penalize the driver heavily in monetary terms (from \$150 to \$700). Another, while assigning a penalty of -6, says the driver should only have to pay \$150, \$100 more than a +10 driver.

A few think the driver's position should remain unchanged, saying the first accident should not count toward lost points. *"There should be no penalty. Although, if they have another accident within the year, they would start to lose more points. They would go down four then. And if there is a pattern then they would go down further."* *"He should have a degree of flexibility for the first accident."*

### 3.4.3 Issues of the accidents

In many of our groups, participants independently raised the issues of the severity and the circumstances of how the accident occurred. Many participants think that the penalty *"depends on the type of accident. If it is more severe, then they should have more points removed."* Several want to know how much damage it caused; was it just a *"fender bender?"* Many also want to know the circumstances, including whether poor driving was involved (e.g., speeding) and what the weather conditions were like at the time of the accident.

- **Number of accidents.** As noted above, several participants say that the first accident, especially when coming after a long history of good driving, should not count in terms of lost points or discounts. Others believe the penalty should be the same regardless of whether it is the driver's first or fifth accident. *"It should always be two points regardless of how many accidents you get into in a certain period of time."* *"If someone had an accident every 3 years, they would drop one each time."* Some think that there should be *"a larger penalty for more frequent accidents."* As one participant explains, *"If they are causing an accident every 3 years, then it increases progressively."* For some, it is the time period that is at issue, that is, how we define "frequent." One participant's reaction to accidents is that they are almost to be expected,

and “*maybe you should be allowed an accident every three years*” without penalty. Another participant’s reaction was the opposite, that an accident every three years is excessive. “*That is a lot of accidents.*” A couple of participants say that after a certain number of accidents, thought should be given to revoking driver’s licences. One participant suggests, “*After 10 accidents, you would lose your licence.*”

- **Severity of the accident.** Several participants argue that depending on the severity of the accident, penalties in terms of points and dollars should vary. As one participant says, “*It is not just causing the accident but the seriousness of the accident*” that should play a role in assessing penalties. A few suggest that accidents should be assessed based on the dollars of damage done, with “fender-benders” resulting in only a small penalty or none at all. Others believe that more severe penalties should be reserved for drivers who cause accidents that result in injury and death. As one participant asks, “*Why would you treat property damage and personal injury the same at all?*”
- **Circumstances: Driving behaviour before accident.** For many participants, it is less about outcomes and more about the circumstances leading up to the accident that are important in assessing penalties. “*It is the cause of the accident that is important.*” These participants say that the driver should be penalized more if his/her driving behaviour prior to the accident is demonstrably wrong. Someone speeding before the accident should be penalized more than someone driving at the speed limit. Someone who was “*not paying attention*” should be penalized more than someone who through “*bad luck*” gets into an accident. Someone who consumed alcohol prior to an accident should be penalized more for the accident than someone who has not. Several participants say they would rely on the police to determine whether additional penalties were warranted. For example, one participant says that when considering the number of points, more should be taken away “*if there are charges by the police.*” Other participants disagree with more severe penalties, saying that in more serious accidents, police will lay charges and this will be the driver’s punishment.

- Circumstances: Weather.** Many participants would make allowances for the driver who has an accident because “*conditions are slippery.*” Another says the driver should not receive a penalty “*if I didn’t do anything intentional, and there were road conditions that I couldn’t anticipate.*” Similarly, some linked this to the fairness of the system, saying that “*if there is snow on the street and no matter how hard you try to stop you can’t,*” it would be unfair to penalize that driver. Some disagree, saying this would be impossible to monitor and saying the driver should be still penalized because s/he was found at fault. “*If you have an accident because of crummy weather, you still get two demerit points.*” Others dismiss circumstances as playing a role in determining penalties. “*If there is an accident, 90% of the time someone has caused the accident.*”
- Percentage of fault.** A few indicate that those accidents where the driver is found to be 50% responsible should be treated differently than those where the driver is 100% responsible.

When asked how soon drivers who cause an accident should regain points, most participants say it should be no different from any other driver. This typically means one point for each year of driving without causing an accident or getting a ticket for a traffic violation.

### 3.5 Poor driving

Participants in all groups were asked to consider a driver with five years of experience, who has caused three accidents and received five tickets for traffic violations

As Table 14 shows, the points assigned to such a driver range from -1 to -20, with the average being about -13. The dollars associated ranged from \$500 to \$2,800, with the average being \$1,100 (about \$600 higher than the base).

<b>Table 14: 5 years, multiple accidents/tickets</b> <i>A driver with 5 years of experience, who has caused 3 accidents and received 5 tickets for traffic violations</i>		
	<b>Points</b>	<b>Amount</b>
Lowest points/highest amount	-20	\$2,800
Average	-12.9	\$1,109
Highest points/lowest amount	-1	\$500

Again, some assigned an amount to each point, and the amount of the penalty was simply the number of points times the fixed amount. *“I just said \$25 per point no matter if positive or negative.”* Others assigned penalties associated with the infraction and not explicitly with the points. *“I thought \$250 per accident, and \$100 per traffic violation.”* *“I assigned \$300 per accident and \$50 per violation.”*

Most participants are quite aggressive in penalizing this driver. A couple of participants even suggest that such a driver should have his/her driver’s licence revoked for a period of time. In other words, they think there is no excuse for such behaviour.

These accidents and speeding tickets were assumed to be serious offences. Participants assume that they involve situations where the driver is clearly at fault (and are not the result of inclement conditions that may have contributed to the accident). Similarly, many assume that the tickets are for serious violations and simply not exceeding the speed limit by a small amount.

### 3.6 Summary of points and amounts

Table 15 shows the average points and amounts assigned by participants. We can see that the points and dollars are not always aligned, although there is a progressive decrease in the points and increase in dollars. For example, a driver with five years of good driving would have about as many points as a driver who had had one ticket after 10 years of good driving. In terms of points, a brand new driver, on average, rates higher than a driver with a 10-year good record but one accident does. On average, the spread between the best drivers tested (10 years of good driving) and the worst (5 years with 3 accidents and 5 tickets) is 22 points and \$842.

Table 15: Driving behaviours	Average			
	Points*	Difference from top	Amount	Difference from top
TOP: 10 years of good driving	9	-	\$267	-
5 years of good driving	5	-4	\$357	\$110
A driver with 10 years of good driving experience, who has received 1 speeding ticket for driving 15 km over the speed limit	4	-5	\$383	\$116
A brand new driver	0	-9	\$485	\$219
A driver with 10 years of good driving experience, who has caused an accident	-2	-11	\$540	\$273
A driver with 3 years of experience, who has caused an accident	-3	-12	\$637	\$370
A driver with 3 years of experience, who has received 3 speeding tickets	-5	-14	\$722	\$455
A driver with 5 years experience, who has caused 3 accidents and received 5 tickets for traffic violations	-13	-22	\$1,109	\$842

\* Points have been rounded to the nearest whole number

### 3.7 Bottom end of the scale

We asked participants what it would take to be at the bottom end of the scale (-20).

Many participants had placed the driver at -20, with five years of experience, who had caused three accidents and received five tickets for traffic violations. Some think certain convictions (e.g., drinking and driving; dangerous driving) should automatically result in -20. A few participants think that there should be no lower limit in terms of points. *"I don't think -20 should be the limit."*

The amount that participants think the worst drivers should pay ranges from \$900 to \$10,000. Many are around \$1,000, saying they chose that number because it was twice the base amount. *"We have a minimum (discount), why not a maximum (penalty)? It should be capped at the other end."* Others argue that since there are other penalties, such as tickets, this is a reasonable amount. Most participants suggest amounts of around \$2,000 or less. The few that are at \$5,000 or \$10,000 say that such drivers are obviously bad and have not learned their lesson. *"They haven't learned their lesson if they are at -20."* One participant is unsure if *"there should be an upper limit,"* saying that the penalties should continue to accumulate depending on the driver's record.

Many participants believe that at a certain point, poor drivers should lose their licence. Indeed, many participants' response to how much should they pay at -20 was that *"they should lose their licence."* *"When you drop below the bottom of the scale, your licence should be taken away."* A few think loss of driver's licence should occur sooner *"at -8 they should lose their licence."* Some think these drivers should have their licence suspended for six months or a year. Others suggest that these drivers should be retested before they are eligible to get their licence, or that they pass a defensive driving course.

Few participants appear to be concerned that suspending licences may increase the chance that someone will drive without one. One participant suggests that rather than taking away a driver's licence, *"the driver should have limits on when they could drive."*



### 3.8 Regaining lost points

Most participants take the position that it should take as long to move up the DSR regardless of where the driver is on that scale. Most support the idea that if it takes a year for a good driver to gain +1 point, it should take the same amount of time for a poor driver to regain lost points. For most, such an approach is fair. *“It should work the same way both ways.” “Every infraction should be one demerit. Every year you do not have an infraction, you should get a demerit removed.” “It should take as long to gain merits as to work our way back up through the demerits.” “Same amount of time to get back to where you were, one per year.”* This means that someone with -20 points would take *“19 or 20 years to get back to zero.”*

Most accept this as the consequence of poor driving. Participants say the threat and punishment are supposed to act as deterrents. One participant asks, *“Isn’t it supposed to knock some sense in them?”* Others say that if they end up in the high negative, it is justified. *“I have no compassion for them.”* Some surmise that to end up with -20, a driver has to be driving poorly on purpose. For example, *“under my scenario if you have -20, it means you have had 10 offences. These 10 offences occurred in a relatively short period of time to get to -20. I don’t have any sympathy for him at all.” “You have to go back to the basic concept, that driving is not a right, but a privilege. You are losing your privilege and if you have done the crime, you do the time.”*

Some others are more hesitant to agree that a poor driver should have had to wait 20 years to get back to zero. *“This seems like a long time.”* Several are concerned that such a plan would not encourage them to drive better. *“My first reaction is yes, but it destroys any incentive.”* Another says there needs to be some reward to encourage poor drivers to drive better. *“What about a reward for being good?”* Another participant whose husband had received many demerits under the current system reports that the fact that he lost demerits quickly is an incentive. *“My husband was highly motivated as the number of demerits is being cut in half. That is playing a role in his driving right now. It is something that encourages him.”*

Others are concerned that these negative points are often accumulated when someone is young and *“being stupid.”* They think it is unfair to penalize someone for years after doing something foolish when s/he was young. *“20 years is a long time, especially if this happened when you were young.”* While some

think such a system would be discouraging for a young person, others say it might even be worse for an older person. There is a concern that if the older driver can see no way out of his/her negative position, it might encourage poor driving. *“There have to be limitations on it because if you are 45 years of age and get -20 demerits, you will be 60 or 70 by the time you get your licence back to base.”* *“They may never recover the lost points, so your attitude to good driving becomes, so what.”*

Others point out that in fact it might take someone even longer to get back to the base. *“People might fall down and then work their way back again. It may be over an even longer period of time”* because another ticket or accident will cause them to fall again. Some see this as demonstrating that they *“didn’t learn their lesson the first time,”* while others think it is unfair because it is just *“really bad luck”* or *“another mistake.”*

Some participants suggest alternatives for regaining points. One participant suggests one point a year for the first five years and then faster after that. The logic is that since they had proven themselves to be good drivers for five years, they should be rewarded by moving more quickly up the scale. Another suggests doubling the number of points each year so that someone at -20 would be back to zero in 10 years. One participant made the simple observation that since the negative side was twice as long as the positive, points should be regained on the negative side twice as quickly as they are on the positive. *“Based on the chart of twice as many below as above, the bottom end should move up more quickly.”* Others say that these drivers could move up the scale more quickly only if they demonstrate behaviours that indicate that they have learned their lesson or undertake activities that would improve their driving. *“In order to get points off faster, they should need to go to defensive driving.”*

### 3.9 Advice on a new system

We asked participants to independently provide some advice on a new system.

In this section, we report that:

- The most common advice given to Manitoba Public Insurance to consider when developing a new system of discounts and penalties or changing the current system are about improving discounts and merits for good driving, increasing the penalties for poor driving, and considering the circumstances of the accidents and traffic violations.
- While participants say that new drivers should start with zero points and pay a higher amount than good drivers, almost all think that under a new system, it would be unfair to have new drivers pay more than they now do.
- Under a new system, almost all participants would support the idea of poor drivers paying more, but they would be angry if they personally had to pay more.

#### 3.9.1 Advice to Manitoba Public Insurance

We asked participants to provide one piece of advice that they would give Manitoba Public Insurance when developing a new system of discounts and penalties.

- **Merits/demerits.** The most common advice is in regard to merits and demerits. This includes advice that there should be more merits, the number of merits and demerits should be balanced (same number on each side), merits should not be lost so quickly, the points should be added and deducted at the same rate, and greater discounts should be associated with the higher number of merits.
- **Poor drivers.** Many want harsher penalties for poor drivers (partly because they assume that if poor drivers pay more, good drivers would pay less). Some say that consistently poor drivers should have their licences suspended. Others take the opposite position, that it is not Manitoba Public Insurance's job to penalize these drivers and that this should be left to the courts.

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- **Good drivers.** As suggested above, many want good drivers to be better rewarded. As one participant wrote, *“Make the reward tangible.”*
- **Circumstances.** Several advise Manitoba Public Insurance to take the circumstances of an accident into consideration. This is to address perceived unfairness of the current system. Some participants say that some types of accidents are beyond their control and should not count against an individual’s driving record. Others say that the seriousness of the accident should be considered, and less serious accidents may count for less than more serious ones. As one participant wrote, *“Not all accidents are preventable and not all are equal.”* Some advise that any new system should not penalize drivers for receiving tickets for speeding or not wearing a seat belt. Similarly, others say that the penalties in terms of points should be flexible depending on the nature of the offence (e.g., depending on the speed over the limit, the points lost should be greater). Others say that in a new system, a traffic offence should not result in a penalty if the driver has a long-term good driving record.
- **Make it fair.** Several participants generally advise making the system fair.
- **New drivers.** One participant says the new system should allow new drivers to prove themselves before they are penalized.

These and other points of advice provided by participants are found in Table 16.

<b>Table 16: Advice to Manitoba Public Insurance</b>	
<i>In developing a new system of discounts and penalties, what one piece of advice would you give Manitoba Public Insurance?</i>	
<b>Theme</b>	<b>Participants wrote...</b>
Merits/demerits	<ul style="list-style-type: none"> <li>-No limit on merit points.</li> <li>-The demerit/merit system should be more equal (1 demerit = 1 merit). No maximum or same maximum amount at either end.</li> <li>-Award a long time driver (20 years and over) with more merits and consider a one-time only warning or adjust offence such as a minor speeding ticket under 10 km/hour. Good drivers deserve recognition and bad drivers could use incentives to improve.</li> <li>-Review the merit versus demerit system (time frame).</li> <li>-You should look at more than 5 merits and discounts per merit.</li> <li>-Increase the number of merit points one can accumulate from the current 5. Get rid of no-fault insurance.</li> <li>-Give more merits and monetary incentives for good driving rewards.</li> <li>-Raise the ceiling on merits along with monetary incentive. Suspend licences after 10-15 demerits.</li> <li>-Reward good drivers and penalize bad drivers. More merit points. Try to develop a system that is fair to all. This is a very difficult task!</li> <li>-Keep similar systems (i.e., one merit point per two years driving) but allow to go up to 10 merits.</li> <li>-Give or allow more merits so that good drivers can accumulate.</li> <li>-Deduct points and add points at the same rate.</li> <li>-Allow the merit system to go up to +10 points.</li> <li>-Reduce the time taken to achieve discounts. This will encourage drivers to be more careful since they will not want to lose their discount.</li> <li>-Do not have the driver start back at year one of the two years. It takes too long to collect a merit based on ONE NON-SERIOUS</li> </ul>

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<b>Table 16: Advice to Manitoba Public Insurance</b>	
<i>In developing a new system of discounts and penalties, what one piece of advice would you give Manitoba Public Insurance?</i>	
<b>Theme</b>	<b>Participants wrote...</b>
	<i>ticket (i.e., seatbelt, slight speeding).</i>
<b>Consider circumstances of accidents/tickets</b>	<ul style="list-style-type: none"> <li>-To look at the total picture when dealing with an infraction someone has had.</li> <li>-Make it a system that has an adjustable measure to allow for cases outside of the written rules.</li> <li>-To look at all the facts.</li> <li>-Be fair. Most of the time, the decision favours MPIC because of the no fault.</li> <li>-Circumstances should be taken into account so that it is equal and fair.</li> <li>-Review the no at fault accident basis. It is still possible to have "an accident."</li> <li>-Not all accidents are preventable and not all are equal.</li> <li>-The system has to be more equitable for all concerned and take into account all types of scenarios.</li> <li>-To look at the merit of the accident.</li> <li>-Carefully differentiate among penalties. Traffic infractions should be equal and all police should use same standards for enforcement.</li> <li>-Be nice. The RCMP is guesstimating tickets and penalties that they hand out.</li> <li>-Evaluate seriousness of offence whether speeding or causing an accident and this should influence the penalty whether demerits or monetary. Merits and discounts are currently reasonable.</li> </ul>
<b>Poor drivers</b>	<ul style="list-style-type: none"> <li>-Harsher penalties for impaired drivers (driving under the influence of alcohol or drugs).</li> <li>-Keep it fair for all drivers of all skill levels best keep in mind that MPI has to break even. Bad drivers should pay more but good drivers need an allowance for bad luck.</li> <li>-Develop a system that identifies the poor drivers (i.e., dangerous,) and make them more responsible. I don't want a discount on my insurance if I don't feel safe on the road!</li> <li>-Suspend BAD drivers for three to five years. Keep in jail on the weekends. Fines would be making them pay room and board for the weekend.</li> <li>-Make poor drivers take courses to improve their driving.</li> <li>-Manitoba Public Insurance is an insurance business and needs to remember that. Get the courts to impose the penalties and restrictions. Lessen penalties for a less severe accident. More severe penalties for repeat and severe accidents.</li> <li>-There are so many possible situations. Try to implement a manageable, efficient system taking as many of these situations into account as possible. Try to have the irresponsible drivers punished and take accidents into consideration.</li> </ul>
<b>Good drivers</b>	<ul style="list-style-type: none"> <li>-Reward good drivers with no accidents substantially. Hit the bad ones.</li> <li>-Continue to reward good drivers and lower rates.</li> <li>-Do not penalize drivers for medial reports, especially those drivers who have a good driving record. Be fair.</li> <li>-For discounts, increase allowances for safe driving records over 5 years. For penalties, drunk driving fines 2 times – take away licence.</li> <li>-Reward good drivers with lots of years of driving experience. Make the reward tangible. A good driver doesn't need points to lose.</li> <li>-Make it more of an award system for good driving.</li> <li>-Based on discussion. Incentive for anyone to be a good/safe driver is essential. Number of merits earned should be reflected in discounts. As for speeding, accidents and circumstances should be examined. Of course, everyone will continue to think they are not at fault, but a similar penalty should be applied to accidents.</li> </ul>
<b>Make it fair</b>	<ul style="list-style-type: none"> <li>-Develop a fair incentive program ensuring it is consistent. Make sure that the system offers incentives for both those on the plus and minus sides.</li> <li>-To be fair, review the overall system in place and apply fairness/improvement to the new system.</li> <li>-Be fair.</li> <li>-Be fair, be consistent.</li> <li>-Fairness and consistency.</li> <li>-Make the system fair.</li> <li>-Be fair and equal.</li> <li>-Use a fair and just system of rewarding and penalizing drivers which must be equal.</li> </ul>
<b>New drivers</b>	<ul style="list-style-type: none"> <li>-Give the beginners the chance to prove themselves to be a good or bad driver.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>-Premiums should be an individual thing. Not all people who ride motorcycles are irresponsible.</li> <li>-Get the penalty on to the driver and not the car and factor in exposure as part of risk (e.g., truck driver compared to once a week driver).</li> <li>-Go back to the old system where MPIC did insurance and Manitoba Department of Transportation controlled driver licencing.</li> <li>-I would like to see driver's licence stay separate from vehicle insurance.</li> <li>-Lobby for more RCMP to police the roads.</li> <li>-Consideration of both drivers (i.e., driving record good or bad, experience).</li> </ul>

### 3.9.2 One change to current system

When asked what one change they would make to the current system, many participants provided responses similar to those above. Participants want these aspects of the current system changed:

- **Merits.** Participants want a system that allows them to earn more merits and greater discounts.
- **Penalties.** Participants want a system that gives stiffer penalties for bad driving, especially speeding, reckless driving, and driving while impaired. Some specify that repeat offenders need to be targeted and that in some cases, their licences should be suspended.
- **Consider circumstances.** As mentioned, participants want Manitoba Public Insurance to render judgments that take into account circumstances particular to the accident (e.g., weather conditions).
- **Assigning fault.** Several say that the current method of finding fault is unfair and tends to find both parties at fault.
- **Due process.** Several participants return to an earlier concern with the existing system. They want accidents judged in a more independent, impartial manner than they are now.
- **Cost of driver's licence.** A couple of participants think their driver's licence should be less expensive and require renewal less often.
- **Planned changes.** Two participants recommend changes that are currently planned. One wants to pay for his licence where he buys his insurance. The other thinks it is unfair that under the current system, owners of multiple vehicles are "*hit harder*" than someone with one.

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<b>Table 17: One change to current system</b>	
<i>Thinking of the current system, what one thing would you most like to see changed?</i>	
<b>Theme</b>	<b>Participants wrote...</b>
More merits/ discounts	<ul style="list-style-type: none"> <li>-No limit on merits and benefits for good drivers.</li> <li>-Bigger discount for merit points.</li> <li>-Top limit of 10 merit points.</li> <li>-Make the reward side fairer.</li> <li>-Merits/demerits system.</li> <li>-Overall, I think the system is somewhat fair. It would be nice to have the availability to earn more merits with a bit more incentive.</li> <li>-Cheaper rates, more benefits for good driving, stricter penalties.</li> <li>-More rewards for good drivers; that is, those with good driving records. Good drivers pay less. Bad drivers pay more.</li> <li>-Increase in merit system.</li> <li>-Merits earned more quickly. One per year.</li> <li>-Increase the amount of merits possible. Do not charge a one-time surcharge for one accident in 10 years. Move toward same system as in Alberta \$50 for 5 years.</li> <li>-Make merits and demerits equal each other.</li> <li>-Being able to accumulate more merits and pay less so you accumulate.</li> <li>-The dollar system for points received.</li> <li>-Number of merits accumulated versus number of demerits assigned for each accident.</li> </ul>
Stiffer penalties	<ul style="list-style-type: none"> <li>-Stiffer penalties for speeding and drunk driving.</li> <li>-More effective penalty for repeat offenders (i.e., loss of driving privileges for some period of time).</li> <li>-Drivers with numerous traffic violations not only have to pay for insurance, but also include their licence pulled for certain length of time (depending on situation, like at-fault).</li> <li>-Greater penalties for poor and reckless driving. The difference between being pulled over for an infraction and causing an accident is being pulled over.</li> <li>-Penalties should be assessed against the actual driver. Do not grab the money and make no allowance for penalties.</li> <li>-Tougher penalties for repeat offenders.</li> <li>-No tolerance for impaired driving.</li> </ul>
Consider circumstances	<ul style="list-style-type: none"> <li>-A fair system that allows for the human factor. Individuals should come first.</li> <li>-The way that penalties are laid should be more fair.</li> <li>-No loss of merits or increase for minor single vehicle accidents.</li> <li>-If somebody has a single vehicle accident with nobody else involved they shouldn't have to pay \$200 on their licence.</li> <li>-Demerits are applied to incidents that should not have demerits (i.e., seat belt infractions) and are not applied to things like driving while talking on a cell phone.</li> </ul>
Assigning fault	<ul style="list-style-type: none"> <li>-No fault insurance! There is usually someone at fault.</li> <li>-The 50/50 situation is an accident.</li> <li>-In the current system, what I would like to change is that one's driver's licence should not be affected when both parties are at fault in an accident.</li> <li>-Assigning fault for accidents should be clear and concise. Police are not trained to assign fault.</li> <li>-No-fault or both at-fault accidents introduced (i.e., at non-marked intersections, swerving to miss a jay walker, etc.).</li> </ul>
Due process	<ul style="list-style-type: none"> <li>-The one who is charged 50/50 fault pays \$25 to have the accident reviewed and is not allowed to speak to the judge to explain the case.</li> <li>-You must be able to have a recourse if you feel that you have been treated unjustly.</li> <li>-Some sort of appeal system to adjust for extenuating circumstances like weather, swerving to miss a person and hitting a parked car, etc.</li> <li>-We need impartial, non-MPI adjustors who are answerable to us – not to Autopac.</li> </ul>
Drivers licence	<ul style="list-style-type: none"> <li>-Cheaper licensing renewals.</li> <li>-Driver's licences good for five years at a reasonable cost on one laminated card.</li> </ul>
Planned changes	<ul style="list-style-type: none"> <li>-Multiple vehicles with one driver get hit harder than those that have only one vehicle when fees are paid and surcharges are placed on vehicle insurance.</li> <li>-I would like to pay for my driver's licence where I get my Autopac.</li> </ul>
Older drivers	<ul style="list-style-type: none"> <li>-Target the 16 year+ drivers and make them earn the right to get behind the wheel. Merit points should be earned.</li> </ul>
Other	<ul style="list-style-type: none"> <li>-I don't understand all aspects of the system. Merit system and replacement value of car write-offs due to theft and the owner does not need to be the loser.</li> <li>-Fair value for the cars in the accident.</li> <li>-Treat motorcycles a little more gently when pricing is considered.</li> <li>-Separate MPIC and Driver Licencing.</li> <li>-Lower motorcycle premiums. High mileage discounts.</li> <li>-The fact that someone pays more for insurance based on what group their car is in.</li> <li>-Rescind the no fault. The current system was implemented when reserves were low. This is not the case any longer.</li> <li>-Medical records should be covered by MPI.</li> <li>-I kind of like the current system and have been treated well by it.</li> </ul>

### 3.10 Impact of a new system

We asked participants what their reaction would be if the new system resulted in different scenarios.

