

RATE REVIEW PANEL MEETING – SASKATOON, APRIL 22, 2013

CVMG (Canadian Vintage Motorcycle Group) – Saskatchewan Section Submission:

This submission is intended to constructively discuss the impacts, rider experiences and possible paths forward to reducing the motorcycle insurance rate increases proposed by SGI. In Saskatchewan, the CVMG currently has a total membership in excess 80 motorcycle enthusiasts.

IMPACT OF PROPOSED RATE INCREASE:

- To secondary related businesses, for example;
 - The CVMG alone puts on two major multi-day rallies per year in the communities of Biggar and Gravelbourg, benefiting local motels, restaurants, museums, stores, service stations, theatres, etc.. This type of secondary business activities will be significantly reduced
 - The CVMG puts on many small single day destination rides, museum visits and/or show'n'shine events in areas and communities such as; Honeywood Nusery, Riverhurst, Bruno, Elrose, North Battleford, Spiritwood, Batoche, Cut Knife, Rosthern, Seager Wheeler Farm, etc. benefitting local restaurants, stores, museums, motels, service stations, etc.. These secondary business activities will be significantly reduced
 - The two points above only relate to our clubs benefits to province wide businesses. There are many other provincial motorcycle clubs and groups that provide these benefits to secondary businesses throughout the province
- To individual motorcyclists
 - Abandonment of this form of transportation and or recreational activity
 - Significant loss of new entrants into the world of motorcycling
 - Reduced repair and sales services availability and quality for those continuing to ride, as these business fail, or significantly curtail their support to motorcyclists in general. The following are the anticipated affects to the Saskatchewan motorcycle industry in general
 - motorcycle dealerships, parts suppliers, repair shops & related businesses will experience
 - Significant reduction in business revenue
 - Potential business closures
 - Workforce layoffs and/or reduced wages
 - Loss of this highly fuel efficient, work or general travel, related form of transportation

RIDER EXPERIENCES:

- Young or new inexperienced riders are the most vulnerable to being involved in accidents and/or injury.
- Young or new inexperienced riders allowed to own high performance and heavy motorcycles
- A significant segment of Saskatchewan car and truck drivers with:
 - a poor awareness/visibility of motorcycles, for example
 - the intersection related left hand turn in front of an oncoming motorcyclist
 - A poor awareness of motorcycles right to equal road space, for example
 - Tailgating motorcycles that can stop in significantly less distance than a car or truck
 - Squeezing past motorcyclist at intersections, where this would not be possible otherwise
- Mature and seasoned motorcycle riders have learnt and practised a highly elevated defensive driving style. Those who do not learn these skills early, do not survive on the streets and highways of Saskatchewan

COMMON GROUND:

- It's fair to say, that if we could significantly reduce the number of motorcycle related accidents and injuries in the province ... all parties including motorcycle businesses, riders and SGI

ALTERNATIVES TO RATE INCREASE:

- Comprehensive safe rider training for new and inexperienced riders
- Provide a public education campaign through local media (TV, radio, newspapers) highlighting some of the common errors motorists make when encountering motorcyclist in traffic
- Limit the size, weight and horsepower available to new and inexperienced riders
- It seems counter intuitive to limit "learner" rider to a 100 km radius of their home ... if there home is, say, Saskatoon or Regina, for example. Some of the most dangerous riding is in these urban environments, especially for new entrants to the world of motorcycling. Revisit this concept to see if there is a better solution. Most of us more experienced riders learned to handle a motorcycle out on the farm, well before confronting the complexities of riding a motorcycle in heavy urban traffic.
- SGI has indicated that 55% of the cost of motorcycle accident insurance relates to lost wage coverage resulting from rider injury/disability. However, there are at least a couple of rider types who do not require this coverage including; retirees who have established retirement income, and riders with employers who will cover this sort of loss, for example
 - Can this sort of coverage, thus be made optional for recreational motorcyclist? Would this not significantly reduce SGI's liability for this specific significant cost item
- Provide the option to motorcyclists with more than one, late model motorcycle (< 30yrs old) to purchase transferable plates, as employed in other jurisdictions successfully.
- Consider a discount for motorcycles with ABS braking systems

- The follow-up stakeholder group should do a more thorough review of SGI's statistics and information leading to the proposed significant rate increases

CONCLUSION:

- And finally, we feel that SGI's initial proposed significant increase to Saskatchewan motorcycle premiums was ill conceived, and that stakeholders should have been consulted from the very beginning. Based on this point, we feel that even the current proposed 15% increase cap, currently being considered, is not warranted. That is, at least until SGI and the stakeholders have first had a chance to discuss potentially better, and more constructive ways forward. We would therefore respectfully request that the 2013 increases to motorcycle related insurance be capped to that in line with general car and truck insurance adjustments.

QUESTION:

- How does an organization such as ours go about becoming part of the SGI/stakeholder committee?