

MANITOBA ) Order No. 113/01  
)  
THE PUBLIC UTILITIES BOARD ACT ) July 19, 2001

BEFORE: G. D. Forrest, Chairman  
P. Britton, Member  
D. Côté, Member  
E. Jorgensen, Member

**APPLICATION FOR INTERVENOR STATUS BY DELIVERY  
DRIVERS ALLIANCE OF MANITOBA - APPLICATION OF  
THE MANITOBA PUBLIC INSURANCE CORPORATION FOR  
APPROVAL OF THE CORPORATION'S RATE BASES AND  
PREMIUMS CHARGED FOR COMPULSORY DRIVER AND  
VEHICLE INSURANCE COMMENCING MARCH 1, 2002**

The Public Utilities Board of Manitoba (the "Board") held a Pre-Hearing Conference (PHC) at its offices in Winnipeg, Manitoba on Monday, June 25, 2001 at 10:00 a.m. to consider, among other things, applications for intervenor status at the public hearing of the application of Manitoba Public Insurance ("MPI") for approval of Rate Bases and Premiums charged for compulsory driver and vehicle insurance commencing March 1, 2002.

At this hearing parties wishing to obtain intervenor status were requested to address their respective applications in detail, to present the reasons for requesting intervenor status and

to provide details of the areas of the MPI Application they wished to examine.

In Order No. 104/01, the Board approved a list of intervenors, a timetable for the orderly exchange of information and the procedures to be followed at the hearing.

On July 10, 2001 the Board received a further application from Delivery Drivers Alliance of Manitoba ("DDAM") for intervenor status and the required completed Intervenor Request Form. DDAM indicated the following:

1. DDAM represents delivery drivers in the common carrier category under 16,000 Kg vans and  $\frac{1}{2}$  and  $\frac{3}{4}$  ton pickups.
2. DDAM is concerned about the fairness and justification of the rate increases for this category.

DDAM also indicated that they intend to appear throughout the hearing and to test and present evidence. DDAM will not be applying for costs.

MPI in its letter dated July 12, 2001, advised the Board that it opposed the application by DDAM for intervenor status at this late stage. In addition to missing the July 3, 2001 deadline for filing its application, MPI notes that DDAM has also missed the deadline for filing first round information. The intention of the spokesperson for DDAM to participate in the hearing as an advocate while at the same time proposing to give evidence also poses

logistical problems in MPI's view. Consequently, MPI argues it would be preferable for DDAM to defer its intervention until next year's rate application.

In its July 17, 2001 reply to MPI's objections, DDAM indicated its delay in filing was due to its organizational restructuring of its executive. DDAM again emphasized that it spoke for 46,000 commercial class drivers facing "an unfair and arbitrary rate increase and the loss of their merit structure in determining their annual insurance rates".

The Board understands MPI's concerns regarding the tardiness of DDAM's application, compounded by what MPI views as the inexperience of DDAM. The Board's staff will outline the Board's process to the applicant, emphasizing the need to respect the timetable and the rules of procedure while according DDAM an opportunity to participate in the hearing in a meaningful way. The Board will approve the DDAM application for intervenor status and require this intervenor to comply fully with the requirements of the Board's Procedural Order No. 104/01.