#### **Good drivers pay less**

Most would be very pleased if good drivers pay less because they assume they are good drivers. Indeed, the fact that most of our participants had 5 merit points means that they are good drivers.

#### **New drivers pay more**

Most do not like the idea that new drivers would have to pay more. They think this is “*unfair*” and even “*cruel*.” Participants say that this is penalizing new drivers, having them start “*in the hole*.” Rather than punishing them, the system should encourage them to drive better by giving them a discount. Some say the current system already penalizes new drivers and ask why the new system would have to increase such penalties. Some say it is not right for the new system to be “*taxing*” new drivers to lower the costs for older drivers. Besides, others say, there are not enough new drivers to offset larger discounts for good drivers.

A few understand the logic of making new drivers pay more, but still do not like it. As one participant says, “*It is fair, we hate it, but it is fair.*”

Some do not think the idea of new drivers paying more is unreasonable. While one participant simply says that since he is not a new driver he does not care, some think it is reasonable that inexperienced new drivers should pay more until they prove themselves worthy of discounts. See Table 18 (next page) for comments.



<b>Table 18: New drivers pay more</b>	
<b>Theme</b>	<b>Participants said...</b>
Unfair	<ul style="list-style-type: none"> <li>-I can't see that being fair.</li> <li>-That is just cruel.</li> <li>-So a new driver becomes a bad driver. Bad drivers pay more and good drivers pay less.</li> <li>-Where is the equality and fairness? Why should a new driver pay more?</li> <li>-That is the same as saying to start them in the hole.</li> <li>-They shouldn't be penalized up front.</li> <li>-That's not fair.</li> <li>-Why penalize the new driver as they are coming into the system?</li> <li>-But aren't they already being penalized more?</li> <li>-You are just taxing someone else, and it is not fair.</li> <li>-This just means that parents will have to pay more, so the good drivers are paying more again.</li> <li>-It is just an assumption that every new driver will be a bad driver, so it is unfair that they automatically be charged more.</li> <li>-There are not enough new drivers to offset the costs.</li> <li>-You will end up punishing people more than offering them a carrot.</li> </ul>
Fair	<ul style="list-style-type: none"> <li>-I think it is fair that they pay more.</li> <li>-That's fair – it's a new system.</li> <li>-I wouldn't object to that, if I was a new driver I would object.</li> <li>-As long as it was not a lot more they should have to pay.</li> <li>-Driving is privilege and there should be a cost to it. We should not have to pay, it would be quite outrageous, but is okay for new drivers to pay more.</li> <li>-I said for new drivers at zero. I would expect they would have to pay more as they haven't earned anything. They have to start somewhere.</li> <li>-The need to start off at the base.</li> <li>-There should be some difference in payment for young drivers.</li> </ul>

**Poor drivers pay more**

Most would support the idea of poor drivers paying more. *“If my driving record was less than favourable, I’d know why you are paying more.”*

**If they had to pay more**

When asked how they would react if they received an invoice under the new system and they had to pay more, most said they would be *“upset,” “mad,”* or *“angry.”* They consider themselves good drivers and would want to know why they have to pay more. *“Why should you have to pay more? I would hope they would make poor drivers pay more.”*

Others are more accepting. While admitting that they would be momentarily aggrieved, they contend that if the reasons for the increase were clearly explained, showing them how they could reduce the costs in the future, they would accept the increase. A few say any such change should be *“phased in”* so the increase each year is not large. One participant says that such an increase would make him rethink whether he is actually a good driver. See Table 19 (next page) for participants’ comments.

**Manitoba Public Insurance**  
**Driver Rating System: Focus Groups—June 26, 2006**

<b>Table 19: Reaction if they had to pay more</b>	
<b>Theme</b>	<b>Reaction according to participants</b>
Be upset	<ul style="list-style-type: none"> <li>-Anger.</li> <li>-I wouldn't be happy.</li> <li>-It doesn't matter what the government does, we are unhappy.</li> <li>-Someone is going to get hurt with a new system.</li> <li>-That's a load of sh*t.</li> <li>-I would not be happy.</li> <li>-This system is not bad enough that it merits increasing my costs.</li> <li>-The system should not have to charge more to drivers in order to fix the system.</li> <li>-You do not have a choice, if you want to drive you will pay.</li> <li>-I would not be happy if you had to pay more.</li> <li>-If you are a good driver and you get money back this would be good.</li> <li>-I would not like to pay out a lot.</li> </ul>
Would want to know why	<ul style="list-style-type: none"> <li>-If you would know why you are paying more – even if you are paying more, you are still going to be mad.</li> <li>-If they change the system they will do a campaign with explanations of how the new system is going to be. If they have itemized your accidents, etc, to explain to you why you are paying more, I might accept it.</li> <li>-I would definitely want to see how they came to that conclusion and if it made sense, then there is not much you can do about it anyway. I'd be willing to accept it if it made sense.</li> <li>-I would like to know but if it made sense that would be fine.</li> <li>-There would have to be a reason for sure.</li> <li>-Why would I be paying more?</li> <li>-The biggest thing is we need to know. If it just said this and opened it up and that is what it said, that would be a problem.</li> <li>-If there is enough explanation, would be fine.</li> <li>-For me just because they explained why doesn't mean that it makes it less painful.</li> <li>-Like any adjustment, if it is explained adequately, then it will be accepted more readily than it would otherwise.</li> </ul>
Phase in	<ul style="list-style-type: none"> <li>-Would be phased in from the time.</li> <li>-Phase it in to create less uproar.</li> <li>-What is in place is probably not all that different.</li> </ul>
Expectation	<ul style="list-style-type: none"> <li>-Am good driver so I'd expect to pay less. I think we all pay relatively the same until we lose our merits, etc.</li> </ul>
Reassess driving	<ul style="list-style-type: none"> <li>-It makes you take stock of yourself now. I wouldn't be mad at MPI, I would be mad at myself.</li> </ul>

#### 4.0 Summary and conclusion

Good driving and a good driving record are two different things, according to participants. The former represents actual behaviour, while the latter is often said to be a matter of luck. Similarly, although not to the same extent, poor driving and a poor driving record are not necessarily synonymous. A poor driving record is in part “*bad luck*,” but there is a greater consensus that poor driving will result in a poor driving record.

The current system of penalties and discounts attempts to treat everyone the same way and thus is fair in terms of being equitable. However, most of our participants think the current system is only somewhat fair or unfair. In part, this reflects the fact that most participants do not have a good understanding of the current system. But also, it is a result of what they understand fairness to be. When asked to define the term, only a few spoke of a system that is equitable or consistent. Most others stress other aspects of fairness. Many say that a fair system is one that is just, that is, one in which decisions are made impartially and based on full information from all sides of the issue. Thus, they think a fair system is one that involves a judicial process. For others, a fair system results in reasonable outcomes given the circumstances.

The reasons the current system is not said to be completely fair, partly reflect participants’ own definitions of fairness, but also reflect some more practical considerations. Many say that the current system is unfair because it does not take into account circumstances surrounding an accident or the traffic violation. Similarly, some believe the outcomes of certain offences are not reasonable. Others think the system does not do enough to reward good drivers (e.g., there should be more merit points) or penalize poor drivers. Some participants think the current system is too tough on good drivers, making it easy to lose merit points and difficult to regain them.

In many ways, what is fair is in the eyes of the beholder. Certainly, regardless of the changes adopted by Manitoba Public Insurance, not everyone will agree that the new system is totally fair. The goal should be for the Corporation to adopt changes that make the system simpler to understand and more equitable in its application. While these changes will not address the issues raised above, they will strengthen the case that the new system is fair.

Most participants react to the proposed DSR scale positively, although independently in most groups, at least one participant

asked why the scale is not balanced. Participants think that, to be fair, good drivers should be rewarded with as many positive points as poor drivers are penalized with negative points. This is partly a gut reaction and may change if the reasoning for the scale is explained.

There is much commonality among participants in terms of how they think the scale should reward good drivers. Most would see a point assigned for each year of good driving (that is, a year without an at-fault accident and tickets for traffic violations). Most also say that an increasing discount should come with each point. Participants think that good driving should be rewarded over the long term; that the amount of the discount needs to increase. This appears to be based on the simple principle that it is unfair for drivers with different numbers of years of good driving to receive the same discount.

Most participants place new drivers at the base amount. However, this cannot be interpreted as supporting higher charges for new drivers. Rather, given a scale that identifies the base as zero, most participants say that it is logical for new drivers to have to earn their points by demonstrating that they are good drivers.

There is much less consensus as to how poor driving behaviours should be penalized. While generally there is an order of magnitude to each of the poor driving behaviours, the actual penalty is very subjective and is based on participants' impressions of the seriousness of the behaviour. Most participants also strongly believe that to be fair, both the circumstances and the outcome of an accident should play a role in setting a penalty.

Most of our participants think of themselves as good drivers (indeed, most had five merit points). Any new system that results in their having to pay more will be seen as unfair. While many of our participants would accept higher rates if the Corporation explained why, most would be upset or angry. Indeed, any new system that results in good drivers paying more will erode any good will the Corporation has built up with its customers.

These results demonstrate that in many ways, each individual has his or her own criteria of what is fair and what is not, in terms of both how the system works and how penalties are assessed. Any new system will be assessed as more fair if it treats people equitably, is well explained, and is simple to understand. However, it is unlikely that all customers will say that any system of insurance discounts and penalties is completely fair.

## **APPENDIX A**

### Moderator's Guide and Questionnaires

## Moderator's Guide

### 0:00 Good evening 0:10

We are going to spend the next couple of hours talking about how Manitoba Public Insurance determines how much customers should pay for their licence and vehicle insurance. We will spend the next 2 hours mainly talking, but I will also be getting you to complete some questionnaires. The point of this meeting is for us to get your opinions. There are no right or wrong answers, so please feel free to provide your honest feelings.

Before we begin, I have some meeting rules to share with you.

- ▶ Please try to speak one at a time, so the entire group can hear your comments.
- ▶ To ensure everyone has an opportunity to speak, I may call on you to get your opinion. Conversely, I may interrupt you, not because what you have to say is not important, but to allow others the opportunity to speak.
- ▶ Please speak up because we are audio-recording the session. None of you will be identified, but once we are done, I have to write a report and I will need to review what was said in the groups.

### [REFERENCE TO VIEWERS]

Any questions?

### 0:10 INTRODUCTION 0:05

First, let's go around the table and I would like each of you to introduce yourself and tell us a bit about yourself, how many vehicles your household has, and your general impression of Manitoba Public Insurance.

### 0:15 DRIVING HISTORY 0:10

1. What does it mean to you if someone has a good driving record? Is this different from being a good driver? How much of having a good driving record is "luck"?
2. What does it mean to you if someone has a poor driving record? Is this different from being a poor driver? Again, to what extent is this a matter of "bad luck"? How does this differ from someone who frequently causes accidents or frequently get tickets?



**0:25 FAIRNESS OF THE CURRENT SYSTEM 0:15**

## HAND OUT QUESTIONNAIRE 1

3. What does fair mean to you? Based on what you know of the current system, is this system of discounts and penalties fair? (PROBE: What do you mean by flexible? If a program were to be more flexible, is it possible that it create rules that were applied differently depending on the driver – making it less fair?)
4. Thinking about the current system of discounts and penalties, what parts do you consider to be unfair (or could be more fair)? What do you consider to be fair, that is, needs no improvement?
  - Issues regarding merits: Probe - Why is it important to have 5 merits? For the discount? As a buffer against accidents? Not enough reward for long-term driving
  - Issues regarding rates / costs – good driver discount, bad driver penalty
5. As you may know, the current system is meant to encourage and reward good driving and discourage or penalize bad driving. Do you think it does this? What do you think are the best ways to encourage good driving? What are the best ways to discourage bad driving?

**0:40 CURRENT SYSTEM 0:60**

I want you to imagine that there is no current system for giving discounts to good drivers and penalties to bad drivers. You are asked to help design such a system of discounts and penalties that rewards good drivers and penalizes poor drivers.

(HAND OUT QUESTIONNAIRE 2)

A Driver Safety Rating system is devised that starts at 0 and goes up to plus 10 for good drivers, and goes down to negative 20 for bad drivers.

I would like you to imagine you are in charge of setting discounts and penalties. In this system there would not be separate discounts and penalties for the driver's license and vehicle insurance – these would be combined as one. For this example, we assume the base amount is \$500.

Review each of the drivers and, based on this information, please indicate the rating you would assign the driver safety index (-20 to +10).



Let's look at the first three, 10 year, 5 year and new.

6. What driver safety rating would you give a driver with 10 years experience, who has never caused an accident and has never received any tickets for traffic violations (not including parking or red light camera)? Why? How much does this driver pay?
7. What about the driver with 5 years experience, what rating did you give this driver? Why?
8. What rating would you give a brand new driver? Why?
9. What rule did you use to slot these drivers? How often should drivers accumulate an extra point? When should new drivers begin to collect good points, after they finish GDL or as soon as they get their beginner's license?
10. What type of discount would you give the best driver? Is there a point on the scale where drivers' would no longer receive a discount but could have additional "good driver points" to protect themselves against future accidents or tickets.

### **Convictions**

11. What driver safety rating would you give someone who has been driving for 10 years, and has receives one speeding tickets for driving 15 km over the speed limit? Where would they be on the scale? Should they have to pay more? Why?
12. Does it matter how fast over the speed limit someone goes? Do they fall the same amount regardless? Why? Why not?
13. Does it matter where they start on the scale? (Someone with 0 would fall the same number of point as someone with 10?)
14. Does each ticket move the down the scale the same amount? Does it matter how many they get over time, for example, say they had 3 tickets?
15. Should red-light camera tickets be considered?
16. How many points should someone lose if they are convicted for impaired driving (i.e., BAC level of .08)? Does it matter where they are on the scale?
17. How many points should they loose if they are stopped and have a BAC of .05, which currently results in a road-side suspension? Again, does it matter where they are on the scale?





**Accidents**

18. What driver safety rating would you give someone who has been driving for 10 years and then causes an accident? Where would they be on the scale? Why?
19. Should each additional accident result in the same loss? What should be done with those who cause several accidents in a short time – say three accidents in two years?
20. Are there some kinds of accidents that a person causes but for which they should not lose points? For example, should a fender bender have the same penalty as an accident in which someone is injured? What about an accident that results in someone being killed?

**POOR DRIVERS**

21. What driver safety rating would you give to someone with five years of experience, who has caused three accidents and received five tickets for traffic violations? How much should they pay? Why?
22. How long should it take to get back to where the person started before having the accident? How long should it take someone to get from -10 to 0? Should it take as long for someone to lose negative points as it does to gain positive? Why?
23. What is the most that a very poor driver should have to pay? Is there a point at which they should lose their licence?
24. (If not brought up) What do you think of the scale of -20 to +10? Does it matter that it is not balanced? Why/why not?

**1:40 FINAL ASSESSMENT 0:20**  
(HAND OUT QUESTIONNAIRE 3)

Now let's assume a scale like this was adopted. In creating such a scale, the goal would be that overall the new system would be cost neutral – meaning the overall money paid out in discounts and collected as penalties would be the same. However, it is likely the some drivers will end up paying more, and some drivers would end up paying less.

25. What would be your reaction if you had to pay more than your current pay for both your license and insurance? Why? What if you had to pay less? What if new drivers had to pay more so that good drivers receive a greater discount?
26. If you could change one thing about the current system, what would it be? Would this change make the system more fair? Why?

**Thank you for your time.**



### Questionnaire 1

1. In your own words, define what the word 'fair' means to you. (That is, if you said a process is 'fair,' what do you mean?)

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2. Thinking of your definition above, how fair is the current system of merits and demerits?

- ±<sub>3</sub> Very fair
- ±<sub>2</sub> Somewhat fair
- ±<sub>1</sub> Not fair

3. Why do you consider it fair or not fair?

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**Questionnaire 2**

Imagine you are designing a new system of discounts and penalties. The new system has more ‘merit’ points to reward good drivers. Similarly, it has ‘demerits’ to penalize poor drivers. In this system there would not be separate discounts and penalties for the driver’s license and vehicle insurance – these would be combined as one. Assume, for this example, the base amount is \$500.

	<b>Driver safety rating</b>	<b>Amount</b>
<b>Safe driving Bonus</b>	+10	
	+9	
	+8	
	+7	
	+6	
	+5	
	+4	
	+3	
	+2	
	+1	
<b>Base</b>	<b>0</b>	<b>\$500</b>
	-1	
	-2	
	-3	
	-4	
	-5	
	-6	
	-7	
	-8	
	-9	
	-10	
	-11	
-12		
-13		
-14		
-15		
-16		
-17		
-18		
-19		
<b>Poor driving penalty</b>	-20	

Please consider the following drivers and assign them a driver safety rating (-20 to +10). Also indicate how much more or less the driver should pay.

	<b>Driving record</b>	<b>Driver safety Rating (+ or -)</b>	<b>How much should they pay?</b>
a.	A driver with 10 years experience, who has never caused an accident and has never received any tickets for traffic violations		\$
b.	A driver with 5 years driving experience, who also has no accidents or tickets		\$
c.	A brand new driver		\$
d.	A driver with 10 years of good driving experience, who has received 1 speeding ticket for driving 15 km over the speed limit		\$
e.	A driver with 10 years of good driving experience, who has caused an accident		\$
f.	A driver with 5 years of experience, who has caused 3 accidents and received 5 tickets for traffic violations		\$



### Questionnaire 3

1. In developing a new system of discounts and penalties, what one piece of advice would you give Manitoba Public Insurance?

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2. Thinking of the current system, what one thing would you most like to see changed?

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## **APPENDIX B**

### Recruitment Guide



**RECRUITING GUIDE – MANITOBA PUBLIC INSURANCE  
Driver Safety Rating System**

Interviewer ID: \_\_\_\_\_ CATI \_\_\_\_\_ Telephone number: \_\_\_\_\_

I=am calling from Prairie Research Associates, an independent research firm based in Winnipeg.

We are conducting a number of small group meetings in Winnipeg/Brandon on behalf of Manitoba Public Insurance with drivers who make decisions about their household’s vehicle insurance. In the group meetings, we will be talking about how much people pay for their driver's licence and insurance.

These small group meetings will involve about 8 to 10 individuals like yourself, will take about 2 hours, and you will receive \$50 for your time. We hope you might be able to attend.

**Additional introduction for respondents who were surveyed:**

Someone from your household responded to a survey we were conducting for Manitoba Public Insurance a few weeks ago on the topic of how much people pay for their driver’s licence and insurance. You may find that a few of these questions sound similar to the questions we asked you in the survey, but we are asking these questions again just to confirm the information.

I have just a few questions to ensure you are in the right group.

1. Are you, or any members of your family, involved in any of the following businesses? *(End with thanks if yes to any of the following.)*

Insurance industry	1
Market research	2
The media	3
Advertising	4

2. Do you currently have a valid driver’s license?

Yes	1
No	0 (END WITH THANKS)
Don’t know	8 (END WITH THANKS)

3. How many vehicles does your household own or lease?

\_\_\_\_\_ (Maximum of 3 per group with 0 vehicles in household)

4. Are you responsible for the insurance decisions for one or more vehicles in your household?

Yes	1
No	0 (Maximum of 3 per group who not decision maker)

5. Do you have a vehicle registered in your name?

Yes	1
No	0



**Manitoba Public Insurance  
Driver Rating System: Focus Groups—June 26, 2006**

6. How many merits (merit points) do you currently have on your driver’s licence?

\_\_\_\_\_

Some merits (don’t know how many)	77
No merits	00
Don’t know	88

7. In Manitoba, if you cause an accident, or if you are convicted of certain kinds of traffic offenses, you may pay more for your licence and your Autopac insurance. Similarly, if you are accident free and have no traffic offenses, you receive discounts for both your licence and Autopac Insurance. Would you say that the current system of discounts and penalties is fair or unfair?

Very fair	4 (Group 1, 3, 5)
Somewhat fair	3 (Group 1, 3, 5)
Somewhat unfair	2 (Group 2, 4, 6)
Very unfair	1 (Group 2, 4, 6)
Don’t know	8 (END WITH THANKS)

8. People will find themselves, from time to time, driving faster than the speed limit. When you are driving, how frequently do you exceed the speed limit? Would you say you....

Never speed	0
Rarely speed	1
Occasionally speed	2
Often speed	3
Very frequently speed	4
Don’t know	8 (DON’T READ)

**(This is speeding in general – on streets in cities and towns and on highways.)**

9. How many at-fault accidents, that is accidents for which you have been found responsible, have you had as a driver in the last 3 years?

\_\_\_\_\_ Don’t know 8

10. How many traffic tickets have you received in the last 3 years? This does not include parking tickets or tickets from red-light cameras.

\_\_\_\_\_ Don’t know 8

**Manitoba Public Insurance**  
**Driver Rating System: Focus Groups—June 26, 2006**

I have just a few more questions.

