

## **ASSIGNING OPERATORS 2006 STYLE**

With the adoption of the new SDIP Plan on January 1, 2006, a number of other changes occurred. In 2005, the method for assigning an operator's step to a policy was part of the SDIP regulation itself, the method for assigning an operator's driver classification to a vehicle on a policy was contained in Rule 29. Classification Standards, and the definition of a "deferred operator" was contained in the Merit Rating Board's Manual of Administrative Procedures. In 2006, these three functions — assigning operator points, driver classification and deferrals — will be governed by the provisions of Rule 28. Private Passenger Classifications.

Before you can begin to assign operators to a specific policy, you must determine which household members or listed operators will **not** be used in rating the policy. This process, known as deferral, is the first step in the process.

### **Deferral ... the first step:**

The new definition of "deferred operator" is: "An operator shall be deferred and not used in rating on a Massachusetts private passenger insurance policy if that operator's classification and Safe Driver Insurance Plan points are assigned to another automobile covered by another Massachusetts private passenger automobile insurance policy. Operator classes 18, 21 and 26, as defined in section B below, may not be deferred to a policy as the only listed operator on the policy."

Examples of deferred operators are: a household member who owns and principally operates his/her own vehicle insured under another policy or a listed operator who owns and principally operates his/her own vehicle insured under another policy. In order to be deferred, an operator's rate classification and points must be reflected in the premium charged for the policy to which the operator is being deferred, and more than one operator may not be deferred to a policy insuring only one vehicle.

### **Assignment ... the next step:**

Once all operators who qualify have been deferred, you begin the assignment process as follows:

- If only one operator is listed, all vehicles will be assigned the driver classification and SDIP point of that driver.
- If an inexperienced operator is the principal operator of a particular vehicle on the policy, that operator's inexperienced principal operator class and SDIP points will be assigned to that vehicle.
- If a Class 15 operator is the principal operator of a particular vehicle on the policy, that operator's Class 15 and SDIP points will be assigned to that vehicle (View Rule 28 clarification on single vehicle policies at <http://www.massagent.com/member/news/regnews32006.htm>).
- All remaining operators will be assigned in the order of highest combined operator classification and SDIP points to the remaining automobiles with the highest Base Premium until all operators are assigned to an automobile. Any automobiles remaining will be assigned the operator classification and SDIP points producing the lowest Combined Premium

### **Important:**

- The assignment of operators to automobiles applies regardless of the number of policies or insurers involved. What this means is that splitting vehicles owned by the same person onto separate policies will no longer affect the outcome of the driver assignment and rating process.
- An inexperienced operator in active military service with the Armed Forces of the United States of America will not be considered an operator of the automobile unless he/she customarily operates the automobile.
- Private passenger automobiles owned by clergy are to be classified as class 10 or 15 unless (a) Class 30 is required due to business use other than in connection with church use or (b) an inexperienced operator is listed on the policy.