

FLEET TRUCKING PROGRAM COMPONENTS



Claims Payment Authorization (CPA)

The EIC technically requires the insured to advance monies to settle claims, which is typical to indemnity contracts. The CPA allows Hudson to pay claims in excess of the SIR directly to a claimant, which minimizes inconvenience and financial burden to the insured.

MCS-82 Surety Bond

This is independent from the EIC. The MCS-82 satisfies the motor carrier's financial responsibility requirements with the FMCSA in the form of a surety bond. This is structured to further insulate the motor carrier's coverage under the EIC from the drivers who are outside the course and scope of duty.

Excess Indemnity Contract (EIC)

Issued by Hudson, the EIC indemnifies the motor carrier for the legal liabilities that exceed the Self-Insured Retention (SIR). It is designed specifically for the trucking industry and is intended to protect the SIR from claims when a driver is out of the course and scope of his/her duties. The EIC covers both auto and general liability and can be expanded to add coverage for cargo and physical damage.

Coverage Solution for

Truckers

General Indemnity & Collateral Agreement (GICA)

This security agreement between Hudson and the motor carrier defines the collateral requirements for the program. Collateral is required for losses within the retention and for many misc. bonds issued by Hudson. The collateral provides surety to Hudson in fulfilling the financial responsibility requirements on behalf of the trucker via the MCS-82.

Risk Management

Since the first dollar of loss is within a clients' SIR, we provide risk management services through our third-party administrator, enabling us to help you protect your capital at the earliest opportunity.

Claims

Claims are managed within SIR from start to finish, including excess carrier claim reporting. We provide legal monitoring and bill review and online, real time access to all claims documents, financial and loss reports through FileHandler[™].

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