11. Have you participated in a focus group discussion in the past 6 months?

- |            |                              |
|------------|------------------------------|
| Yes        | 1 ( <i>End with thanks</i> ) |
| No         | 0                            |
| Don't know | 8 ( <i>End with thanks</i> ) |

12. Of the following statements, which would you say describe you and which do not describe you?

	<b>Describes me</b>	<b>Does not describe me</b>
I feel comfortable talking with people I just met	_____	_____
My friends would say I have no problem expressing my opinion	_____	_____
I enjoy talking about issues of importance	_____	_____
I'm often shy around new people	_____	_____
I like to try new and different things	_____	_____

13. What **age** are you? (GET A MIX)

- |             |   |
|-------------|---|
| 18 to 29    | 1 |
| 30 to 44    | 2 |
| 45 to 54    | 3 |
| 55 to 64    | 4 |
| 65 or older | 5 |

14. GENDER

- |        |                              |
|--------|------------------------------|
| Male   | 1 (Get a mix for each group) |
| Female | 2 (Get a mix for each group) |





**Manitoba Public Insurance  
Driver Rating System: Focus Groups—June 26, 2006**

**WINNIPEG – MONDAY, MAY 15<sup>TH</sup>**

**GROUP 1: VERY OR SOMEWHAT FAIR**

Can you attend a small group meeting at the offices of Prairie Research Associates, 5<sup>th</sup> Floor, 363 Broadway Avenue on **Monday, May 15<sup>th</sup> at 6 p.m.?**

Yes, definitely		Maybe**	No
1	2	3	

**GROUP 2: SOMEWHAT OR VERY UNFAIR**

Can you attend a small group meeting at the offices of Prairie Research Associates, 5<sup>th</sup> Floor, 363 Broadway Avenue on **Monday, May 15<sup>th</sup> at 8 p.m.?**

Yes, definitely		Maybe**	No
1		2	3

**WINNIPEG – TUESDAY, MAY 16<sup>TH</sup>**

**GROUP 3: VERY OR SOMEWHAT FAIR**

Can you attend a small group meeting at the offices of Prairie Research Associates, 5<sup>th</sup> Floor, 363 Broadway Avenue on **Tuesday, May 16<sup>th</sup> at 6 p.m.?**

Yes, definitely		Maybe**	No
1	2	3	

**GROUP 4: SOMEWHAT OR VERY UNFAIR**

Can you attend a small group meeting at the offices of Prairie Research Associates, 5<sup>th</sup> Floor, 363 Broadway Avenue on **Tuesday, May 16<sup>th</sup> at 8 p.m.?**

Yes, definitely		Maybe**	No
1		2	3



**Manitoba Public Insurance**  
**Driver Rating System: Focus Groups—June 26, 2006**

**BRANDON – WEDNESDAY, MAY 17<sup>TH</sup>**

**GROUP 5: VERY OR SOMEWHAT FAIR**

Can you attend a small group meeting at the Victoria Inn in Brandon on **Wednesday, May 17<sup>th</sup>**  
**at 6 p.m.?**

Yes, definitely		Maybe**	No
1	2	3	

**GROUP 6: SOMEWHAT OR VERY UNFAIR**

Can you attend a small group meeting at the Victoria Inn in Brandon on **Wednesday, May 17<sup>th</sup>**  
**at 8 p.m.?**

Yes, definitely		Maybe**	No
1		2	3

\*\* *Ask when they will know for sure and indicate we will re-contact them*

May I have your:

RECORD: NAME: \_\_\_\_\_ (RECORD FULL NAME)

ADDRESS: \_\_\_\_\_

CITY/TOWN: \_\_\_\_\_

POSTAL CODE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

EMAIL: \_\_\_\_\_

Interviewer ID: \_\_\_\_\_ CATI \_\_\_\_\_

Telephone number: \_\_\_\_\_

We will send you a letter confirming the time and location of the meeting.  
 The success of this group depends on your attendance.  
 We will call again to remind you of the time.  
**THANK YOU**



**Information  
Into Strategy**

www.pra.ca  
admin@pra.ca

## **MANITOBANS' ATTITUDES AND OPINIONS: DRIVER SAFETY RATING SYSTEM**

June 8, 2006

Prepared for:

Manitoba Public Insurance

**Manitoba Public Insurance  
Driver Safety Rating System—June 8, 2006**

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## 1.0 Introduction

Manitoba Public Insurance uses a method known as the “Bonus/Malus” System to assess individuals to determine how much they should pay for their driver’s licence and vehicle insurance. This system is common to the insurance industry and is predicated on the notion that drivers who have not had at-fault accidents or received traffic tickets are a better risk and should pay less for their insurance. Conversely, those who have had at-fault accidents or received traffic tickets are a higher risk and should pay more for their insurance.

The concept is based on the idea that an individual’s driver history should influence the amount s/he pays for his/her insurance whether it be on the driver’s licence or the vehicle.

PRA Inc. was engaged by Manitoba Public Insurance to conduct a quantitative survey of Manitobans with valid driver’s licences. The purpose of the study is to understand respondents’:

- comprehension of the drivers rating system
- attitudes toward the current system of merits and penalties as they apply to their licence and vehicle insurance
- assessment of how certain behaviours should be counted toward licence and vehicle insurance penalties
- reactions to potential changes to the driver safety rating system.<sup>1</sup>

## 1.1 Methodology

The survey of Manitoba drivers was conducted between the end of March and the middle of April 2006, and it involved 827 residents, 18 years of age and older.

In order to participate, a respondent had to have a valid driver’s licence. Respondents were selected by random digit dialling, which allows us to include those with unlisted or new numbers. This technique produces a random sample that includes the highest possible percentage of eligible Manitobans.

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<sup>1</sup> The questionnaire is found in Appendix A.

Table 1 summarizes the methodology used.<sup>2</sup>

<b>Table 1: Summary of methodology</b>	
<b>Issue</b>	<b>Outcome</b>
<b>Survey of Manitoba drivers</b>	
Pre-test dates	March 21 – 23, 2006
Survey dates	March 24 – April 11, 2006
Sample size	n=827
Interviewing method	Telephone
Sample selection	Random digit dialing
Approximate error rate (theoretical)	+/- 3.5%, 19 times out of 20

### 1.1 Profile of respondents

It is the nature of random samples that they do not necessarily represent all subsets of the population accurately. To ensure representativeness, we compared the results to known information about the population of drivers. As Table 2 shows, our sample, while close, under-represents men and over-represents women. We also slightly over represent certain age groups (e.g., 25 to 39 and 65 years of age or older) and under-represent others (e.g., 18 to 24 and 40 to 64 years of age).

<b>Table 2: Profile of participants: Manitobans with driver's licences (unweighted)</b>		
	<b>Sample (n=827)</b>	<b>Adult Manitobans with driver's licences 2006*</b>
<b>Gender</b>		
Women	57.9%	47.1%
Men	42.1%	52.9%
<b>Age</b>		
18 to 24	9.1%	11.7%
25 to 39	22.2%	27.6%
40 to 64	53.9%	45.0%
65 and older	12.3%	15.6%
No response	2.4%	N/A

\*Note: Driver distribution supplied by Manitoba Public Insurance.

In cases when the random sample produces a divergence from the sample population, we correct for slight discrepancies in the sample from key demographics. In this case, we know our sample diverges slightly from the population of licence holders in terms of age and gender. We weight the data to conform more closely to the actual age and gender distribution of adult Manitobans with driver's licences. Since this technique assigns a percentage weight to Manitobans, the number of weighted Manitobans may be slightly different from the total number interviewed. Tables presented in this report are weighted unless otherwise stated.

<sup>2</sup> The outcomes of all numbers dialed are found in Appendix C.

## 1.2 Population distribution by merits

After the data are weighted, the distribution of the sample is close to that of the population of drivers in terms of merits. Some respondents may have overestimated their merits, and therefore, we decided not to use this variable for a basis of weighting. A number of respondents told us that they have the maximum number without specifying five merits exactly. Others who said they did not know, or said they assumed they had some merits, may very well have none.

Table 3 shows a comparison of respondents' recollection of their merits to all adult Manitobans with driver's licences.

	<b>Sample (n=827)</b>	<b>Adult Manitobans with driver's licences 2006</b>
5 merits	58%	54%
3 or 4 merits	13%	16%
1 or 2 merits*	18%	18%
No merits	8%	13%
Don't know/no response	2%	n/a
<b>Total</b>	<b>99%</b>	<b>101%</b>
Note: Totals may not sum to 100% due to rounding. * This category also includes those respondents who said some merits but could not specify exactly how many they had.		

## 1.3 Outline of report

This report provides a description and analysis of the questions included in the report. In Section 2.0, we provide a profile of the respondents we surveyed, including demographics, driver risk behaviour, a description of the current Bonus/Malus System, respondents' perceived fairness of the current system, and respondents' favourability toward Manitoba Public Insurance. Section 3.0 then details factors in designing a driver safety rating system, including respondents' views on discounts and penalties, and their views on driving behaviours that should be considered when setting insurance rates. Section 4.0 describes respondents' views on potential changes for a new system of discounts and penalties. Section 5.0 concludes this report.

## 2.0 Profile of population

In this section, we review respondents' opinions of the fairness of the current Bonus/Malus System and how various other attitudes and characteristics affect their perception of the system.

### 2.1 The current system

The current system<sup>3</sup> consists of a variety of discounts and penalties (merits and demerits) that apply to Manitoba drivers depending on their driving record. The details of the current system were not explained to respondents, but are included here for the benefit of the reader.

#### 2.1.1 Earning merit points

The system is based on drivers' collecting merits and demerits, which determines whether individual drivers are eligible for discounts on their licence and vehicle insurance or whether they must pay a penalty.

Safe driving earns a merit point on a driver's licence. One merit point is earned for every two years of at-fault accident-free driving, with some exceptions.

When drivers receive merit points on their licence, they become eligible for discounts on both their licence and their vehicle insurance. Drivers can earn up to five merit points on their licence.

- Each merit point also reduces the cost of the licence by \$5 to a maximum of \$25 for five merit points.
- Drivers with one or more merit points can receive the maximum 25% discount on their vehicle insurance. This is known as the merit discount.

<sup>3</sup> "Merit Point and Demerit Point Program," Manitoba Public Insurance publication, November 2005, and 2006 Guide to Autopac. Both found on Manitoba Public Insurance's web site: [www.mpi.mb.ca](http://www.mpi.mb.ca)



### 2.1.2 Receiving demerit points

Unsafe driving, which includes being at fault for an accident and breaking traffic or criminal laws, earns demerit points on a driver's licence. The more serious the conviction, the more demerit points the driver will receive. For example, impaired driving or refusing a breathalyzer could result in 10 to 15 demerit points for a driver, while convictions for speeding, running a red light, and careless driving can result in two to eight demerit points.

When drivers receive demerit points on their licence, they must pay more for both their licence and their vehicle insurance. These convictions can also result in other penalties, such as a fine, or, if the conviction is serious enough, the licence can be suspended. At-fault accidents can result in premium surcharges on a driver's licence. The 25% discount on vehicle insurance is lost when a driver has zero merits.

Drivers who have between one and five demerits do not pay an extra premium on their licence. Drivers with six or more demerit points on their licence pay extra premiums depending on the number of demerits.

The amount of time demerit points stay on one's driver's licence ranges depending on how many demerit points one has. For each 12-month period that the driver is free of at-fault accidents, the number of demerit points on one's licence decreases.

## 2.2 Perceived fairness of the current system

We explained to respondents that in Manitoba, if someone causes an accident or is convicted of certain kinds of traffic offences, he/she might pay more for a licence and Autopac insurance. If they are accident free and have no traffic offences, they receive discounts for both their licence and Autopac Insurance.

Given their knowledge and experience with the current system of discounts and penalties:

- Three-quarters of Manitobans say it is at least somewhat fair, including 31% who say the system is very fair.

- About one-quarter say it is at least somewhat unfair, including 8% who say the system is very unfair.<sup>4</sup>

See Figure 1.

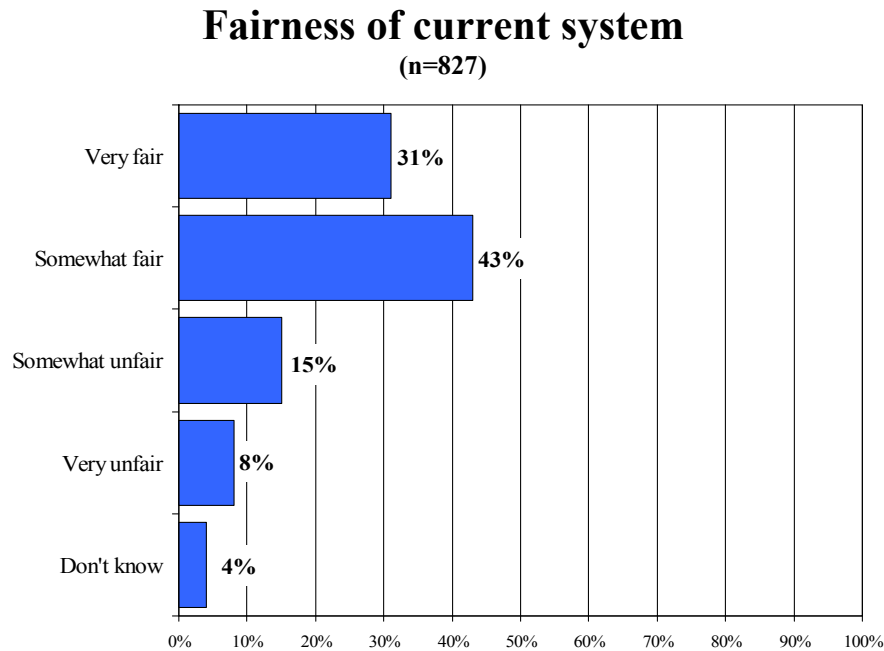


Figure 1

Those who believe the system is unfair say it is because of how the current system works in terms of the assignment of merits (and demerits) and/or the impact of the system on rates and costs.

- **Issues regarding merits.** Many respondents who think the current system is unfair say it is because the merits are too easy to lose (13%), the number of merits that one can accumulate is too small (12%), merits are difficult to gain (9%), or they feel that someone's driving record is not factored into merits (9%).
- **Issues regarding rates/cost.** Some participants believe the current system is not fair because good drivers pay too much (16%) while poor drivers pay too little (7%) accidents should not result in surcharges on licences (15%), or costs should be based more on an individual's driving record (6%).
- **Other issues.** Some respondents provide other reasons they think it is unfair. Most commonly, they believe that liability and the resulting need to pay their deductible is not fair (18%).

<sup>4</sup> The question asked was: *Q14: Would you say that the current system of discounts and penalties is fair or unfair? (Is that very or somewhat?)*

Table 4 shows these and other reasons why they believe the current system is unfair.

<b>Table 4: Reasons why current system is unfair</b> <i>Q15: Why is the current system unfair?</i>	
	<b>Those who rated the system as unfair (n=189)</b>
<b>Issues regarding merits</b>	
Merits are easy to lose	13%
Can only accumulate 5 merits (too few merits)	12%
Merits are hard to gain	9%
Driving records are not factored into merits	9%
Should not lose merit for speeding/seat belt tickets	1%
<b>Issues regarding rates/costs</b>	
Good drivers pay too much/better drivers should pay less	16%
Should not have surcharges on licences for accidents	15%
Bad drivers should pay more	7%
Should base cost of insurance on driving history	6%
Rates are high because we are paying for poor drivers	4%
Pay too much for insurance/licence (general)	4%
Should not pay insurance based on type of vehicle	3%
<b>Other issues</b>	
Issues with liability/deductibles	18%
Negative comment about MPI/monopoly/claims experience	5%
Not flexible on definition of accident (not all accidents should get a surcharge)	4%
Manitoba Public Insurance doesn't provide adequate compensation	3%
Changes in system need to be explained better	1%
Other	11%
Don't know/no response	1%

Note: Respondents could provide multiple answers. Total may not sum to 100%.

### 2.2.1 Understanding of the current system

Almost 9 respondents in 10 (86%) report that they have at least an okay understanding of how the current system of discounts and penalties works, including one-third who report having a very good understanding. The remaining respondents admit that they do not have a very good understanding or they do not understand it at all.

Given that the current system of discounts and penalties is complicated, it is surprising that so many respondents think they have a very good understanding of the system. While a majority do not completely understand how the current system works, their experience with the system suggests that, overall, it is fair.

See Figure 2.

### Understanding of the current system of discounts and penalties

(n=827)

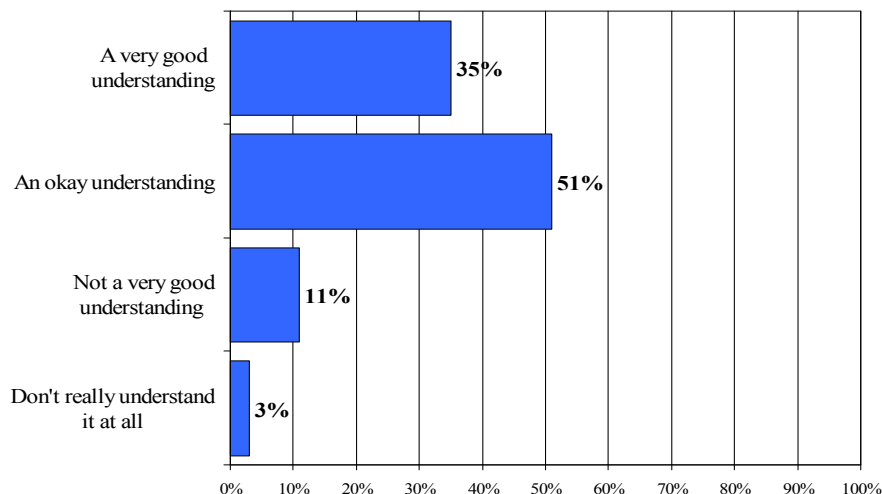


Figure 2

Those who believe the current system to be very fair are also the most likely to say they have a very good understanding of the current system of discounts and penalties. Those who believe the current system to be unfair are the most likely to say they do not understand the system. Partly, this may reflect a feeling that anything that is too complicated to understand must be unfair in some way. See Table 5.

<b>Table 5: Understanding of the current system of discounts and penalties by fairness</b>			
<i>Q13: In your opinion, how well would you say you understand how the system of discounts and penalties works? Do you have...</i>			
	<b>Very fair (n=253)</b>	<b>Somewhat fair (n=352)</b>	<b>Unfair (n=189)</b>
A very good understanding	48%	29%	34%
An okay understanding	46%	59%	44%
Not a very good understanding/don't really understand	6%	12%	21%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>99%</b>

Note: Totals may not sum to 100% due to rounding.

Transparency of any system is often a benchmark of fairness. The more difficult a system is to understand, the more likely some people are to believe that it hides inequities. The current system is not easy to understand, and therefore, it is not always clear how an individual will be treated in a given situation.



## 2.3 Population segments

In this section, we examine various types of Manitoba drivers and how respondents' perceptions of fairness are related to these segments.

### 2.3.1 Public's opinion of Manitoba Public Insurance

Figure 3 shows that most customers of Manitoba Public Insurance have a favourable, if not very favourable opinion of the Corporation.

### Favourability of Manitoba Public Insurance

(n=827)

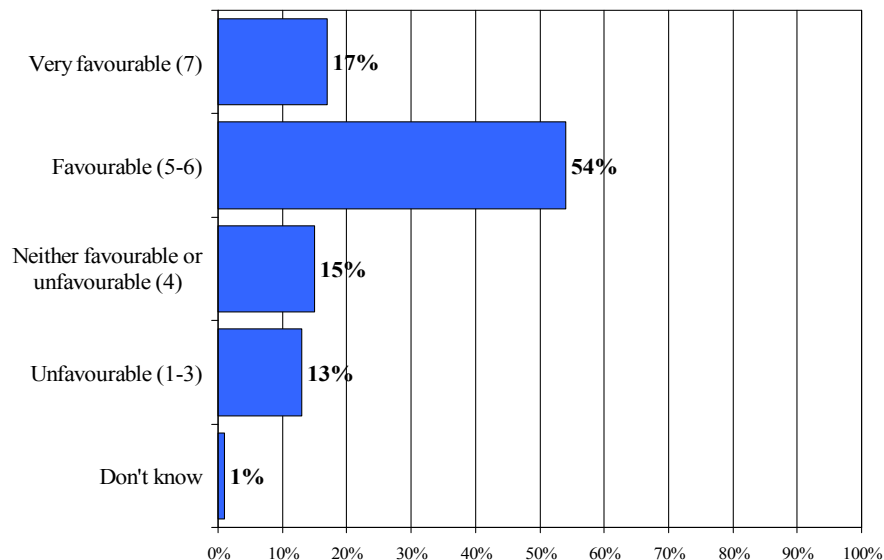


Figure 3<sup>5</sup>

As Figure 3 shows:

- About 2 respondents in 3 report a favourable opinion (a rating of 5, 6, or 7 out of 7), including 17% who have a very favourable opinion.
- Over 1 respondent in 10 reports an unfavourable opinion (a rating of 1, 2, or 3 out of 7).

Overall, the average rating is 5.1 out of 7, where 7 means very favourable.

<sup>5</sup>

The labels of “favourable,” “neither / neutral,” and “unfavourable” were applied during the reporting phase, not during fielding.

It is to be expected that those who currently believe the system is fair are also more likely hold a favourable opinion in general about Manitoba Public Insurance. While it is not possible to say that a belief that the system is fair causes a favourable opinion, these two opinions are highly correlated and likely reinforce one another.

Table 6 shows those who rate the current system as very fair, somewhat fair, and unfair (somewhat or very) and the percentage of each who have a favourable or unfavourable opinion of Manitoba Public Insurance.

- Almost 9 respondents in 10 who rate the system as very fair also have a favourable opinion of Manitoba Public Insurance, including 27% who have a very favourable opinion.
- Only half of respondents who rate the system as unfair have a favourable opinion of the Corporation, including only 8% who are very favourable.

<b>Table 6: Favourability of Manitoba Public Insurance</b>			
<i>Q2: Using a scale of 1 to 7, where 1 means you have a very unfavourable opinion and 7 means you have a very favourable opinion, what is your opinion of Manitoba Public Insurance?</i>			
	<b>Very fair (n=253)</b>	<b>Somewhat fair (n=352)</b>	<b>Unfair (n=189)</b>
Very favourable (7)	27%	15%	8%
Favourable (5-6)	60%	57%	43%
Neither/Neutral (4)	9%	15%	20%
Unfavourable (1-3)	4%	12%	28%
Don't know/no response	1%	1%	1%
<b>Total</b>	<b>101%</b>	<b>100%</b>	<b>100%</b>
Note: Totals may not sum to 100% due to rounding. Statistically significant at the .000 level.			

### 2.3.2 Perception of value

Although Manitobans pay some of the lowest vehicle insurance rates in the country, many believe the value they get is about the same as other provinces.

While 4 Manitobans in 10 report that they believe they receive better value, 3 Manitobans in 10 believe the value to be about the same, and 1 in 10 thinks it is a poorer value. Many simply do not know. See Figure 4.

### Perception of value compared to other provinces

(n=827)

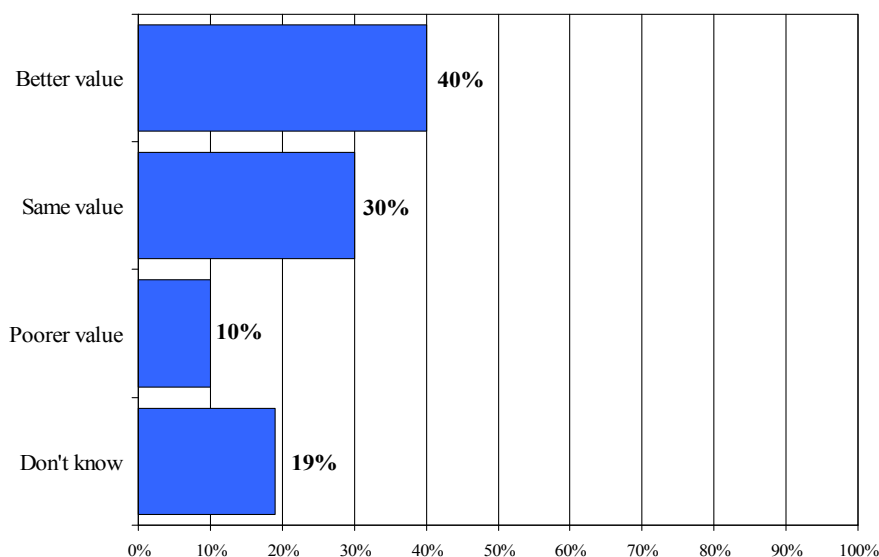


Figure 4

The fairer respondents think the current system is, the more likely they are to consider the value of auto insurance in Manitoba to be better than that in other provinces. Again, while these two attitudes are highly correlated, we cannot assume this is a causal relationship. See Table 7.

<b>Table 7: Perception of value compared to other provinces by fairness</b>			
<i>Q3: When you think about auto insurance in Manitoba, including the price, the coverage, and the service customers receive, do you think that Manitobans receive better value, the same value, or poorer value than residents of other provinces?</i>			
	<b>Very fair (n=253)</b>	<b>Somewhat fair (n=352)</b>	<b>Unfair (n=189)</b>
Better value	55%	38%	26%
Same value	30%	31%	33%
Poorer value	4%	11%	17%
Don't know/no response	11%	21%	25%
<b>Total</b>	<b>100%</b>	<b>101%</b>	<b>101%</b>

Note: Totals may not sum to 100% due to rounding. Statistically significant at the .000 level.



## 2.4 Demographic profile and perceptions of fairness

### 2.4.1 Profile of Manitobans with driver's licences

Table 8 provides a demographic profile of our participants. In addition to age and gender, presented earlier, the table provides a profile of Manitobans who have a driver's licence.<sup>6</sup>

<b>Table 8: Demographics of Manitobans with driver's licences</b>	
	<b>Overall (n=827)</b>
<b>Age</b>	
18 to 24	12%
25 to 39	27%
40 to 64	44%
65 or older	15%
<b>Gender</b>	
Male	53%
Female	47%
<b>Region</b>	
Winnipeg	61%
Non-Winnipeg	39%
<b>Income</b>	
Under \$20,000	7%
\$20,000 to \$35,000	13%
\$35,000 to \$50,000	19%
\$50,000 to \$75,000	21%
Over \$75,000	26%
No response	15%
<b>Education</b>	
Less than high school	15%
High school graduate	23%
Some post-secondary	17%
University/college graduate	44%
No response	1%
<b>Number of teenagers (13 to 17 years of age)</b>	
None	81%
1	10%
2 or more	7%
No response	2%
<b>Marital status</b>	
Single	21%
Married/common-law	64%
Divorced/separated	8%
Widows	6%
No response	2%

Respondents' perceptions of the fairness of the current system are not related to their demographic characteristics, that is, regardless of their age, gender, income, etc., perceptions of the fairness of the current system are similar.

<sup>6</sup> This table, like almost all in this report, is based on weighted data.



## 2.4.2 Driver characteristics of Manitobans

Table 9 provides a profile of drivers in terms of years they have had a driver's licence, number of vehicles they have, and number of kilometres driven annually.

<b>Table 9: Drivers' profile</b>	
	<b>Overall (n=827)</b>
<b>Valid driver's licence</b>	
Full licence	99%
Beginner's/intermediate licence	1%
<b>Number of years that they have had their driver's licence</b>	
Less than 10 years	15%
10 to 19 years	17%
20 to 29 years	21%
30 to 39 years	21%
40 years or more	25%
Average number of years	27.9
<b>Number of vehicles household owns or leases</b>	
None	3%
One	34%
Two	41%
Three or more	23%
Average number of vehicles	2.0
<b>Number of vehicles currently insured by respondent</b>	
Never insured a vehicle	9%
One	58%
Two	16%
Three or more	5%
Previously insured a vehicle but none currently	11%
Average number of vehicles	1.1
<b>Number of kilometres driven per year</b>	
6,000 km or less	18%
6,001 km to 12,000 km	17%
12,001 km to 24,000 km	23%
Over 24,000 km	33%
Don't know/no response	10%
Average number of kilometres	25,789
Median number of kilometers	20,000

Again, these driver characteristics do not significantly correlate with respondents' perception of the fairness of the current system.

## 2.5 Behavioural profile

This section provides a profile of respondents in terms of their driving behaviour.

### 2.5.1 Merits

The majority of drivers in Manitoba are “good” drivers in terms of the number of merits they have and the amount they pay for their licence.

- Almost 6 respondents in 10 report having five merit points and thus could be eligible for the 25% discount on their licence.
- About 9 respondents in 10 report having at least one merit and therefore could be eligible for the 25% discount on their vehicle insurance.
- The remaining 1 respondent in 10 reports having no merits, and thus receives no discount on his/her licence or insurance for any vehicle registered in his/her name.<sup>7</sup>

Almost 9 respondents in 10 also report never having paid more than \$65 for their driver’s licence in the last five years and, therefore, have not recently had demerits or been assessed a penalty based on their at-fault accident record. See Table 10.

<b>Table 10: Merits and licence fees</b>	
<i>Q5: How many merits, if any, do you currently have on your driver's licence?</i>	
<i>Q7: How many demerits, if any, do you currently have on your driver's licence?</i>	
<i>Q6: About how long have you had these five merits?</i>	
<i>Q8: Thinking of the last five years, what's the most you've ever had to pay to renew your Manitoba driver's licence? Was it...</i>	
	<b>Overall</b>
<b>Licence merits (n=827)</b>	
5 merits	58%
3 or 4 merits	13%
1 or 2 merits*	18%
No merits	8%
<b>Number of years respondents had five merits (n=480)</b>	
Less than 10 years	22%
10 to 19 years	21%
20+ (long time)**	47%
<b>Most paid for driver's licence (n=827)</b>	
\$65 or less	89%
\$66 to less than \$200	3%
\$200+	7%
Note: *This category also includes those respondents who said some merits but could not specify exactly how many they had.	
**This category includes those who said they had had 5 merits for a 'long time' or 'as long as they can remember.'	

<sup>7</sup> Included under no merits are 12 individuals (1% of our sample) who self-identified as having demerits



## 2.5.2 Risk behaviours

We asked participants several questions about recent behaviours and experiences. As Table 11 shows:

- Some 7 respondents in 10 report having no at-fault accidents in the last 10 years.
- Another 7 respondents in 10 also report having no traffic tickets (excluding parking tickets and red-light camera tickets) in the past 10 years.
- Yet another 7 respondents in 10 report they have not driven within two hours of consuming alcohol in the past two months.
- Over half report that they have never or rarely sped in cities or towns, or on the highway in the last two months.

<b>Table 11: Driver behaviours and risk profile</b>	
<p><i>Q71-73: How many at-fault accidents, that is accidents for which you have been found responsible, have you had as a driver in the last 10 years? Of these at-fault accidents, how many, if any occurred in the last 3 years? Of these accidents, how many, if any, occurred in the last year?</i></p> <p><i>Q74-76 How many traffic tickets have you received in the last 10 years? How many of those traffic tickets have you received in the last 3 years? How many of those traffic tickets have you received in the last year? This does not include parking tickets or tickets from a red-light camera.</i></p> <p><i>Q68-69: In the last two months, how often, if ever, have you exceeded the speed limits on the streets in cities and towns? on highways?</i></p> <p><i>Q70: While people do not generally drive when they are drunk, they may drive after consuming some alcohol. In the last two months, how many times have you ever driven within 2 hours of drinking an alcoholic beverage?</i></p>	
	<b>Apr '06 % (n=827)</b>
<b>At-fault accidents</b>	
No at-fault accidents in the past 10 years	71%
At-fault accident in the past 10 years	16%
At-fault accident in the past 3 years	8%
At-fault accident in the past year	5%
<b>Traffic tickets</b>	
No traffic tickets in the past 10 years	70%
Traffic ticket in the past 10 years	19%
Traffic ticket in past 3 years	6%
Traffic ticket in the past year	5%
<b>Last two months, speed in city/town</b>	
Frequently (5-7)	17%
Occasionally (3-4)	25%
Not frequently (2)	25%
Never (1)	32%
<b>Last two months, speed on the highway</b>	
Frequently (5-7)	24%
Occasionally (3-4)	19%
Not frequently (2)	19%
Never (1)	37%
<b>Last two months, consumed alcohol before driving</b>	
Never	70%
1 or 2 times	18%
3 or more times	11%

### 2.5.3 Risk behaviour index

Based on the behaviours outlined in Table 11 above, we constructed a risk behaviour index that slots respondents into one of four categories of risk.<sup>8</sup>

#### Risk behaviour index of Manitoba drivers

(n=827)

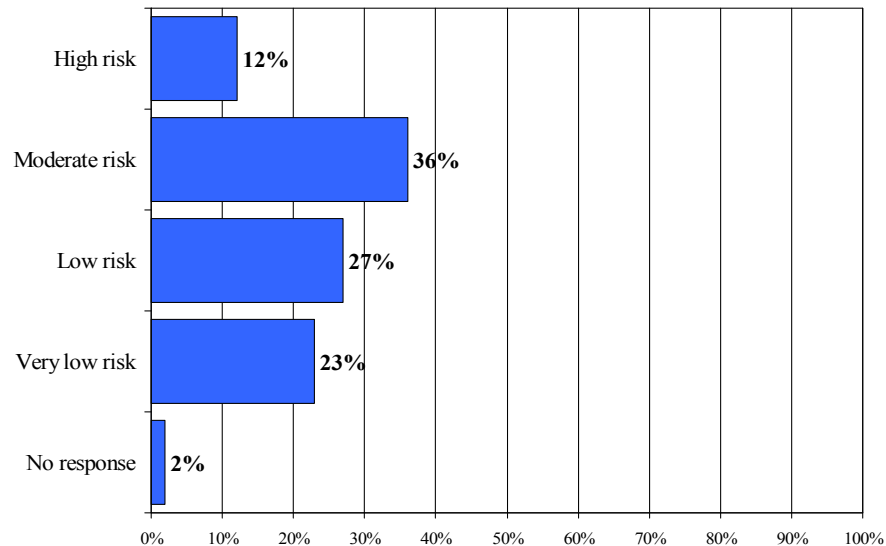


Figure 5

Respondents classified as high risk are more likely to:

- **Be 18 to 24 years of age.** Indeed, as respondents get older, they are more likely, based on these behaviours, to be considered low risk. Some 35% of the high-risk group are in this youngest age cohort, compared to only 5% of the very low risk group.
- **Be male.** Men make up a majority of the very high and moderate risk groups, while women form the majority of the low and very low risk groups.
- **Have less than 5 merits.** Among the high-risk group, only 20% have 5 merits. This compares to over 70% of the low and very low risk group.

<sup>8</sup>

As mentioned, this risk variable is based on the following information provided by respondents: frequency of speeding in cities or towns and highways; number of at-fault accidents in the last 10 years, 3 years, and last year, number of tickets in the last 10 years, 3 years, and last year; and number of times in the last 2 months driven after drinking an alcoholic beverage.

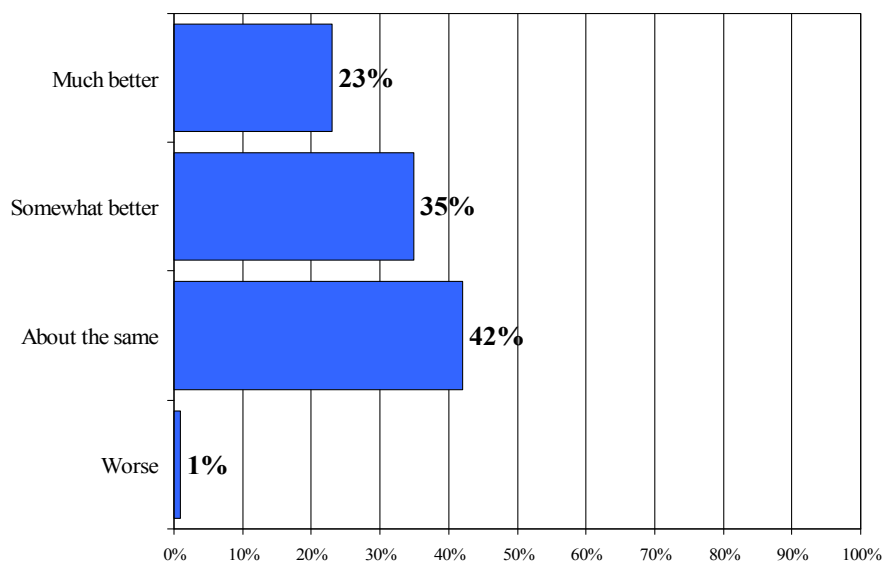
- **Have paid more than \$65 for their licence.** Almost one-third (32%) of our high-risk group reports having paid more than \$65 for their licence. This compares with one-tenth or less in the other groups (indeed only two respondents of the very low risk group reports paying more than \$65).

Table A-1 in Appendix B provides the methodology used to create the risk index, as well as a detailed review of risk group profile by behaviours and demographics. Respondents’ risk behaviour level does not appear to have any influence on their perception of the fairness of the current system.<sup>9</sup>

### 2.5.4 Driving ability

A majority of respondents consider themselves to be somewhat or much better drivers than the typical driver in the province.<sup>10</sup>

**Personal driving ability compared to typical drivers**  
 (n=827)



**Figure 6**

As Figure 6 above shows:

<sup>9</sup> There is some suggestion that those who rate the system as unfair are more likely to have had an at-fault accident in the last year. However, the sample of drivers with an at-fault accident in the past year is too small to have confidence in these findings.

<sup>10</sup> The question asked was: *Q20: Do you consider yourself to be better, worse, or about the same as the typical driver in Manitoba?*



- Almost 6 respondents in 10 believe they are better than the average driver, including 23% who say they are much better.
- About 4 respondents in 10 say they are average, that is, about the same as the typical Manitoba driver.
- Very few respondents (1%) admit they are likely worse than average drivers.

There is some suggestion that those who rate the system as unfair are also more likely to rate themselves as somewhat or much better drivers. However, this is not a statistically significant difference.

Interestingly, regardless of the risk behaviour level, respondents are as likely to rate themselves as about the same, somewhat better, or much better than the average Manitoba driver. In other words, high-risk drivers are as likely as low-risk drivers to consider themselves to be better-than-average drivers.

### 3.0 Designing a driver safety rating system

In this section, we review good and poor driving, what situations should be considered when assessing how much someone should pay for insurance, and how much they think someone should pay.

#### 3.1 Good and poor drivers

We asked respondents what proportion of Manitobans are good drivers. We also asked what proportion they think are poor drivers. Typically, Manitobans think there are more good drivers than poor. On average, respondents think that about 56% of Manitobans are good drivers and 40% are poor drivers.<sup>11</sup>

Figure 7 shows the proportions of good and poor drivers as assigned by respondents.

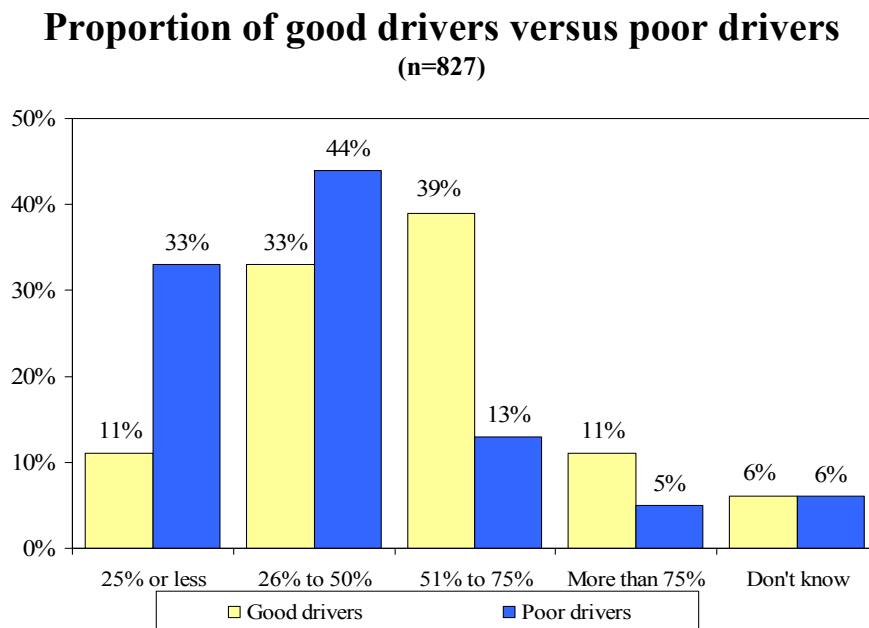


Figure 7

<sup>11</sup> The questions asked were: Q18 In your opinion, what proportion of Manitobans are “good” drivers? And Q19: In your opinion, what proportion of Manitobans are “poor” drivers?

Regardless of their perception of the fairness of the current system, respondents consider the same proportion of Manitobans as “good” and “poor” drivers. Similarly, the risk behaviour of respondents does not appear to influence their perceptions of the proportion of good and poor drivers.

### 3.1.1 Accidents and assessment of good/poor driving

Table 12 shows how many accidents respondents feel someone can cause and still be considered a “good” driver. Conversely, it also shows the number of at-fault accidents someone must have before he/she is considered a “bad” driver.

<b>Table 12: Number of at-fault accidents: good drivers versus poor drivers</b>		
<i>Q21: In your opinion, how many at-fault accidents can someone have in 5 years and still be considered a good driver?</i>		
<i>Q22: In your opinion, how many at-fault accidents would someone have to have in 5 years to be considered a bad driver?</i>		
	Overall % (n=827)	
	Good drivers	Poor drivers
None	17%	<1%
1	38%	8%
2	25%	24%
3	8%	28%
4	1%	9%
5 or more	3%	27%
Don't know/no response	7%	5%
Total	99%	101%
Average number of accidents	1.5	3.5
Note: Totals may not sum to 100% due to rounding.		

As Table 12 above shows, there is no consensus among respondents as to how many at-fault accidents someone can have in a five-year period and still be considered a good driver.

- Almost 1 respondent in 5 says that having even one accident over a five-year period would mean a person was no longer a good driver; thus, only if someone had no at-fault accidents in a five-year period would they consider that person to be a good driver.
- Over 6 respondents in 10 say that someone can have one (38%) or two (25%) accidents in a five-year period and still be considered a good driver.
- Over 1 respondent in 10 says that someone can have three or





more accidents in that period and still be considered a good driver.

While having a certain number of at-fault accidents may affect someone's status as a good driver, it takes more such accidents before respondents consider someone a poor driver.

- About 2 respondents in 3 say that someone needs to have three or more accidents in a five-year period to be considered a "bad" driver, including over 1 in 4 who says five or more at-fault accidents are needed before such a designation should apply.
- About 1 respondent in 3 says that someone needs only have two or fewer accidents in that period to be considered a bad driver.
- On average, the difference between a good driver and a bad driver appears to be two at-fault accidents over a five-year period. Respondents believe someone can have an average of 1.5 at-fault accidents over a five-year period and still be considered a good driver. Respondents also believe that someone needs to have had 3.5 at-fault accidents in the same period to be considered a bad driver.

### 3.2 Discounts

Below we report on respondents’ perceptions of the current system of discounts and what factors should be considered when calculating such discounts.

#### 3.2.1 Maximum discount for good driving

Currently, the maximum discount on vehicle insurance is 25%. Among our respondents, a majority think this discount is about right, while one-third say it is too little.

See Figure 8.

#### Current discount for good driving

(n=827)

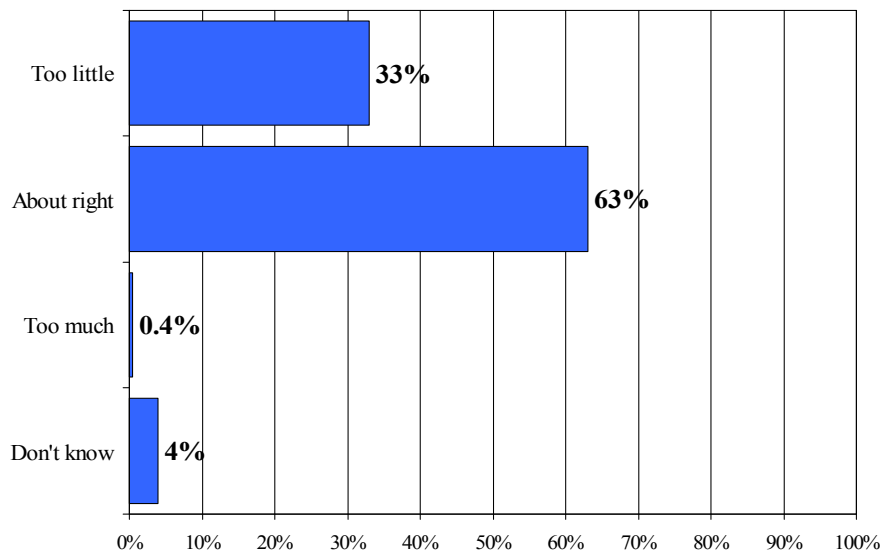


Figure 8

As would be expected, those who rate the current system as very fair are also much more likely to say the 25% discount is about right. Those who consider the system unfair are more likely to say the current maximum is too little. However, even among this latter group, half say the discount is about right. See Table 13.

<b>Table 13: Discount for good drivers by perception of fairness</b>			
<i>Q16: Currently, drivers can earn a discount on their vehicle insurance for each year of driving without having caused an accident of up to 25% maximum. Is the 25% discount...</i>			
	<b>Very fair (n=253)</b>	<b>Somewhat fair (n=352)</b>	<b>Unfair (n=189)</b>
Too little	24%	33%	44%
About right	72%	64%	50%
Too much	1%	1%	-
Don't know/no response	2%	2%	6%
<b>Total</b>	<b>99%</b>	<b>100%</b>	<b>100%</b>

Note: Totals may not sum to 100% due to rounding. Statistically significant at the .000 level.

Interestingly, while risk behaviour does not correlate to perception of the amount of the discount, age of respondent does. The oldest (67%) and youngest (76%) age cohorts are the most likely to think the current discount is about right.

### 3.2.2 How much should the discount be

Overall, on average, respondents say that the discount should be slightly higher at about 30%. Those who think the current discount is too little, on average, suggest it be increased to 41%. See Table 14.

<b>Table 14: Amount discount for good drivers should be</b>		
<i>Q17B: If 25% is too little, how much do you think Manitoba Public Insurance should discount someone's insurance?</i>		
	<b>Of those who think it is too little (n=274)</b>	<b>Overall % (n=827)</b>
Less than 25%	-	<1%
25%	-	63%
26% to 39%	38%	13%
40% to 49%	26%	9%
50% or more	30%	10%
Don't know/no response	6%	6%
<b>Total</b>	<b>100%</b>	<b>101%</b>
<b>Average percent</b>	<b>41.2%</b>	<b>30.3%</b>

Note: Totals may not sum to 100% due to rounding.

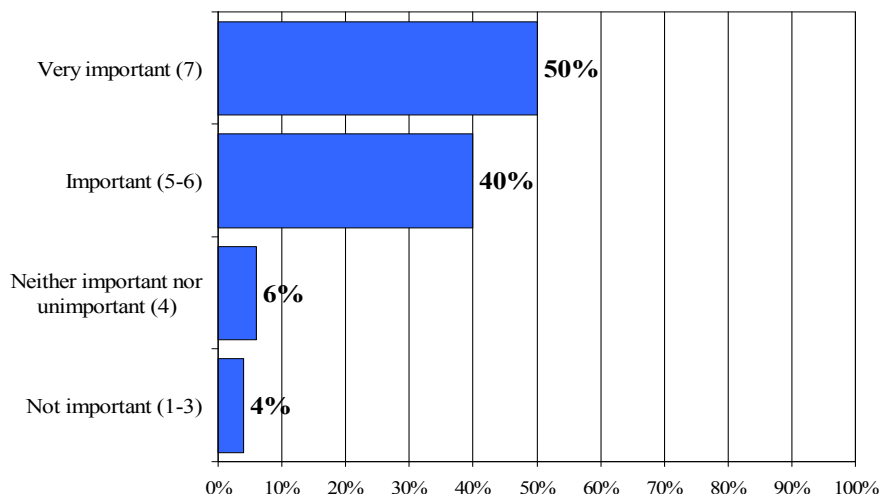


### 3.2.3 Experience as a discount factor

As we have found in the past, almost all Manitobans believe that a person’s driving history should be an important consideration when setting that person’s Autopac insurance rate.<sup>12</sup>

As Figure 9 shows, some 9 respondents in 10 rate a person’s driving history as important when setting that person’s insurance rate, including 50% who rate it as very important.

**Importance of driving record in setting insurance rates**  
 (n=827)



**Figure 9**

The importance placed on a person’s driving history is the same regardless of respondents’ perception of fairness of the current system, their current risk behaviour level, or their age.

<sup>12</sup> The question was: *Q50: Using a scale where 1 means not at all important and 7 means it is extremely important, how important do you think a person’s driving history should be when setting that person’s Autopac insurance rates?*



### 3.2.4 How new drivers should be treated

Although 90% of respondents believe that a person’s driving history is important in setting a person’s insurance rates, there is a class of driver that has no history. New drivers have no driving record, yet must be assessed for insurance purposes. Without a driving history to base rates on, how should an insurer treat these drivers?

Most Manitobans believe that new drivers, even without any driving history, need to be given the benefit of the doubt and be treated as if they are good drivers.

We asked respondents to consider two methods of assessing rates for new drivers. We asked if Manitoba Public Insurance should assume that people are:

- good drivers until they prove they are not
- poor drivers until they prove they are not.

In the former case, new drivers would pay the same rates as good drivers until they have accidents or convictions. In the latter case, new drivers would pay higher rates until they prove they are good drivers.

As shown in Table 15, three-quarters of respondents say Manitoba Public Insurance should assume a new driver is a good driver until proven otherwise.

<b>Table 15: Methods used for setting rates for new drivers</b>	
<i>Q51: Now I'd like you to think about how Manitoba Public Insurance should set the rates for new drivers. Generally, which of the following methods do you think should be used by Manitoba Public Insurance... Manitoba Public insurance should assume someone is a good driver until they prove they are not. That is, new drivers should pay the same rates as a good driver until they have accidents or convictions OR Manitoba Public Insurance should assume someone is a poor driver until they prove they are not. That is, new drivers should pay higher rates until they prove themselves to be good drivers. Which of those methods do you think Manitoba Public Insurance should use to set rates for new drivers?</i>	
	<b>Apr '06 % (n=827)</b>
Assume someone is a good driver until proven otherwise	75%
Assume someone is a poor driver until they proven otherwise	24%
Don't know/no response	2%
<b>Total</b>	<b>101%</b>
<small>Note: Total may not sum to 100% due to rounding.</small>	



Manitobans’ perception of the fairness of the current system does not influence their response to this question. Whether they view the current system as fair or not fair, they are as likely to say new drivers should be treated as good drivers until they demonstrate otherwise.

To further test the idea that new drivers should automatically be considered good drivers, we asked respondents to consider a scenario involving two drivers. Neither owns a vehicle. Both have clean driving records, that is, they have caused no accidents and have received no tickets. One driver has 10 years of experience; the other is a new driver, having just got a licence.

We then asked if the new driver should pay more, less, or the same amount as the experienced driver for a driver’s licence. As shown in Table 16, this scenario split respondents with half saying the two drivers should pay the same and just less than half saying the new driver should pay more.

<b>Table 16: Price of driver’s licences: experienced drivers versus new drivers</b>	
<i>Q54: Now I'd like you to think of two drivers. Neither owns a vehicle. Both have clean driving records, that is, they have caused no accidents and have received no tickets. One driver has years of experience, the other is a new driver having just got a licence. If the experienced driver has been driving for 10 years, do you think a new driver should pay more, less, or the same amount for their driver's licence compared to the experienced driver?</i>	
	<b>Apr '06 % (n=827)</b>
Both drivers should pay the same amount	51%
New driver should pay more than the experienced driver	46%
New driver should pay less than the experienced driver	2%
Don't know/no response	1%
<b>Total</b>	<b>100%</b>



Whether or not respondents consider the current system to be fair, the results are the same. Similarly, regardless of their risk behaviour index, their responses do not differ statistically.

One might think that the older the respondents, the more likely they would be to say the new driver should pay more. Interestingly, the exact opposite is true. Some 60% of the youngest age cohort (18 to 24 years old) say that new drivers should pay more than experienced drivers, while the oldest age cohort (65 and older) is the least likely to think that new drivers should pay more. See Table 17.

<b>Table 17: Price of drivers' licence for new drivers by age</b>				
<b>New drivers should pay...</b>	<b>18 to 24 (n=98)</b>	<b>25 to 39 (n=220)</b>	<b>40 to 64 (n=364)</b>	<b>65 + (n=126)</b>
More than experienced driver	60%	57%	43%	26%
The same	33%	41%	56%	69%
Less than experienced driver	5%	1%	1%	1%
Don't know	2%	1%	1%	4%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Statistically significant at the .000 level.

We asked respondents who believe that new drivers should pay more, how much more. On average, the amount more that respondents say new drivers should pay is \$64, although almost two-thirds say \$50 or less. See Table 18.

<b>Table 18: Amount more new drivers should pay</b>	
<i>Q55A: How much more should they pay?</i>	
	<b>Amount more (n=381)</b>
\$25 or less	41%
\$26 to \$50	26%
\$51 to \$100	11%
Over \$100	11%
Same as they do now	2%
Don't know/no response	9%
<b>Total</b>	<b>100%</b>
<b>Average amount</b>	<b>\$63.90</b>

While the younger respondents are more likely to believe that new drivers should pay more, the additional amount they suggest tends to be much less than what older respondents suggest.



### 3.3 Behaviours considered when setting insurance rates

We presented respondents with 11 driving behaviours that might be considered when setting insurance rates and we asked them if someone should pay more for his/her insurance if he/she was caught driving in this manner.

There is almost universal agreement that two behaviours should result in someone paying more for his/her insurance: leaving the scene of an accident and driving with a blood alcohol content (B.A.C.) of .08.

There are four behaviours that a majority say should NOT result in someone paying more: caught driving 15 kilometres over the speed limit on the highway; caught driving 10 kilometres over the speed limit in town; making an illegal left turn; and failing to signal.<sup>13</sup>

Figure 10 shows the percentage of respondents who believe these behaviours should result in someone paying more for their insurance.

#### Someone should pay more for their insurance if caught... (n=827)

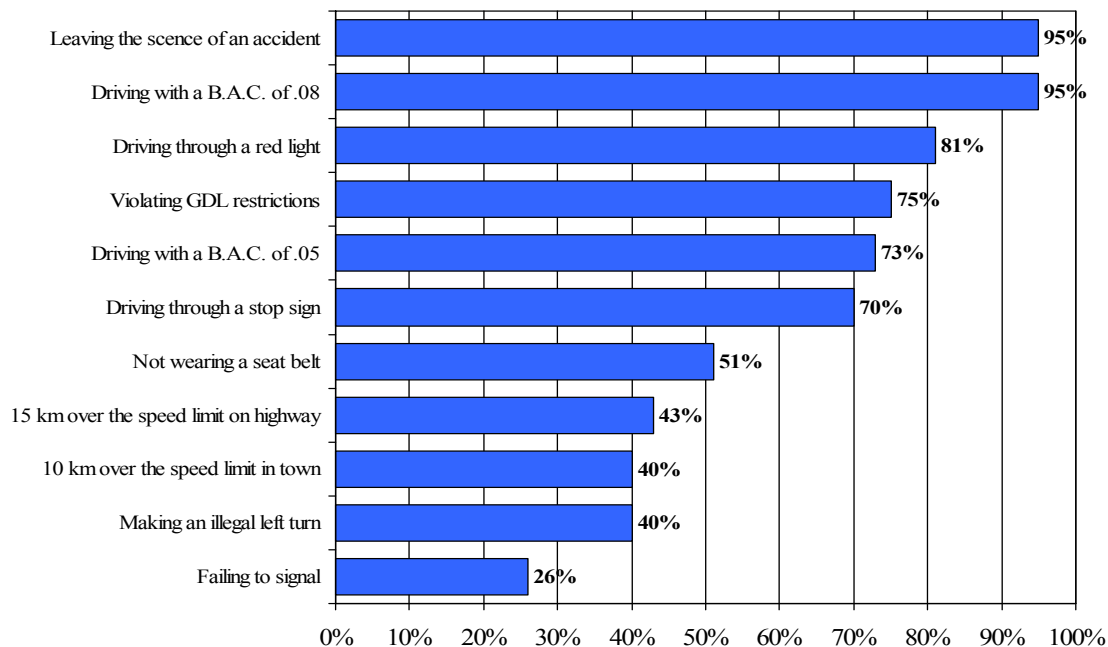


Figure 10

<sup>13</sup> The number of kilometres over the speed limit were chosen because they are moderate violations that some would find acceptable and others would not.





Of the 11 behaviours tested, most respondents (60%) say seven or more should result in someone paying more for their insurance. Indeed, on average, respondents think seven of these behaviours should result in someone paying more. See Table 19.

<b>Table 19: Number of situations in which someone should pay more for their insurance</b>	
<i>Q23-Q33: Should someone pay more for their insurance if they are caught...</i>	
	<b>Apr '06 % (n=827)</b>
9 to 11 situations	28%
7 or 8 situations	32%
4 to 6 situations	31%
3 or fewer situations	10%
Total	101%
Average number of situations	6.9
Note: Total may not sum to 100% due to rounding.	

In two cases, respondents' perceptions of fairness correlate with driving behaviours that should be considered when setting insurance rates.

The less fair they think the current system, the less likely they are to say that being caught driving with a blood alcohol content of .05 or not wearing a seat belt should be considered when setting insurance rates. See Table 20.

<b>Table 20: Pay more for insurance if caught by fairness</b>			
<i>Q23-Q33: Should someone pay more for their insurance if they are caught...</i>			
<b>Should consider...</b>	<b>Very fair (n=253)</b>	<b>Somewhat fair (n=352)</b>	<b>Unfair (n=189)</b>
Blood alcohol content .05	77%	76%	60%
Not wearing a seat belt	64%	51%	33%
Statistically significant at the .000 level.			



For many of these situations, respondents higher on the risk behaviour index are more likely to say that someone caught should NOT pay more for their insurance. Regardless of their risk behaviour, there are some activities that all agree should result in the individual paying more if caught: leaving the scene of an accident; driving with a blood alcohol content of .08; driving through a red light; and driving through a stop sign.

As respondents risk behaviour index increases, they are less likely to say particular actions should result in paying more for insurance if caught. This is especially true of driving 15 kilometres over the speed limit on highways or 10 kilometres over the limit in cities, failing to signal, or not wearing a seat belt. See Table 21.

<b>Table 21: Pay more for insurance if caught by risk</b>				
	<b>Risk behaviour</b>			
	<b>High (n=98)</b>	<b>Moderate (n=295)</b>	<b>Low (n=222)</b>	<b>Very low (n=194)</b>
Driving with a blood alcohol content of .05**	58%	71%	79%	77%
Not wearing a seat belt*	35%	44%	60%	62%
Driving 15 kilometres over the speed limit on highways*	32%	33%	51%	54%
Driving 10 kilometres over the speed limit on streets*	24%	34%	42%	54%
Making an illegal left turn**	28%	35%	45%	47%
Failing to signal*	12%	22%	29%	35%

\*Statistically significant at the .000 level \*\*Statistically significant at the .005 or less.

Younger respondents are also more likely to say that someone caught doing some of these activities should NOT pay more for their insurance. For example, younger respondents are statistically more likely to say that someone should pay no more for his/her insurance if he/she is caught violating a GDL restriction. See Table 22.

<b>Table 22: Pay more for insurance if caught by age</b>				
	<b>Age</b>			
	<b>18 to 24 (n=98)</b>	<b>25 to 39 (n=220)</b>	<b>40 to 64 (n=364)</b>	<b>65 + (n=126)</b>
Violating a Graduated Driver Licence (GDL) restriction*	64%	78%	75%	76%
Driving through a stop sign*	54%	78%	69%	69%
Driving 10 kilometers over the speed limit on streets*	25%	36%	42%	51%
Failing to signal*	10%	24%	28%	36%

\*Statistically significant at the .000 level



### 3.4 Relative ranking of driving behaviours

We explained to respondents that the current system is designed to make poor drivers pay more for licences and vehicle insurance, while good drivers pay less. We asked respondents to consider five situations and what penalty they would recommend in each case.

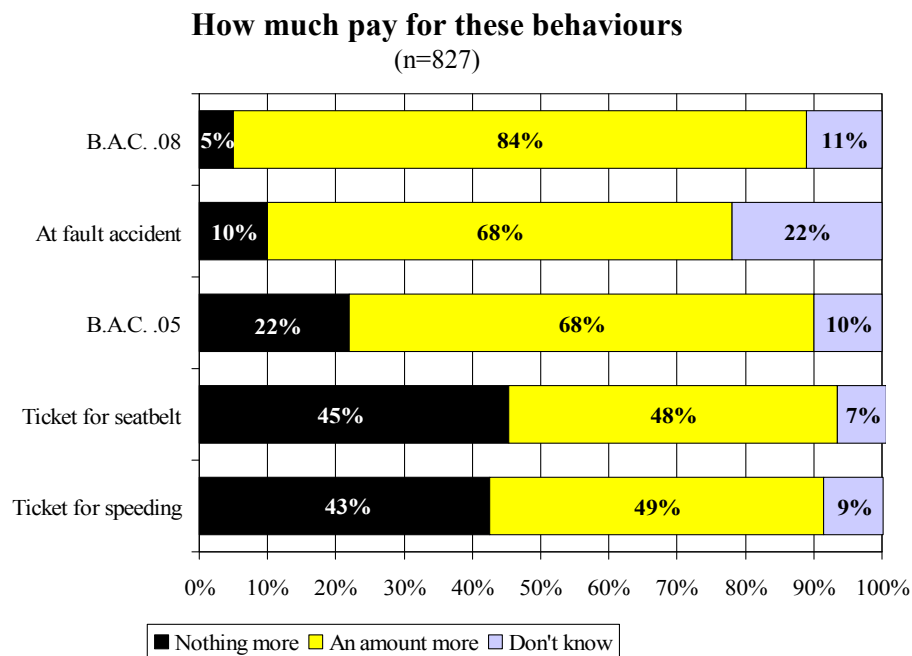
A majority of respondents indicate that drivers should pay a penalty if they:

- are convicted for impaired driving, that is, driving with a blood alcohol level of .08
- cause an accident
- are convicted for driving with a blood alcohol level of .05.

Less than half of respondents indicate that drivers should pay a penalty if they:

- are convicted for not wearing a seat belt
- are convicted for speeding 10 kilometres over the speed limit in cities and towns.

Figure 11 shows the percentage of respondents who, for each situation, said the driver should pay: nothing more, an amount more, or did not know how much more.



**Figure 11**

Table 23 shows the amounts more that respondents suggest drivers



**Manitoba Public Insurance  
Driver Safety Rating System—June 8, 2006**

should pay if caught in these situations.

- Almost 9 respondents in 10 provide an amount more that a driver should have to pay if he/she is caught with a B.A.C. of .08, including 47% who would penalize the driver over \$200.
- Almost 7 respondents in 10 provide an amount more that a driver should have to pay if he/she is caught with a B.A.C. of .05, including 29% who would penalize the driver over \$100.
- Almost 7 respondents in 10 also provide an amount more that a driver should have to pay for causing an accident, including 48% who would assign a penalty of over \$50.
- Almost half provide an amount more that a driver should have to pay for receiving a ticket for not wearing a seat belt, almost all of whom (42%) say under \$100.
- Almost half also provide an amount more a driver should have to pay for receiving a ticket for speeding 10 kilometres over the speed limit in a city or town, and again, almost all of whom (47%) say under \$100.

**Table 23: Amount more a driver should pay**  
*The current system is designed to make poor drivers pay more for licences and vehicle insurance, while good drivers pay less. I'm going to read some situations and ask what penalty you'd recommend. As I read each situation, please tell me how much more in dollars you think each driver should have to pay.*  
**Q37-Q47: How much more do you think a driver should pay if a driver has...**

	Overall (n=827)				
	One conviction for impaired driving, that is, driving with a blood alcohol content of .08 or higher	One 24-hour suspension for driving with a blood alcohol content of .05	Caused an accident	One ticket for not wearing a seat belt	One ticket for speeding 10 km over the speed limit in cities and towns
Nothing	5%	22%	10%	45%	43%
\$1 to \$25	2%	6%	6%	17%	21%
\$26 to \$50	5%	13%	15%	15%	16%
\$51 to \$100	17%	19%	26%	10%	10%
\$101 to \$200	15%	11%	14%	3%	2%
\$201 to \$500	28%	14%	7%	2%	<1%
Over \$500	19%	4%	1%	<1%	<1%
Don't know/no response	10%	10%	22%	7%	9%
<b>Total</b>	<b>101%</b>	<b>99%</b>	<b>101%</b>	<b>99%</b>	<b>101%</b>

Note: Totals may not sum to 100% due to rounding.



Regardless of their perception of fairness of the current system or their own risk behaviour, the amounts assigned as a penalty are similar.

Another way of looking at these penalties is the average amounts assigned to each, which offer some indication of the weight the typical respondent gives to each of these activities. Figure 12 below shows the average amount both including zero (that is, those who think drivers caught should not pay more) and excluding zero (that is, only those who think drivers should pay more).<sup>14</sup>

- Respondents say drivers with one conviction for impaired driving, that is, driving with a B.A.C. of .08 or higher should pay the most. On average, respondents say the amount more they should pay is about \$400. Because most agree that such a driver should pay something, the averages including and excluding zero are similar.
- The second highest penalty on average is assigned to another drinking and driving incident. On average, respondents say that a driver with one 24-hour suspension for driving with a B.A.C. of .05 should pay \$125 more. However, if those who do not think such drivers should pay anything more are excluded, the average jumps to \$211 (about half the penalty for a B.A.C. of .08).
- On average, an at-fault accident, that is causing an accident, results in a penalty of \$112, or \$129 if those who think no penalty should be assessed are excluded. (Again, this is about half that for a B.A.C. of .05).
- A driver who received a ticket for not wearing a seat belt should pay, on average, \$28 more. This increases to an average of \$58 if those who think no penalty is needed are excluded. (About half that of causing an accident.)
- A driver receiving a ticket for speeding should pay \$24 more on average. However, if we exclude those who do not feel such a ticket warrants a penalty, then the average doubles to \$50.

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<sup>14</sup>

In a few cases, respondents apply such high penalties that the amount significantly affects the average. In order to address this, we decided to remove any amount more than two standard deviations from the weighted mean. The result is that in each question, a few responses have been removed from this calculation.

### Average amount more a driver should pay

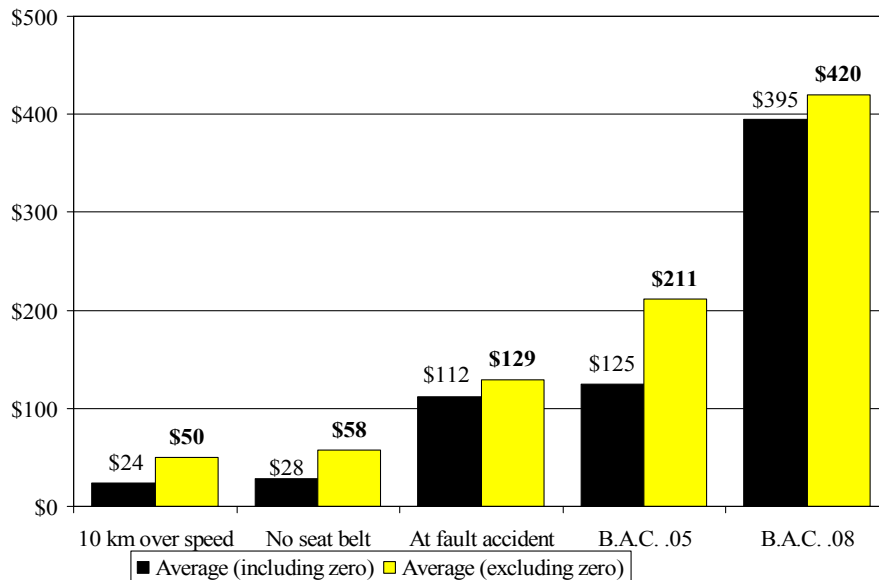


Figure 12

Yet another way to look at the relationship among these situations and the amount more a driver should pay is to create a ratio. By doing this, we are attempting to standardize these amounts, measuring activities against one standard. In this case, we chose as our standard the amount more that respondents say some should pay for causing an accident.

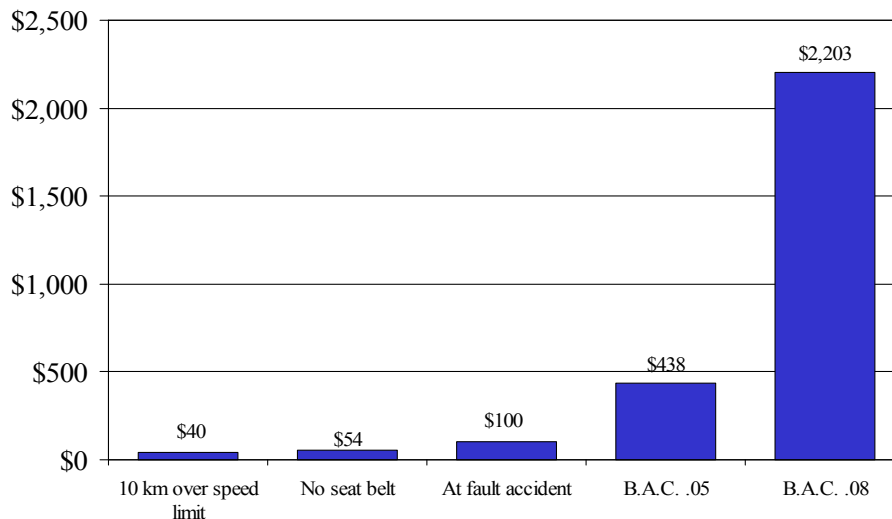
Figure 13 shows the average amount more that respondents would charge in each situation given a \$100 penalty for causing an accident.

- For being caught driving with a B.A.C. of .08, on average, respondents would impose a penalty 22 times greater (\$2,200).
- For being caught driving with a B.A.C. of .05, on average, respondents would impose a penalty four times greater (\$403).
- For being caught not wearing a seat belt, on average, respondents would impose a penalty of half (\$54) that of an accident.
- For being caught speeding (10 kilometres over the speed limit), on average, respondents would impose a penalty of less than half (\$40) for someone causing an accident.



**Relative amount paid compared to an at-fault accident**

(n=827)



**Figure 13**

**3.5 Number of times for specific penalties**

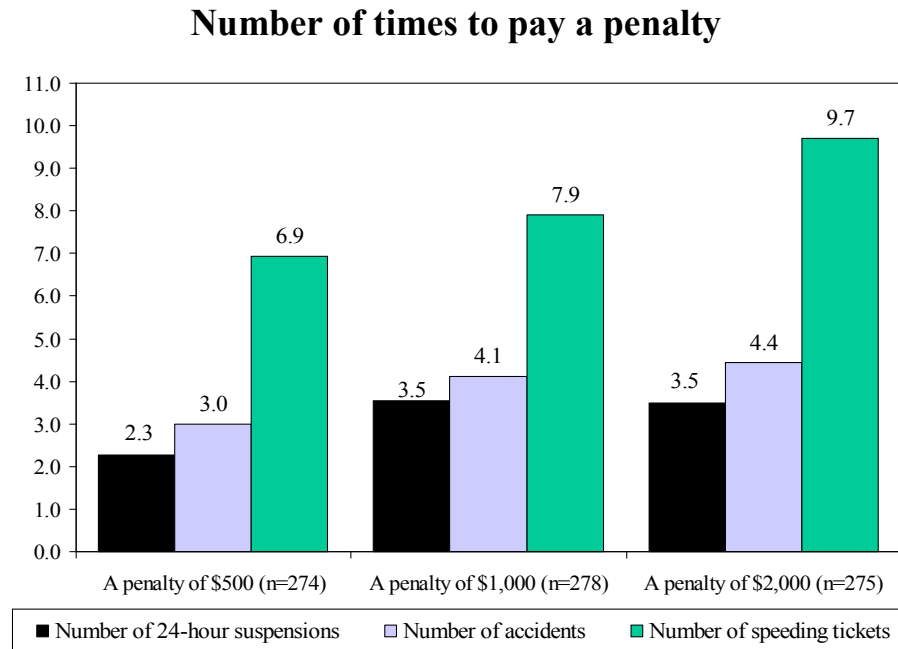
Another way of examining the question of bad driving and appropriate penalties is to ask how often a driver must be caught performing a certain behaviour to warrant a specific penalty.

We split our sample into three, asking each subgroup to assess one of three scenarios. In each case, respondents were asked to think about a three-year period and how many times a driver must do these activities so that it is reasonable that they pay a specific penalty. Our three subgroups were each to consider one of the following amounts: \$500, \$1,000, or \$2,000. Respondents were asked to consider the following questions with one of those three penalties and a three-year period in mind:

- How many accidents would a driver have to have caused?
- How many tickets for speeding 10 kilometres over the speed limit on streets in cities and towns would a driver have to have received?
- How many 24-hour suspensions for driving with a B.A.C. of .05 would a driver have to have received?



Figure 14 shows the average number of times a driver would have to be caught in these situations to pay these penalties.



**Figure 14**

On average, at each level of penalty:

- The number of 24-hour suspensions for having a B.A.C. of .05 is the lowest, ranging between just over two at the \$500 penalty to almost four at the \$1,000 or \$2,000 penalty.
- The number of accidents falls in the middle, ranging from three at \$500 (one a year) to over four at \$2,000.
- The number of tickets for speeding is the highest, ranging from seven (over two a year) at \$500 to almost 10 at \$2,000.

For both having a B.A.C. of .05 and causing accidents, there is very little difference in the number (on average) acceptable at the \$1,000 and the \$2,000 level. This suggests that respondents have an upper number in mind after which almost any penalty seems reasonable (given these behaviours). In other words, respondents would tolerate these behaviours only so many times before they would say significant penalties would be acceptable.

Conversely, the number of speeding tickets continues to increase with the amount of the penalty, suggesting that the penalty and number of speeding tickets are linked: the more the tickets, the





greater the penalty.

### 3.6 Maximum overall penalty

We asked respondents to think about a driver who continuously causes accidents and breaks the law, receiving numerous tickets, and identify the most they would penalize such a driver.

<b>Table 24: Maximum overall penalty for drivers who continuously cause accidents and break the law</b>	
<i>Q49A: Thinking about drivers who continuously cause accidents and break the law receiving numerous tickets for such things as speeding. What is the most, in dollars, you think such drivers should be penalized?</i>	
	<b>Apr '06 % (n=827)</b>
Nothing – no penalty	2%
Under \$500	10%
\$500 to \$999	14%
\$1,000 to \$4,999	45%
\$5,000 or more	14%
Don't know/no response	15%
Total	100%
Average	\$2,104

As Table 24 shows:

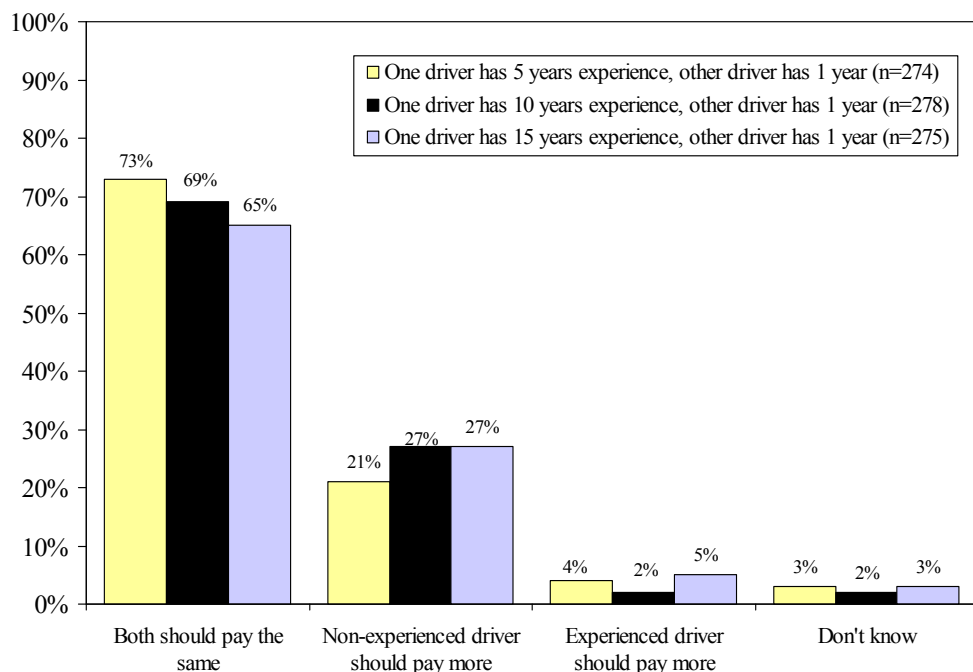
- On average, respondents would penalize such a driver over \$2,100.
- Almost 6 respondents in 10 would penalize such a driver \$1,000 or more.

Whether respondents believe the current system is fair or unfair, the amounts they assign such a driver are similar. Regardless of the risk behaviour, respondents also tend to assign similar amounts.

### 3.7 Experience as a discount factor

We randomly divided respondents into three subgroups and asked them to imagine there are two drivers; one is experienced and the other is a relatively new driver. Both have clean driving records. Each of the drivers causes separate accidents while driving. We explained that one driver has been driving for 5, 10, or 15 years (depending on the subgroup), while the other has been driving for only a year. The results are shown in Figure 15.

#### Driver’s experience as a discount factor



**Figure 15**

As Figure 15 shows:

- In all cases regardless of the number of years of experience the one driver has, most respondents (65% or more) say that the experienced and less experienced drivers should pay the same penalty for the accident.
- As years of experience increase, more feel the inexperienced driver should pay more, but this attitude remains in the minority (27% or less).



### 3.8 Recovering of merits

We asked respondents to consider how long accidents should affect what someone pays for his/her licence and insurance.

- Some 2 respondents in 3 think that someone should have to drive accident free for one or two years before an accident no longer affects how much they pay.
- Almost 3 respondents in 10 believe someone should have to wait longer, driving accident free for three or more years.
- On average, respondents say just over two (2.2) years of accident-free driving is required before an accident no longer has an effect.

<b>Table 25: Number of years a driver should have to drive accident-free to recover from that accident</b>	
<i>Q59: If you cause an accident, how many years should you have to drive accident-free before that accident no longer has an effect on how much you pay for your licence and insurance?</i>	
	<b>Apr '06 % (n=827)</b>
Should never have an effect	1%
1 year	33%
2 years	33%
3 years	19%
4 or more years	9%
Don't know/no response	4%
<b>Total</b>	<b>99%</b>
<b>Average</b>	<b>2.2</b>
Note: Total may not sum to 100% due to rounding.	



The higher respondents' risk behaviour, the shorter the period of accident-free driving required so that an accident no longer has an effect on their licence and insurance.

As Table 26 shows, a majority of high-risk drivers say that only one year of accident-free driving should be required, with the average number of years being less than 2 (1.6). Conversely, the average among very low risk respondents is almost a year higher (2.5).

	<b>Risk behaviour</b>			
	<b>High (n=98)</b>	<b>Moderate (n=295)</b>	<b>Low (n=222)</b>	<b>Very low (n=194)</b>
Should never have an effect	1%	1%	2%	2%
1 year	53%	35%	24%	27%
2 years	31%	34%	35%	31%
3 years or more	13%	27%	36%	32%
Don't know/no response	2%	3%	4%	7%
Total	100%	100%	101%	99%
Average	1.6	2.1	2.3	2.5

Note: Totals may not sum to 100% due to rounding. Statistically significant at the .000 level.

### 3.9 Red light cameras

Red light cameras are designed to identify vehicles that run red lights and exceed the speed limit. Currently, tickets for these are sent to the vehicle’s registered owner because the driver at the time of the incident cannot be identified.

As shown in Figure 16, most respondents support, either strongly or moderately, the use of red light cameras to identify vehicles that run red lights (79%) and to identify vehicles that exceed the speed limit (75%).

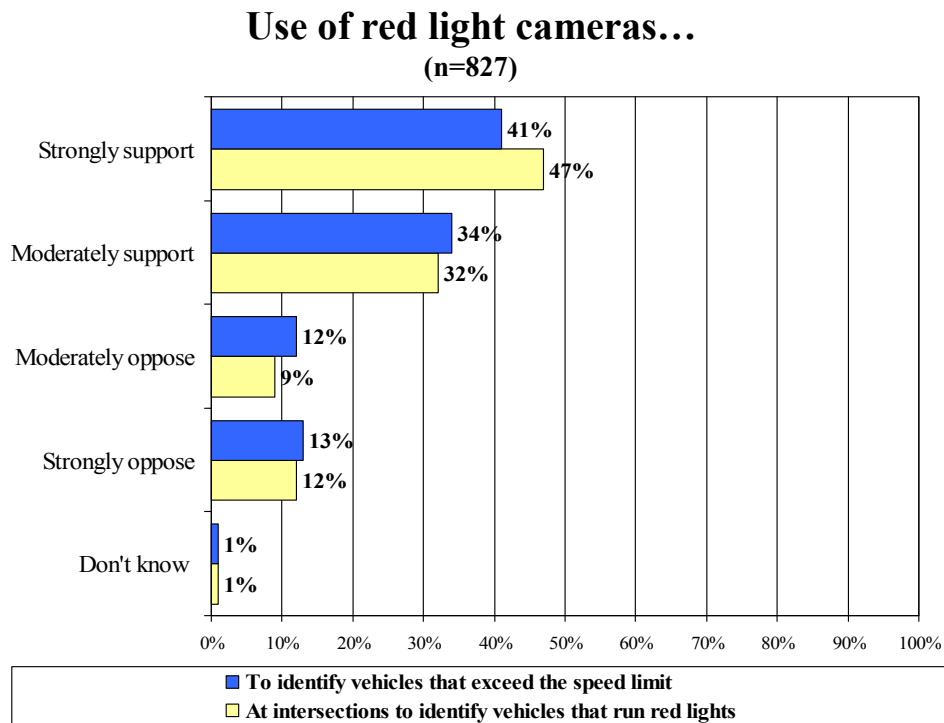


Figure 16

Since the driver of the vehicle cannot be identified, tickets from red light cameras do not play a role in the current system of discounts and penalties. However, respondents' perception of the fairness of the current system highly correlates with their support of red light cameras. See Table 27.

<b>Table 27: Support/oppose red light cameras by fairness of the system</b>			
<i>Q34-Q36: Do you support or oppose the use of cameras ...</i>			
	<b>Fairness of the current system</b>		
	<b>Very fair (n=253)</b>	<b>Somewhat fair (n=352)</b>	<b>Unfair (n=189)</b>
<b>At intersections to identify vehicles that run red lights</b>			
Support	56%	44%	40%
Moderately support	31%	37%	27%
Moderately oppose	5%	9%	11%
Strongly oppose	7%	10%	20%
<b>To identify vehicles that exceed the speed limit</b>			
Support	49%	40%	33%
Moderately support	31%	40%	27%
Moderately oppose	10%	10%	16%
Strongly oppose	10%	11%	22%
Statistically significant at the .000 level.			

As Table 27 shows:

- While a majority of respondents support the use of red light cameras to identify vehicles that run red lights, 31% of those who believe the system is not fair oppose this use. This compares with about 12% of those who believe the system is very fair.
- Similarly, while a majority of respondents support the use of red light cameras to identify vehicles that speed, almost 38% of those who believe the system is unfair oppose this use. This compares to 20% of those who believe the system is very fair.

A similar pattern is shown with risk behaviour. The higher the risk behaviour of respondents, the more likely they are to oppose the use of red light cameras to identify vehicles that exceed the speed limit.<sup>15</sup> See Table 28.

<b>Table 28: Red light cameras and risk behaviour</b>				
	<b>Risk behaviour</b>			
	<b>High (n=98)</b>	<b>Moderate (n=295)</b>	<b>Low (n=222)</b>	<b>Very low (n=194)</b>
<b>To identify vehicles that exceed the speed limit</b>				
Support	25%	36%	46%	50%
Moderately support	31%	39%	30%	31%
Moderately oppose	21%	11%	12%	9%
Strongly oppose	23%	14%	11%	9%

Statistically significant at the .000 level.

### 3.9.1 Red light camera and vehicle insurance

While the vast majority support the use of red light cameras, few support the idea of red light camera tickets having an effect on the cost of the owners' vehicle insurance.

- Over 8 respondents in 10 say that they do not think such tickets should have an impact on an owner's vehicle insurance, suggesting that they support the current system where the owner of a vehicle caught by a red light camera is sent a ticket, but that such tickets have no effect on the cost of the owner's vehicle insurance.
- About 1 respondent in 5 says he/she thinks that even though the vehicle owner may not have been the driver, the owner must take responsibility for his/her vehicle, and thus, such tickets should affect the insurance. See Table 29.

<b>Table 29: Owner's vehicle insurance be affected by red light camera tickets</b>	
<i>Q36: Currently the registered owner of a vehicle caught by a red light camera is sent the ticket since the camera cannot identify who was driving. Currently, these tickets have no effect on the cost of the owner's vehicle insurance. Do you think red light cameras should have an effect on the cost of the owner's vehicle insurance?</i>	
	<b>Apr '06 % (n=827)</b>
Yes	18%
No	81%
Don't know/no response	2%
<b>Total</b>	<b>101%</b>

Note: Total may not sum to 100% due to rounding.

<sup>15</sup> The pattern of support and opposition is similar for the use of red light cameras to identify vehicles that run red lights. However, the differences were not statistically significant.



While a majority in all cases do not support the idea that red light camera tickets should affect the cost of the owner's vehicle insurance, those who think the current system of discounts and penalties is very fair are more likely (24%) than those who think it is not fair (9%).

Similarly, those respondents classified as very low risk (30%) are more likely than those grouped as high risk (8%) to say that such tickets should affect the cost of the owner's vehicle insurance.



## 4.0 The new system

Manitoba Public Insurance is developing a new system of driver safety ratings, which it hopes will more accurately reflect a person's driving history when paying his/her driving licence and vehicle insurance.

### 4.1 Support for changes

We asked respondents about four possible changes that Manitoba Public Insurance may adopt as part of a new driver safety rating system. We asked if they thought each proposed change was a good or poor idea.

- **Single window delivery.** Currently, most Manitoba drivers pay for Autopac and their driver's licence separately at different places. Under the new system, all drivers will be able to pay for both at the same time at one location of their choice, like a broker's office.
- **Single penalty.** Currently, a penalty for causing an accident is applied to every vehicle registered in a person's name. This means that someone who owns two vehicles now pays more in penalties for an accident than someone who owns one vehicle. Under the proposed new system, no matter how many vehicles a person owns, only a single penalty will apply.
- **Transferring registration** to avoid penalties. Currently, drivers who have caused an accident can avoid paying more by having someone else in their household insure the vehicle for them. Under the new system, drivers cannot avoid paying these penalties.<sup>16</sup>
- **Flat penalty.** Currently, when a driver causes an accident, the amount of the penalty is based on a percentage of the vehicle insurance they paid. So, two drivers can be penalized different amounts for causing the same type of accident. Under the new system, the penalty for causing an accident will be a set amount, which will be the same for all drivers.

<sup>16</sup> Under the current system, however, drivers who cause an accident and do not have a vehicle registered in their name are assessed a surcharge on their licence.

As Figure 17 shows, most respondents believe these changes are a somewhat or very good idea.

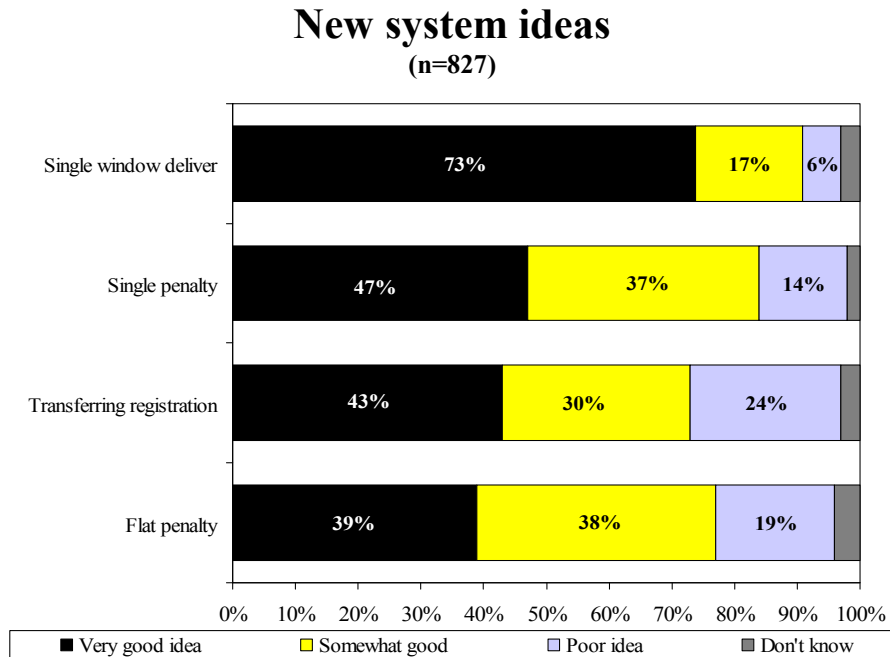


Figure 17

#### 4.2 Consistency in support

Regardless of respondents’ perceptions of the current system, a majority rate each of the proposed changes as a very or somewhat good idea. However, those who feel the current system is unfair are less likely than those who say it is fair, to say that a single window delivery and transferring registration to avoid penalties are good ideas.

See Table 30, next page.

Table 30: Assessment of proposed changes by fairness of current system			
	Very fair (n=253)	Somewhat fair (n=352)	Unfair (n=189)
<b>Single window*</b>			
Very good	78%	74%	65%
Somewhat good	16%	19%	17%
Poor	5%	5%	12%
<b>Single penalty**</b>			
Very good	52%	41%	50%
Somewhat good	33%	41%	35%
Poor	13%	17%	11%
<b>Transfer to avoid penalties**</b>			
Very good	50%	44%	32%
Somewhat good	29%	31%	30%
Poor	19%	22%	33%
<b>Flat penalty***</b>			
Very good	47%	33%	40%
Somewhat good	35%	44%	32%
Poor	15%	20%	21%
* Statistically significant at the .000 level ** Statistically significant at the .001 level *** Not statistically significant			

There are no significant differences in the assessment of these changes based on respondents' risk behaviour.

### 4.3 Other concerns

We asked all respondents what concerns, if any, they might have with Manitoba Public Insurance moving to a new system of discounts and penalties. About half could not name a concern, either explicitly stating that they had no concerns or saying that they could not think of any.

The other half have concerns about:

- **Insurance cost.** Some are concerned that any new system may result in customers paying more (9%), either because of the new system itself or because of the cost of implementing the new system. A few mention issues around having to pay a deductible (2%) or the definition of an at-fault accident (2%).
- **Driving history and setting rates.** Some want to ensure that individuals are accountable for their actions (6%) and that the system rewards good drivers (6%), or similarly, that a clean driving record should count for more (4%). Conversely, a few others want to ensure that any new system makes poor drivers pay more (2%). A few want more leniency for new drivers or

drivers new to the province (2%).

- **Creating and explaining the new system.** Some want to ensure that the new system is fair to all (8%), and that Manitoba Public Insurance clearly explains the new system (4%) and the public should have input (1%).

These and other comments and concerns are shown in Table 31.

<b>Table 31: Concerns with moving to a new system of discounts and penalties</b>	
<i>Q65: If Manitoba Public Insurance did move to a new system of discounts and penalties, what would be your main concerns, if any?</i>	
	<b>Apr '06 % (n=827)</b>
<b>Insurance costs</b>	
Increase to rates/how much it will cost	9%
Liability and deductible issues (change 50-50/the way fault is assigned)	2%
Flexible on definition of accident (shouldn't receive surcharge for all accidents)	2%
Lower rates for insurance and driver's licence	1%
All drivers should pay the same amount (no matter type of vehicle)	1%
Cost of motorcycle insurance	<1%
Drivers should not pay the same amount based on vehicle type	<1%
<b>Driver history and setting rates</b>	
Penalties should match actions (make people more accountable for their driving)	6%
Reward good drivers/good drivers should pay less	6%
Appreciation of driving record (clean history/experience)	4%
Poor drivers should pay more	2%
More leniency for new drivers/good drivers from other provinces	2%
<b>Creating and explaining the new system</b>	
New system should be fair/everyone should be treated the same	8%
New system should be clearly explained/information to public	4%
Public input	1%
That it works or runs as it should	1%
<b>Merits and demerits</b>	
Driver should be allowed more merits (able to acquire more merits)	1%
Merits should be easier to get/win back	1%
<b>Other issues</b>	
Depends on what they come up with	2%
Improvements in customer service	1%
Change no fault (give people the right to sue)	1%
Re-test old drivers/poor drivers/all drivers/new drivers	1%
Immobilizer/auto theft issues (cost of immobilizers/installation issues)	1%
Other	5%
No concerns	16%
Don't know/no response	35%
Note: Respondents could provide more than one answer. Total sums to more than 100%.	



## 5.0 Summary and observations

Most Manitobans believe the current system of assigning discounts and penalties to driver's licence and vehicle insurance is somewhat or very fair. Most believe that a person's driving record is important in setting their insurance rates. Most also agree that certain driving behaviours should affect how much someone pays for his/her insurance and that different poor driving behaviours should result in different penalties.

While this suggests that the findings of this research are very straightforward, in fact, they are more complicated than the summary above indicates.

A significant number of respondents believe the current system is unfair. They say this is because drivers receive too few merits and that merits are too easy to lose and difficult to regain. Similarly, the system is seen as unfair because good drivers pay too much, and poor drivers do not pay enough. While most can provide a reason why they think the system is not fair, these same respondents are significantly more likely to say they also do not understand the system. While this may appear illogical – how can people say it is not fair if they do not understand? – it reflects the fact that transparency is often used as a key criterion of fairness. It is also likely that many respondents who say they have an “ok understanding” of the current system, in fact, have only a rudimentary knowledge of its workings. If a system is not easily understood, many will assume it is hiding some inequities. To be seen as fair, any changes to the current system must result in its being easier to understand.

Almost all respondents, whether they believe the current system is fair or not, say that considering a person's driving record is important when setting that individual's insurance rates. This would suggest that the longer someone has been driving with a clean record, the less he/she should pay. Conversely, the less time someone has been driving with a clean record, the more he/she should pay. However, it appears that new drivers are to be exempt from this rule.

- A large majority of respondents believe Manitoba Public Insurance should assume that new drivers are good drivers until they prove otherwise. According to respondents, Manitobans are taught that someone is innocent until proven guilty, and thus to assume someone is a poor driver without evidence to support it would be unfair.

*Manitoba Public Insurance*  
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- Given a driver with 10 years of experience and a clean record and a driver who just got a licence, half of the respondents say both drivers should pay the same for their licences. Almost half disagree, saying the new driver should pay more.
- Given an experienced driver with five or more years of experience and a driver with one year of experience, both of whom have a clean record, a majority of respondents believe that if both cause an accident, both should pay the same penalty for that accident. This appears to contradict the importance of considering a driver's record in setting rates. For many, it is only after this first at-fault accident that drivers have a record against which they can be judged. Again, these responses simply reflect a belief that people should be treated the same until there is evidence to contrary.

Participants are clear that driving behaviour should affect the amount people pay for their licence and vehicle insurance. Given various types of driving behaviour, ranging from a minor traffic violation to criminal offences, most Manitobans believe at least some of these behaviours should affect how much they pay. The perceived seriousness of the offence strongly influences whether respondents think it should affect their insurance rates. Almost all agree that serious behaviours such as being caught driving with a B.A.C. of .08 or leaving the scene of an accident should result in someone paying more for their insurance. Similarly, most agree that driving through a red light or stop sign should result in a person having to pay more. Respondents are split on whether breaking other laws should result in people paying more (e.g., not wearing a seat belt or speeding 15 kilometres over the speed limit on highways). While many support the use of red light cameras as a means for controlling traffic, very few support the idea that vehicle owners should pay more on their insurance as a result of tickets from red light cameras. In part, this reflects a belief that some activities have greater risk associated with them and that only high-risk behaviour should be taken into consideration, and only when the driver responsible can be identified. Further, these attitudes may reflect that they do not want to include behaviours that they themselves practice.

Not only do respondents think some behaviours should affect how much they pay, but respondents typically assign an amount that fits their perceptions of the seriousness of that behaviour. For these respondents, all behaviour should not be treated the same. Respondents believe that to be fair, the system needs to assess driving behaviours differently, reflecting the seriousness of the infraction. Thus, someone caught driving with a B.A.C. of

.08 should pay much more than someone who causes an accident.

While almost all respondents agree that the driving record is important in setting an individual's insurance rates, there is less agreement as to what elements of a driver's history should be considered. Since there is no consensus among Manitobans, changes to the current system may not necessarily satisfy all drivers. However, any system that is easy to understand and that clearly applies rules consistently should be considered fair by more drivers than compared to the current system. Thus, it is not surprising that a majority of participants, whether or not they believe the current system is fair, believe that the proposed changes are good ideas. These changes speak of making the system simpler and more transparent, and ensuring that everyone is treated similarly. Manitobans support these ideas.



## APPENDIX A

### Questionnaire

**Manitoba Public Insurance  
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**1: INTRO**

**LD CODE: 1135**

Hello, is this \$N ?. CALLBACK INFO: NAME: <NAME > GENERAL INFORMATION:  
<INFO1 > <INFO2 >

(ANYTHING IN UPPER CASE IS NOT TO BE READ TO RESPONDENT)

- 01 ..... YES, Continue with survey 1 D
- 02 ..... Terminate Call 2 => /INT01

**2: INTR1**

**Start of Questionnaire - LD CODE: 1135**

Hello, my name is \_\_\_\_\_, and I'm calling from Prairie Research Associates, an independent research company based in Winnipeg. We are conducting a survey of drivers for Manitoba Public Insurance about driving behaviour and how much people pay for their driver's licence and insurance. Do you have time to do the survey now?

CONFIRM RESPONDENT IS 18 YEARS OF AGE OR OLDER

- 01 ..... Continue to next screen 1 D
- 02 ..... Terminate Call/Callback 2 => /INT01

**3: INTR2**

=> +1 else => +1 if 1==1

Are you 18 years of age or older?

-PRESS "F7" FOR MORE INFORMATION ABOUT MANITOBA PUBLIC INSURANCE-

- 01 ..... Yes - CONTINUE 1 => QA
- 02 ..... No - NOT 18 YEARS OF AGE OR OLDER 2 => /REQ
- 03 ..... No response - TERMINATE 9 => /INT01

**4: INTR3**

To begin, which of the following age groups do you belong to: (READ RESPONSES)

-PRESS "F7" FOR MORE INFORMATION ABOUT MANITOBA PUBLIC INSURANCE-

- 01 ..... 18-24 1 => QA
- 02 ..... 25-39 2 => QA
- 03 ..... 40-64 3 => QA
- 04 ..... 65 and over 4 => QA
- 05 ..... (DO NOT READ) No response 9 => QA

**5: INT01**

**INITIAL CALL STATUS SCREEN**

----- RECORD CALL STATUS BELOW -----

- 01 ..... YES, CONTINUE WITH SURVEY 01 N
- 02 ..... Hard appointment 04 => /NAME
- 03 ..... Soft appointment 05 => /NAME
- 04 ..... Not in service 10 => /END
- 05 ..... Fax/Modem line 11 => /END
- 06 ..... Business line 12 => /END
- 07 ..... Household refusal 20 => /END
- 08 ..... Respondent refusal 21 => /END
- 09 ..... Respondent not available 22 => /END
- 10 ..... Refusal at introduction 23 => /END
- 11 ..... Termination - Mid interview 24 N => /END
- 12 ..... Busy 30 => /END
- 13 ..... No answer 31 => /END



**Manitoba Public Insurance  
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14.....	Answering machine	32		=> /END
15.....	Other	50	O	=> /END
<hr/>				
16.....	Language/Heath/Hearing problem	60		=> /END
17.....	Non-qualified respondent	70		=> /END
18.....	Quota Filled	71		=> /END

**6: REG**

**REGION OF PHONE NUMBER**

REGION:

01.....	WINNIPEG	01
02.....	NON-WINNIPEG	02
03.....	Winnipeg - Oversample 18-24	03
04.....	Non-Wpg - Oversample 18-24	04

**7: INSPH**

**8: FSA**

**FSA FROM DATABASE**

**9: RTATE**

**Rotation variable**

01.....	Will get A questions	1
02.....	Will get B questions	2
03.....	Will get C questions	3

**10: REQ**

**REQUEST TO SPEAK WITH SOMEONE WHO IS 18 YEARS OF AGE OR OLDER**

May I please speak to someone who is? (18 years of age or older)

01.....	Yes	1	=> /INTR1
02.....	No/Not Available/Callback/Termination	2	=> /INT01

**11: QA**

**BONUS MALUS: MARCH 2006**

QA. Just before we begin I would like to check a few things with you. Have you participated in a phone survey or focus group for Manitoba Public Insurance in the last 6 months?

-PRESS "F7" FOR MORE INFORMATION ABOUT MANITOBA PUBLIC INSURANCE-

01.....	Yes (END WITH THANKS)	1	=> /TERM
02.....	No	2	
03.....	No Response	9	=> /TERM

**12: QB1**

QB1. Do you or any member of your household work for... Manitoba Public Insurance?

-PRESS "F7" FOR MORE INFORMATION ABOUT MANITOBA PUBLIC INSURANCE-

01.....	Yes (END WITH THANKS)	1	=> /TERM
02.....	No	2	
03.....	No Response	9	=> /TERM



**Manitoba Public Insurance  
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**13: QB2**

QB2. Do you or any member of your household work for... A company that sells autopac insurance?

- 01 ..... Yes (END WITH THANKS) 1 => /TERM
- 02 ..... No 2
- 03 ..... No Response 9 => /TERM

**14: QB3**

QB3. Do you or any member of your household work for... A company that sells property-casualty insurance?

- 01 ..... Yes (END WITH THANKS) 1 => /TERM
- 02 ..... No 2
- 03 ..... No Response 9 => /TERM

**15: QC**

QC. Do you personally work in market research?

- 01 ..... Yes (END WITH THANKS) 1 => /TERM
- 02 ..... No 2 => /MS1
- 03 ..... No Response 9 => /TERM

**16: TERM**

**TERMINATION SCREEN IF WORKS FOR MPI/INSURANCE/MARKET RESEARCH FIRM**

I am sorry but you do not qualify for any of the following questions. Thank you for your time, those are all the questions I have.

- 01 .....GO TO STATUS SCREEN AND CODE AS NON-QUALIFIED 1 D => /INT01

**17: MS1**

MS1. Do you currently have a valid Manitoba driver's licence?

- 01 ..... Yes - Full licence 1
- 02 ..... Beginner's / learner's permit / Intermediate 2
- 03 ..... No 0 => /TERM
- 04 ..... Don't know 8 => /TERM
- 05 ..... No response 5 => /TERM

**18: Q2X**

**PERCEPTION OF MPI**

Q2X. As you may know, Manitoba Public Insurance is a crown corporation that provides insurance for vehicles and coverage for those injured in automobile accidents. As of last year, it is ALSO in charge of driver's licences. -- PRESS ENTER TO CONTINUE TO NEXT SCREEN--

- 01 ..... CONTINUE 1 D

**19: Q2**

Q2. Using a scale of 1 to 7, where 1 means you have a very unfavourable opinion and 7 means you have a very favourable opinion, what is your opinion of Manitoba Public Insurance?

- 01 ..... 7 - Very favourable 7
- 02 ..... 6 6
- 03 ..... 5 5



**Manitoba Public Insurance  
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04.....	4	4
05.....	3	3
06.....	2	2
07.....	1 - Very unfavourable	1
08.....	Don't know	8
09.....	No response	9

**20: Q3**

Q3. When you think about auto insurance in Manitoba, including the price, the coverage, and the service customers receive, do you think that Manitobans receive better value, the same value, or poorer value than residents of other provinces?

01.....	Better value	3
02.....	Same value	2
03.....	Poorer value	1
04.....	Don't know	8
05.....	No response	9

**21: Q4**

Q4. Now I'd like to ask you a few questions about your driving history. What year did you get your driver's licence? (INCLUDE PERIOD WHERE THEY HAVE THEIR BEGINNER'S / LEARNERS PERMIT).

\$R 1910 2006

01.....	Don't know / Can't remember exact year	8888	=> Q4A
02.....	No response	9999	=> Q5

**22: Q4A**

=> +1 if	NOT Q4=8888
----------	-------------

*IF "DON'T KNOW/CAN'T REMEMBER" AT Q4*

Q4A. Could you tell me the number of years that you have had your licence? (INCLUDE PERIOD WHERE THEY HAVE THEIR BEGINNER'S / LEARNERS PERMIT).

\$E 01 70

01.....	Less than a year	00
02.....	Don't know	88
03.....	No response	99

**23: Q5**

Q5. How many merits, if any, do you currently have on your driver's licence? (PROMPT: THE MAXIMUM # IS 5 MERITS) (NOTE: IF THEY KNOW THEY HAVE AT LEAST ONE BUT ARE UNSURE OF THE TOTAL AMOUNT OR IF THEY GIVE YOU AN AMOUNT HIGHER THAN 5, USE 66 AS HAVING SOME MERITS)

\$E 1 5

01.....	No merits	00	=> Q7
02.....	Some merits (DO NOT KNOW EXACT #)	66	=> Q7
03.....	Don't know	88	=> Q7
04.....	No response	99	=> Q7

**24: Q6**

=> +1 if	NOT Q5=5
----------	----------

*IF HAVE 5 MERITS (Q5=5)*

Q6. About how long have you had these 5 merits? ENTER AMOUNT OF YEARS



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\$E 1 75

01 .....	Less than one year	00
02 .....	Long time - Can't recall amount of years but it was a long time ago	77
03 .....	Don't know	88
04 .....	No response	99

**25:**

**Q7**

=> Q8 if	NOT Q5=00,99
----------	--------------

Q7. How many demerits, if any, do you currently have on your driver's licence? (PROMPT: Demerits are also known as points on your licence.) (NOTE: IF THEY KNOW THEY HAVE AT LEAST ONE BUT ARE UNSURE OF THE TOTAL AMOUNT, USE 66 AS HAVING SOME DEMERITS)

\$E 1 75

01 .....	No demerits	00
02 .....	Some demerits (USE IF DO NOT KNOW HOW MANY THEY HAVE)	66
03 .....	Don't know	88
04 .....	No response	99

**26:**

**Q8**

Q8. Thinking of the last five years, what's the most you've ever had to pay to renew your Manitoba driver's licence? Was it... (READ RESPONSE) (PROMPT: \$65 or less is the Basic or discounted rate)

01 .....	\$65 or less	1
02 .....	\$66 to less than \$200	2
03 .....	\$200 to \$400	3
04 .....	More than \$400	4
05 .....	(DO NOT READ) Don't know	8
06 .....	(DO NOT READ) No response	9

**27:**

**Q9A**

Q9A. Now I have a few questions about the cost of registering and insuring a vehicle in Manitoba. How many vehicles does your household currently own or lease? (PROMPT: By vehicles we mean any On-road vehicles, such as trucks, cars, SUVs, motorcycles, etc.)

\$R 1 15

01 .....	None	00	=> Q13X
02 .....	Don't know	88	
03 .....	No response	99	

**28:**

**Q9**

**VEHICLE REGISTRATION**  
Q9. How many of those vehicles are currently registered and insured in your name? (PROMPT: By vehicle we mean any On-road vehicles, such as trucks, cars, SUVs, motorcycles, etc.)

\$R 1 15

01 .....	None	00	
02 .....	Don't know	88	=> Q13X
03 .....	No response	99	=> Q13X

**29:**

**Q10**

=> +1 if	NOT Q9=00
----------	-----------





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03 .....No response 99 X

**34: Q16**

Q16. Currently, drivers can earn a discount on their vehicle insurance for each year of driving without having caused an accident of up to 25% maximum. Is this discount...(READ RESPONSES)

01 .....	Too much	3	
02 .....	About right	2	=> Q18
03 .....	Too little	1	
04 .....	(DO NOT READ) Don't know	8	=> Q18
05 .....	(DO NOT READ) No response	9	=> Q18

**35: Q17A**

=> +1 if NOT Q16=3

Q17A. If 25% is too much, how much do you think Manitoba Public Insurance should discount someone's insurance?

Rotation => 2

\$E 0 24

01 .....	Don't know	888
02 .....	No response	999

**36: Q17B**

=> +1 if NOT Q16=1

Q17B. If 25% is too little, how much do you think Manitoba Public Insurance should discount someone's insurance?

\$E 26 100

01 .....	Don't know	888
02 .....	No response	999

**37: Q18**

**GOOD / BAD DRIVERS: PART 1**

Q18. In your opinion, what proportion of Manitobans are "good" drivers? (ENTER IN PERCENT)

\$E 0 100

01 .....	Don't know	888
02 .....	No response	999

**38: Q19**

Q19. In your opinion, what proportion of Manitobans are "poor" drivers? (ENTER IN PERCENT) (REMINDER <Q18 >% ARE GOOD DRIVERS - TOTAL NOT TO EXCEED 100%)

\$E 0 100

01 .....	Don't know	888
02 .....	No response	999

**39: Q20**

Q20. Do you consider yourself to be better, worse or about the same as the typical driver in Manitoba? (PROMPT: Would that be Much Better or Somewhat Better?)

01 .....	Much better	4
----------	-------------	---





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02.....	Somewhat Better	3
03.....	About the same	2
04.....	Worse	1
05.....	Don't know	8
06.....	No response	9

**40:** **Q21**

Q21. In your opinion, how many at-fault accidents can someone have in 5 years and still be considered a GOOD driver? (PROMPT: Think of any accident they caused no matter the situation or cost)

\$E 1 75

01.....	None	00
02.....	Don't know	88
03.....	No response	99

**41:** **Q22**

Q22. In your opinion, how many at-fault accidents would someone have to have in 5 years to be considered a BAD driver? (PROMPT: Think of any accident they caused no matter the situation or cost)

\$E 01 75

01.....	None	00
02.....	Don't know	88
03.....	No response	99

**42:** **Q23X**

Q23X. I'm now going to read you a list of traffic violations or offenses. For each one, please tell me if you think someone should pay more for their insurance if they are caught by police. --- PRESS ENTER TO CONTINUE TO NEXT SCREEN ---

01.....	CONTINUE	1	D
---------	----------	---	---

**43:** **Q23**

Rotation => Q33

*Q23 - Q33 ROTATED*

Q23. Driving through a stop sign? (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

01.....	Yes - should pay more	1
02.....	No - should NOT pay more	0
03.....	Don't know	8
04.....	No response	9

**44:** **Q24**

Q24. Driving 10 kilometers over the speed limit on streets in cities and towns? (PROMPT: This does not include being caught by a red light camera) (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

01.....	Yes - should pay more	1
02.....	No - should NOT pay more	0
03.....	Don't know	8
04.....	No response	9

**45:** **Q25**



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Q25. Driving 15 kilometers over the speed limit on highways? (PROMPT: This does not include being caught by a red light camera) (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**46: Q26**

Q26. Driving through a red light? (PROMPT: This does not include being caught by a red light camera) (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**47: Q27**

Q27. Leaving the scene of an accident? (PROMPT: Thinking of the person responsible for causing the accident) (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**48: Q28**

Q28. Driving with a blood alcohol content of point-zero-five (.05), that is, subject to a 24 hour suspension? (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**49: Q29**

Q29. Driving with a blood alcohol content of point-zero-eight (.08), that is, legally impaired? (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**50: Q30**

Q30. Failing to signal? (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9



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**51: Q31**

Q31. Making an illegal left turn? (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**52: Q32**

Q32. Violating a Graduated Driver Licence (GDL) restriction, such as driving without a supervisor? (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**53: Q33**

Q33. Not wearing a seatbelt? (PROMPT: Should someone pay more for their insurance if they are caught doing this?)

- 01 ..... Yes - should pay more 1
- 02 ..... No - should NOT pay more 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**54: Q34**

Q34. Now I have a few questions about red light cameras. Do you support or oppose the use of cameras at intersections to identify vehicles that run red lights? (PROMPT: Would that be strongly or moderately support / oppose their use?)

- 01 ..... Strongly oppose 1
- 02 ..... Moderately oppose 2
- 03 ..... Moderately support 3
- 04 ..... Strongly support 4
- 05 ..... Don't know 8
- 06 ..... No response 9

**55: Q35**

Q35. Do you support or oppose the use of cameras to identify vehicles that exceed the speed limit? (PROMPT: Would that be strongly or moderately support / oppose their use?)

- 01 ..... Strongly oppose 1
- 02 ..... Moderately oppose 2
- 03 ..... Moderately support 3
- 04 ..... Strongly support 4
- 05 ..... Don't know 8
- 06 ..... No response 9

**56: Q36**

Q36. Currently the registered owner of a vehicle caught by a red light camera is sent the ticket since the camera can not identify who was driving. Currently, these tickets have NO



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EFFECT on the cost of the owner's vehicle insurance. Do you think red light cameras SHOULD HAVE an effect on the cost of the owner's vehicle insurance?

- 01 ..... Yes 1
- 02 ..... No 0
- 03 ..... Don't know 8
- 04 ..... No response 9

**57:** **Q37X**

Q37X. The current system is designed to make poor drivers pay more for licences and vehicle insurance, while good drivers pay less. I'm going to read some situations and ask what penalty you'd recommend. As I read each situation, please tell me how much more in dollars you think each driver should have to pay.

- 01 ..... CONTINUE 1 D

**58:** **Q37**

Q37. If a driver has caused an accident? (PROMPT: How much MORE in dollars do you think they should have to pay?) (PROMPT: Think of any accident they caused no matter the situation or the amount of damage)

ENTER DOLLAR AMOUNT

\$E 1 5000

- 01 ..... Nothing 0000
- 02 ..... Don't know 8888
- 03 ..... No response 9999

**59:** **Q39**

Q39. If a driver has one ticket for speeding 10 kilometers over the speed limit on streets in cities and towns? (PROMPT: How much MORE in dollars do you think they should have to pay?)

ENTER DOLLAR AMOUNT

\$E 1 5000

- 01 ..... Nothing 0000
- 02 ..... Don't know 8888
- 03 ..... No response 9999

**60:** **Q43**

Q43. If a driver has one 24-hour suspension for driving with a blood alcohol level of point-zero-five (.05)? (PROMPT: How much MORE in dollars do you think they should have to pay?)

ENTER DOLLAR AMOUNT

\$E 1 5000

- 01 ..... Nothing 0000
- 02 ..... Don't know 8888
- 03 ..... No response 9999

**61:** **Q45**

Q45. If a driver has one conviction for impaired driving, that is, driving with a blood alcohol level of point-zero-eight (.08) or higher? (PROMPT: How much MORE in dollars do you think they should have to pay?)

ENTER DOLLAR AMOUNT

\$E 1 5000

- 01 ..... Nothing 0000
- 02 ..... Don't know 8888



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03 .....No response 9999

**62:** **Q47**

Q47. If a driver has one ticket for not wearing a seatbelt? (PROMPT: How much MORE in dollars do you think they should have to pay?)

ENTER DOLLAR AMOUNT

\$E 1 5000

- 01 ..... Nothing 0000
- 02 ..... Don't know 8888
- 03 ..... No response 9999

**63:** **Q38X1**

=> +1 if RTATE=2,3

Q38X1. Now I'm going to re-read some of these situations. Please think about a 3 YEAR period and how many times a driver must do these activities so that it is reasonable that they pay a penalty of \$500.

01 .....CONTINUE 1 D

**64:** **Q38X2**

=> +1 if RTATE=1,3

Q38X2. Now I'm going to re-read some of these situations. Please think about a 3 YEAR period and how many times a driver must do these activities so that it is reasonable that they pay a penalty of \$1000.

01 .....CONTINUE 1 D

**65:** **Q38X3**

=> +1 if RTATE=1,2

Q38X3. Now I'm going to re-read some of these situations. Please think about a 3 YEAR period and how many times a driver must do these activities so that it is reasonable that they pay a penalty of \$2000.

01 .....CONTINUE 1 D

**66:** **Q38A**

=> +1 if RTATE=2,3

Q38A. To have to pay a penalty of \$500..... how many accidents would a driver had to have caused in a 3 YEAR period? (PROMPT: Think of any accident they caused no matter the situation or cost)

\$E 1 500

- 01 ..... There should be no penalty 000
- 02 ..... Too low for any number of time 777
- 03 ..... Should not be allowed to drive / other penalty 778
- 04 ..... Don't know 888
- 05 ..... No response 999

**67:** **Q38B**

=> +1 if RTATE=1,3

Q38B. To have to pay a penalty of \$1000..... how many accidents would a driver had to



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have caused in a 3 YEAR period? (PROMPT: Think of any accident they caused no matter the situation or cost)

\$E 1 500

- 01 ..... There should be no penalty 000
- 02 ..... Too low for any number of time 777
- 03 ..... Should not be allowed to drive / other penalty 778
- 04 ..... Don't know 888
- 05 ..... No response 999

**68:**

**Q38C**

=> +1 if RTATE=1,2

Q38C. To have to pay a penalty of \$2000..... how many accidents would a driver had to have caused in a 3 YEAR period? (PROMPT: Think of any accident they caused no matter the situation or cost)

\$E 1 500

- 01 ..... There should be no penalty 000
- 02 ..... Too low for any number of time 777
- 03 ..... Should not be allowed to drive / other penalty 778
- 04 ..... Don't know 888
- 05 ..... No response 999

**69:**

**Q40A**

=> +1 if RTATE=2,3

Q40A. How many tickets for speeding 10 kilometers over the speed limit on streets in cities and towns? PROMPT: In a 3 YEAR period, how many SHOULD a driver have, so that they HAVE to PAY a PENALTY of \$500?

\$E 1 500

- 01 ..... There should be no penalty 000
- 02 ..... Too low for any number of time 777
- 03 ..... Should not be allowed to drive / other penalty 778
- 04 ..... Don't know 888
- 05 ..... No response 999

**70:**

**Q40B**

=> +1 if RTATE=1,3

Q40B. How many tickets for speeding 10 kilometers over the speed limit on streets in cities and towns? PROMPT: In a 3 YEAR period, how many SHOULD a driver have, so that they HAVE to PAY a PENALTY of \$1000?

\$E 1 500

- 01 ..... There should be no penalty 000
- 02 ..... Too low for any number of time 777
- 03 ..... Should not be allowed to drive / other penalty 778
- 04 ..... Don't know 888
- 05 ..... No response 999

**71:**

**Q40C**

=> +1 if RTATE=1,2

Q40C. How many tickets for speeding 10 kilometers over the speed limit on streets in cities and towns? PROMPT: In a 3 YEAR period, how many SHOULD a driver have, so that they HAVE to PAY a PENALTY of \$2000?



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\$E 1 500

01 .....	There should be no penalty	000
02 .....	Too low for any number of time	777
03 .....	Should not be allowed to drive / other penalty	778
04 .....	Don't know	888
05 .....	No response	999

**72:**

**Q44A**

=> +1 if	RTATE=2,3
----------	-----------

Q44A. How many 24-hour suspensions for driving with a blood alcohol level of point-zero-five (.05)? PROMPT: In a 3 YEAR period, how many SHOULD a driver have, so that they HAVE to PAY a PENALTY of \$500?

\$E 1 500

01 .....	There should be no penalty	000
02 .....	Too low for any number of time	777
03 .....	Should not be allowed to drive / other penalty	778
04 .....	Don't know	888
05 .....	No response	999

**73:**

**Q44B**

=> +1 if	RTATE=1,3
----------	-----------

Q44B. How many 24-hour suspensions for driving with a blood alcohol level of point-zero-five (.05)? PROMPT: In a 3 YEAR period, how many SHOULD a driver have, so that they HAVE to PAY a PENALTY of \$1000?

\$R 1 500

01 .....	There should be no penalty	000
02 .....	Too low for any number of time	777
03 .....	Should not be allowed to drive / other penalty	778
04 .....	Don't know	888
05 .....	No response	999

**74:**

**Q44C**

=> +1 if	RTATE=1,2
----------	-----------

Q44C. How many 24-hour suspensions for driving with a blood alcohol level of point-zero-five (.05)? PROMPT: In a 3 YEAR period, how many SHOULD a driver have, so that they HAVE to PAY a PENALTY of \$2000?

\$R 1 500

01 .....	There should be no penalty	000
02 .....	Too low for any number of time	777
03 .....	Should not be allowed to drive / other penalty	778
04 .....	Don't know	888
05 .....	No response	999

**75:**

**Q49A**

Q49A. Think about drivers who continuously cause accidents and break the law receiving numerous tickets for such things as speeding. What is the MOST, in dollars, you think such drivers should be penalized?

\$R 1 25000

01 .....	Nothing - No penalty	00000
02 .....	Don't know	88888
03 .....	No response	99999



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76:

Q50

Q50. I'm now going to ask you some questions on driver experience. Using a scale where 1 means not at all important and 7 means it is extremely important, how important do you think a person's driving history should be when setting that person's Autopac insurance rates?

- 01 ..... 7 - Extremely important 7
- 02 ..... 6 6
- 03 ..... 5 5
- 04 ..... 4 4
- 05 ..... 3 3
- 06 ..... 2 2
- 07 ..... 1 - Not at all important 1
- 08 ..... Don't know 8
- 09 ..... No response 9

77:

Q51X

Q51X. Now I'd like you to think about how Manitoba Public Insurance should set the rates for NEW DRIVERS. Generally, which of the following methods do you think should be used by Manitoba Public Insurance? -----> CONTINUE

- 01 ..... CONTINUE 1 D

78:

Q51A

Rotation => Q51B

Q51A. (Or) Manitoba Public Insurance should assume someone is a good driver until they prove they are not. That is, new drivers should pay the same rates as a good driver until they have accidents or convictions. -----> CONTINUE

- 01 ..... CONTINUE 1 D

79:

Q51B

Q51B. (Or) Manitoba Public Insurance should assume someone is a poor driver until they prove they are not. That is, new drivers should pay higher rates until they prove themselves to be good drivers. -----> CONTINUE

- 01 ..... CONTINUE 1 D

80:

Q51

Q51. Which of those methods do you think Manitoba Public Insurance should use to set rates for new drivers? (DO NOT READ)

- 01 ..... Assume someone is a GOOD driver until proven otherwise 2
- 02 ..... Assume someone is a POOR driver until they prove otherwise 1
- 03 ..... Don't know 8
- 04 ..... No response 9

81:

Q52X

Q52X. Now, I'd like you to think of two drivers. Neither owns a vehicle. Both have clean driving records, that is, they have caused no accidents and have received no tickets. One driver has years of experience, the other is a new driver having just got a licence. -----> CONTINUE

- 01 ..... CONTINUE 1 D





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**82:** **Q54**

Q54. If the experienced driver has been driving for 10 years, do you think a new driver should pay more, less, or the same amount for their driver's licence compared to the experienced driver? (PROMPT: Both have clean driving records)

- 01 .....More 3
- 02 .....Less 1
- 03 .....Same amount 2
- 04 .....Don't know 8
- 05 .....No response 9

**83:** **Q55A**

=> +1 if NOT Q54=3

Q55A. How much more should they pay?

\$E 1 5000

- 01 .....Same as they do now 7777
- 02 .....Don't know 8888
- 03 .....No response 9999

**84:** **Q55B**

=> +1 if NOT Q54=1

Q55B. How much less should they pay?

\$E 1 5000

- 01 .....Same as they do now 7777
- 02 .....Don't know 8888
- 03 .....No response 9999

**85:** **Q56X**

Q56X. Now imagine two other drivers - one experienced and the other is a relatively new driver. Both have clean driving records. -----> CONTINUE

- 01 .....CONTINUE 1 D

**86:** **Q56A**

=> +1 if RTATE=2,3

Q56A. Both drivers cause an accident. One driver has been driving for 5 years, while the other has only been driving for a year. Do you think... (READ RESPONSES)

- 01 .....Both should pay the same penalty for the accident 1
- 02 .....The driver with 5 years of driving experience should pay more 2
- 03 .....The driver with 1 year of driving experience should pay more 3
- 04 .....(DO NOT READ) Don't know 8
- 05 .....(DO NOT READ) No response 9

**87:** **Q56B**

=> +1 if RTATE=1,3

Q56B. Both drivers cause an accident. One driver has been driving for 10 years, while the other has only been driving for a year. Do you think... (READ RESPONSES)

- 01 .....Both should pay the same penalty for the accident 1
- 02 .....The driver with 10 years of driving experience should pay more 2
- 03 .....The driver with 1 year of driving experience should pay more 3
- 04 .....(DO NOT READ) Don't know 8



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05 ..... (DO NOT READ) No response 9

**88:** **Q56C**

=> +1 if RTATE=1,2

Q56C. Both drivers cause an accident. One driver has been driving for 15 years, while the other has only been driving for a year. Do you think... (READ RESPONSES)

- 01 ..... Both should pay the same penalty for the accident 1
- 02 ..... The driver with 15 years of driving experience should pay more 2
- 03 ..... The driver with 1 year of driving experience should pay more 3
- 04 ..... (DO NOT READ) Don't know 8
- 05 ..... (DO NOT READ) No response 9

**89:** **Q59**

Q59. If you cause an accident, how many years should you have to drive accident-free before THAT accident no longer has an affect on how much you pay for your licence and insurance?

ENTER NUMBER OF YEARS

\$E 1 65

- 01 ..... Should NEVER have an affect 00 I
- 02 ..... Should ALWAYS have an affect 77 I
- 03 ..... Don't know 88
- 04 ..... No response 99

**90:** **Q60X**

Q60X. Manitoba Public Insurance is considering a new system of penalties and discounts based on a person's driving history. I am going to read you some of the ideas that are being studied; I would like you to tell me if you think the change is a good or poor idea?

-----> CONTINUE

- 01 ..... CONTINUE 1 D

**91:** **Q61**

Q61. Currently, a penalty for causing an accident is applied to every vehicle registered in a person's name. This means that someone who owns two vehicles now pays more in penalties for an accident than someone who owns one vehicle. Under the proposed new system, no matter how many vehicles a person owns, only a single penalty will apply. Do you think this change is a good or poor idea?

(Would you say it is a very or somewhat good/poor idea?)

- 01 ..... Very good idea 4
- 02 ..... Somewhat good idea 3
- 03 ..... Somewhat poor idea 2
- 04 ..... Very poor idea 1
- 05 ..... (DO NOT READ) Don't know 8
- 06 ..... (DO NOT READ) No response 9

**92:** **Q62**

Q62. Currently, drivers who have caused an accident can avoid paying more by having someone else in their household insure the vehicle for them. Under the proposed new system, drivers cannot avoid paying these penalties. Do you think this change is a good or poor idea?

(Would you say it is a very or somewhat good/poor idea?)

- 01 ..... Very good idea 4



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02.....	Somewhat good idea	3
03.....	Somewhat poor idea	2
04.....	Very poor idea	1
05.....	(DO NOT READ) Don't know	8
06.....	(DO NOT READ) No response	9

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**93: Q64A**

Q64A. Currently when a driver causes an accident the amount of the penalty is based on a percentage of the vehicle insurance they paid. So, two drivers can be penalized different amounts for causing the same type of accident. Under the new system, the penalty for causing an accident will be a set dollar amount and will be the same amount for all drivers. Do you think this change is a good or poor idea?

(Would you say it is a very or somewhat good/poor idea?)

01.....	Very good idea	4
02.....	Somewhat good idea	3
03.....	Somewhat poor idea	2
04.....	Very poor idea	1
05.....	(DO NOT READ) Don't know	8
06.....	(DO NOT READ) No response	9

---

**94: Q63A**

Q63A. Currently most of Manitoba's drivers pay for Autopac and their driver's licence separately at different places. Under the new system all drivers will be able to pay for both at the same time at one location of their choice, like a broker's office. Do you think this change is a good or poor idea?

(Would you say it is a very or somewhat good/poor idea?)

01.....	Very good idea	4
02.....	Somewhat good idea	3
03.....	Somewhat poor idea	2
04.....	Very poor idea	1
05.....	(DO NOT READ) Don't know	8
06.....	(DO NOT READ) No response	9

---

**95: Q65**

Q65. If Manitoba Public Insurance did move to a new system of discounts and penalties, what would be your main concerns, if any?

01..... Concerns (specify) 66 O

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

02.....	Don't know	88	X
03.....	No response	99	X

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**96: Q67**



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Q67. We are nearing the end of the survey and I appreciate your time so far. I have a few other questions to ask about your driving habits. ...Thinking of all the driving you do, how many kilometers or miles do you drive in a year? ENTER AMOUNT HERE AND WHETHER KILOMETERS OR MILES ON THE NEXT SCREEN

\$R 1 300000

01 .....	DID NOT DRIVE IN THE LAST YEAR	000000	=> Q71
02 .....	Don't know	888888	=> Q68
03 .....	No response	999999	=> Q68

**97:** **Q67X**

Q67X. Is that kilometers or miles?

01 .....	Kilometers	1
02 .....	Miles	2
03 .....	No response	9

**98:** **Q68**

Q68. Using a scale of 1 to 7, where 7 means Very Frequently and 1 means Never, please tell me, in the last 2 months, how often, if ever, have you exceeded the speed limits on the streets in cities and towns?

01 .....	7 - Very frequently	7
02 .....	6	6
03 .....	5	5
04 .....	4	4
05 .....	3	3
06 .....	2	2
07 .....	1 - Never	1
08 .....	Don't know	8
09 .....	No response	9

**99:** **Q69**

Q69. Using a scale of 1 to 7, where 7 means Very Frequently and 1 means Never, please tell me, in the last 2 months, how often, if ever, have you exceeded the speed limits on highways?

01 .....	7 - Very frequently	7
02 .....	6	6
03 .....	5	5
04 .....	4	4
05 .....	3	3
06 .....	2	2
07 .....	1 - Never	1
08 .....	Don't know	8
09 .....	No response	9

**100:** **Q71**

Q71. How many at-fault accidents, that is accidents for which you have been found responsible, have you had as a driver in the last 10 years?

\$R 1 35

01 .....	None	00	=> Q74
02 .....	Don't know	88	
03 .....	No response	99	=> Q74

**101:** **Q72**



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Q72. Of these at-fault accidents, how many, if any, occurred in the last 3 years?

\$R 1 35

01 .....	None	00	=> Q74
02 .....	Don't know	88	
03 .....	No response	99	=> Q74

**102: Q73**

Q73. Of these accidents, how many, if any, occurred in the last year?

\$R 1 35

01 .....	None	00
02 .....	Don't know	88
03 .....	No response	99

**103: Q74**

Q74. How many traffic tickets have you received in the last 10 years? This does not include parking tickets or tickets from a red-light camera.

\$R 1 200

01 .....	None	000	=> Q70
02 .....	Don't know	888	
03 .....	No response	999	=> Q70

**104: Q75**

Q75. How many of those traffic tickets have you received in the last 3 years? This does not include parking tickets or tickets from a red-light camera.

\$R 1 200

01 .....	None	000	=> Q70
02 .....	Don't know	888	
03 .....	No response	999	=> Q70

**105: Q76**

Q76. How many of those traffic tickets have you received in the last year? This does not include parking tickets or tickets from a red-light camera.

\$R 1 200

01 .....	None	000
02 .....	Don't know	888
03 .....	No response	999

**106: Q70**

Q70. While people do not generally drive when they are drunk, they may drive after consuming some alcohol. In the last 2 months, how many times have you ever driven within 2 hours of drinking an alcoholic beverage? (PROMPT: That is, any kind of alcoholic beverage - wine, beer, or spirits)

\$R 1 35

01 .....	Never	00
02 .....	Don't know	88
03 .....	No response	99

**107: Q77**

Q77. Finally, I would like to ask you some background questions. We use this information for statistical purposes and to ensure that our sample is representative of the population in



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Manitoba. In what year were you born? (RESPONDENT SAID THEY WERE IN THE  
<intr3 > AGE CATEGORY)

\$E 1906 1988

01 ..... Don't Know/No Response 8888

**108:**

**AGE**

=> * if	IF((NOT Q77==8888), 2005-Q77)
---------	-------------------------------

*THIS IS A CALCULATION OF RESPONDENT AGE FROM Q77*

01	.....	17	17
02	.....	18	18
03	.....	19	19
04	.....	20	20
05	.....	21	21
06	.....	22	22
07	.....	23	23
08	.....	24	24
09	.....	25	25
10	.....	26	26
11	.....	27	27
12	.....	28	28
13	.....	29	29
14	.....	30	30
15	.....	31	31
16	.....	32	32
17	.....	33	33
18	.....	34	34
19	.....	35	35
20	.....	36	36
21	.....	37	37
22	.....	38	38
23	.....	39	39
24	.....	40	40
25	.....	41	41
26	.....	42	42
27	.....	43	43
28	.....	44	44
29	.....	45	45
30	.....	46	46
31	.....	47	47
32	.....	48	48
33	.....	49	49
34	.....	50	50
35	.....	51	51
36	.....	52	52
37	.....	53	53
38	.....	54	54
39	.....	55	55
40	.....	56	56
41	.....	57	57
42	.....	58	58
43	.....	59	59
44	.....	60	60
45	.....	61	61
46	.....	62	62
47	.....	63	63



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48.....	64	64
49.....	65	65
50.....	66	66
51.....	67	67
52.....	68	68
53.....	69	69
54.....	70	70
55.....	71	71
56.....	72	72
57.....	73	73
58.....	74	74
59.....	75	75
60.....	76	76
61.....	77	77
62.....	78	78
63.....	79	79
64.....	80	80
65.....	81	81
66.....	82	82
67.....	83	83
68.....	84	84
69.....	85	85
70.....	86	86
71.....	87	87
72.....	88	88
73.....	89	89
74.....	90	90
75.....	91	91
76.....	92	92
77.....	93	93
78.....	94	94
79.....	95	95
80.....	96	96
81.....	97	97
82.....	98	98
83.....	99	99

**109:**

**Q78**

Q78. How far have you gone in school? (DO NOT READ)

01.....	0 - 9 GRADE SCHOOL	1
02.....	10 - 11 SOME HIGH SCHOOL	2
03.....	12 HIGH SCHOOL GRADUATE	3
04.....	SOME UNIVERSITY/COLLEGE	4
05.....	COLLEGE GRADUATE	7
06.....	UNIVERSITY GRADUATE	5
07.....	GRADUATE SCHOOL/PROFESSIONAL	6
08.....	Don't Know	8
09.....	No Response	9

**110:**

**Q78A**

Q78A. What is your marital status? (IF RESPONDENT IS UNSURE THEN YOU MAY READ THE LIST BY STATING, "Well, are you single, married, etc.?" )

01.....	SINGLE	1
02.....	MARRIED/COMMON-LAW	2



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03 .....DIVORCED/SEPARATED 3  
 04 ..... WIDOWED 4  
 05 .....Don't Know/No Response 8

**111: Q78E**

Q78E. How many people in your household are teenagers, that is, 13 to 17 years of age?

\$R 0 15

01 .....Don't Know/No Response 88

&LL

POSTAL CODE: @Q79 @Q79A

Don't Know = 888

No Response = 999

**112: Q79**

Q79. Please tell me your postal code. (ENTER FIRST 3 CHARACTERS ON THIS SCREEN - ENTER LAST 3 ON ----> NEXT SCREEN)

A9A

01 .....Don't Know 888 => Q80  
 02 .....No Response 999 => Q80

**113: Q79A**

*NEW SCREEN ADDED MARCH 2003*

Q79A. Please tell me your postal code. (LAST THREE CHARACTERS HERE)

9A9

01 .....Don't Know 888  
 02 .....No Response 999

**114: Q80**

Q80. I am now going to mention a number of broad income categories. Please stop me when I come to the category which best describes your total annual family income before taxes. Is it.... (READ)

01 ..... Under \$20,000 01  
 02 ..... \$20,000 - \$35,000 02  
 03 ..... \$35,000 - \$50,000 03  
 04 ..... \$50,000 - \$75,000 04  
 05 ..... \$75,000 - \$100,000 05  
 06 ..... OVER \$100,000 06  
 07 .....(DO NOT READ) Don't Know 88  
 08 .....(DO NOT READ) No Response 99





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**115:**

**FOCUS**

*(Q82)*

Occasionally, we conduct group meetings for Manitoba Public Insurance to discuss various topics. The discussions usually last about two hours and you would be paid for your time. Would you be interested in being contacted to participate in such groups?

- 01 ..... Yes 1
- 02 ..... No 2
- 03 ..... No Response 8

**116:**

**GENDR**

*RECORD GENDER - DO NOT ASK (Q81)*

Those are all the questions I have - On behalf of Prairie Research Associates and Manitoba Public Insurance thank you for your time.

- 01 ..... Female 1 => /INT
- 02 ..... Male 2 => /INT
- 03 ..... Undetermined 3 => /INT

**117:**

**INT**

*CALL STATUS CODE PAGE*

CALL STATUS CODES: ENTER THE CALL RESULT ----- END OF SURVEY -  
-----

- 01 ..... Completion 01 CD => /END
- 02 ..... Hard appointment 04 R => /NAME
- 03 ..... Soft appointment 05 R => /NAME
- 04 ..... Not in service 10 N => /END
- 05 ..... Fax/Modem line 11 N => /END
- 06 ..... Business line 12 N => /END
- 07 ..... Household refusal 20 N => /END
- 08 ..... Respondent refusal 21 N => /END
- 09 ..... Respondent not available 22 N => /END
- 10 ..... Refusal at introduction 23 N => /END
- 11 ..... Termination - Mid interview 24 => /END
- 12 ..... Busy 30 N => /END
- 13 ..... No answer 31 N => /END
- 14 ..... Answering machine 32 N => /END
- 15 ..... Other 50 RO => /END
  
- 16 ..... Language/Heath/Hearing problem 60 N => /END
- 17 ..... Non-qualified respondent 70 => /END
- 18 ..... Quota Filled 71 => /END

**119:**

**F7**

*MANITOBA PUBLIC INSURANCE DESCRIPTION*

INTERVIEWER: THROUGHOUT THE SURVEY IF YOU ARE ASKED WHO MANITOBA PUBLIC INSURANCE IS, SAY: Manitoba Public Insurance is the company that provides Autopac and is Manitoba's universal vehicle insurer providing coverage for vehicles as well as coverage for injuries resulting from vehicle accidents.

PRESS "ENTER" TO RETURN TO SURVEY



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**120:**

**F8**

*ADDITIONAL TEXT FOR NG3*

F8. Assume that all things about your current situation are the same including things like your car make and model, your driving history, your claims history and the number of drivers. Do you think you receive better value, the same value, or a poorer value than if you were to live in another province? (NOTE TO INTERVIEWER: We are talking about other provinces in general.)

PRESS "ENTER" TO RETURN TO SURVEY

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## APPENDIX B

### Risk Behaviour Index

*Manitoba Public Insurance*  
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## Risk Behaviour Index

PRA used nine questions to calculate the risk variable. Table 32 presents the questions and the values assigned to each depending on the answer given by the respondent. The values for each of the nine questions were then added to get the total risk index. The risk index allowed for values from a minimum of 0 to a maximum of 21. If respondents did not provide an answer to any of the nine questions, their risk index was given a no response. This occurred in 19 cases. Respondents with risk index of 8 or higher were considered high risk, 4 to 7 were considered a moderate risk, 2 or 3 were considered a low risk, and 0 or 1 were considered a very low risk. While high risk involve all respondents with a score of 8 or higher, no respondent had a risk index greater than 15.

<b>Table 32: Calculation of the risk behaviour index</b>	
<b>Question</b>	<b>Amount added to the risk index</b>
Q68. In the last two months, how often, if ever, have you exceeded the speed limit on the streets in cities and towns?	If the answer is 0 or 1, add 0 to the risk index. If the answer is 2 or 3, add 1 to the risk index. If the answer is 4 or 5, add 2 to the risk index. If the answer is 6 or 7, add 3 to the risk index.
Q69. In the last two months, how often, if ever, have you exceeded the speed limit on highways?	If the answer is 0 or 1, add 0 to the risk index. If the answer is 2 or 3, add 1 to the risk index. If the answer is 4 or 5, add 2 to the risk index. If the answer is 6 or 7, add 3 to the risk index.
Q70. In the last two months, how many times have you ever driven within two hours of drinking an alcoholic beverage?	If the answer is 0, add 0 to the risk index. If the answer is 1 or 2 times, add 2 to the risk index. If the answer is 3 or more times, add 3 to the risk index.
Q71. How many at-fault accidents, that is accidents for which you have been found responsible, have you had as a driver in the last 10 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 4 and 10 years, add 1 to the risk index.
Q72. Of these at-fault accidents, how many, if any, occurred in the last 3 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 2 and 3 years, add 2 to the risk index.
Q73. Of these accidents, how many, if any, occurred in the last year?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time in the last year, add 3 to the risk index.
Q74. How many traffic tickets have you received in the last 10 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 4 and 10 years, add 1 to the risk index.
Q75. How many of those traffic tickets have you received in the last 3 years?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time between 2 and 3 years, add 2 to the risk index.
Q76. How many of those traffic tickets have you received in the last year?	If the answer is 0, add 0 to the risk index. If the answer is at least 1 time in the last year, add 3 to the risk index.

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<b>Table A-33: Profile of drivers by risk (n=808)</b>				
	<b>High risk (n=98)</b>	<b>Moderate risk (n=295)</b>	<b>Low risk (n=222)</b>	<b>Very low risk (n=194)</b>
<b>Speeding on streets in cities and towns</b>				
Frequently	56%	24%	5%	-
Occasionally	31%	36%	29%	4%
Not frequently	9%	26%	38%	15%
Never	4%	14%	28%	81%
<b>Speeding on highways</b>				
Frequently	57%	40%	10%	-
Occasionally	25%	26%	21%	5%
Not frequently	7%	19%	32%	10%
Never	11%	14%	37%	85%
<b>Drinking and driving</b>				
None	21%	59%	84%	100%
1	16%	15%	7%	-
2	16%	12%	8%	-
3 or more	46%	15%	1%	-
<b>Number of accidents</b>				
No accidents within the past 10 years	31%	63%	81%	93%
At least one accident in the past 4 to 10 years	33%	25%	15%	7%
At least one accident in the past 2 or 3 years	32%	11%	4%	-
At least one accident in the past year	24%	5%	1%	-
<b>Number of tickets</b>				
No tickets within the past 10 years	27%	59%	81%	96%
At least one ticket in the past 4 to 10 years	53%	30%	15%	4%
At least one ticket in the past 2 or 3 years	24%	9%	3%	-
At least one ticket in the past year	21%	6%	1%	-
<b>Age</b>				
18 to 24	35%	11%	8%	5%
25 to 39	30%	36%	25%	14%
40 to 64	29%	43%	46%	50%
65 and over	4%	9%	19%	27%
Don't know/no response	1%	1%	2%	4%
<b>Annual family income</b>				
Less than \$20,000	6%	2%	8%	12%
\$20,000 to \$35,000	14%	11%	14%	16%
\$35,000 to \$50,000	21%	17%	22%	19%
\$50,000 to \$75,000	14%	23%	24%	16%
Over \$75,000	35%	34%	21%	16%
Don't know/no response	9%	13%	12%	22%
<b>Gender</b>				
Female	30%	40%	55%	60%
Male	70%	61%	46%	40%
<b>Marital status</b>				
Single	48%	20%	18%	13%
Married/common law	45%	70%	65%	64%
Divorced/separated	4%	7%	9%	9%
Widows	2%	25%	7%	11%
Don't know/no response	1%	2%	2%	3%
<b>Number of merits</b>				
No merits	27%	7%	2%	5%
Some merits	52%	39%	24%	19%
5 merits	20%	51%	72%	73%
Don't know/no response	1%	3%	1%	35%
<b>Highest amount paid to renew driver's licence</b>				
\$65 or less	68%	86%	94%	96%
\$66 to less than \$200	7%	3%	2%	-
\$200 to \$400	13%	8%	1%	-
More than \$400	11%	1%	1%	1%
Don't know/no response	-	2%	2%	3%
<b>Kilometres driven per year</b>				
6,000 or less	13%	13%	20%	25%
6,001 to 12,000	12%	17%	14%	22%
12,001 to 24,000	21%	22%	27%	20%
Over 24,000	45%	43%	30%	15%
Don't know/no response	8%	5%	9%	18%

## APPENDIX C

### Call Record



*Manitoba Public Insurance*  
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1

**Call record for Manitoba Public Insurance  
Driver Rating Safety System**

<b>Call Record for Driver Rating Safety System</b>		
<b>Outcome</b>	<b>n</b>	<b>%</b>
A Total numbers attempted	8,224	100%
1. Not in service	1,672	20%
2. Fax	166	2%
3. Business	105	1%
Remaining	6,281	76%
B Total eligible numbers	6,281	100%
4. Busy	34	1%
5. Answering machines	1,035	16%
6. No answer	638	10%
7/8. Language/illness/incapability	380	6%
9. Selected/eligible respondent not available	1,197	19%
Remaining	2,997	48%
C Total asked	2,997	100%
10. Household refusal	146	5%
11. Respondent refusal	1,142	38%
12. Qualified respondent break off	524	17%
Remaining	1,185	40%
D Co-operative contacts	1,185	100%
13. Disqualified	358	38%
14. Completed interviews	827	69%
Refusal rate = (10+11+12)/C	1,812	60%
Response rate (D/B)	1,185	19%