



Risk Management Advisor

Risk Management Program

Idaho Department of Administration

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STATE OF IDAHO MAJOR PROPERTY INSURANCE UPDATE

Joan Compton, Risk Management Insurance Analyst

The state of Idaho Risk Management Program purchases commercial property insurance to protect all state agencies' tangible property. Property covered includes *state-owned/leased buildings; business personal property, including property of others the state is required by contract to insure; stock/supplies; and any mobile equipment either located on or off the premises.*

commercial Boiler and Machinery insurance carrier per their requirements and is the basis of receiving reimbursement for losses associated with a Boiler and Machinery claim. In essence, if you have not reported or under-reported values, you may receive none or less than full replacement cost involving a covered Boiler and Machinery loss.

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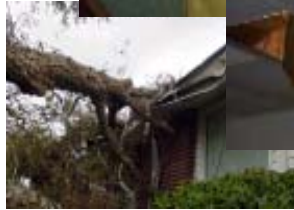
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Insurance Company Requirements:

The state's major property insurance carrier requires each state agency to report annually all state property in the agency's possession as of July 1. The property values must be reported at **replacement value**. Replacement value is the amount needed to repair or replace the property with property of comparable material and quality. This annual property report is commonly referred to as a Statement of Property Values.



How does an agency report property acquired after their statement of values have been reported to Risk Management?

If your agency acquires a building not already included on your agency's current Statement of Values; leases a building and must provide property insurance as required

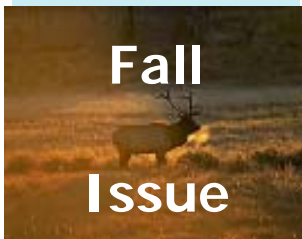
by the lease, **or** increases the value of an existing covered building through a remodel; your agency must report the **replacement values** to Risk Management. This must be done as soon as title of ownership is received, the lease agreement is signed, or substantial completion of the remodel is known. Reporting forms can be obtained by contacting Risk Management at 332-1872 or jcompton@adm.state.id.us.

Consequences of not reporting or under-reporting full replacement value:

If the reported values shown on your agency's current Statement of Values are substantially lower than replacement cost, your agency may receive less than full replacement cost for a covered loss.

Additionally, each agency's Statement of Values is forwarded to the state's

Please remember, when your agency complies with the insurance company requirements, it will receive all claim benefits your agency is entitled to receive because of a covered loss.



Fall

Issue

School Doors Swing Open, Watch for Children

Compiled by **Darla Christiansen**, Public Affairs Specialist, ITD, with assistance from the employees at the **Idaho Transportation Department**

Bicycles that have served as source of recreation for youngsters this summer return to a more utilitarian purpose this time of year – providing transportation to and from school for children throughout Idaho.

Those who don't peddle two-wheelers to school usually walk, board buses or catch rides in private vehicles.

Regardless of the mode of travel, the annual pilgrimage back to school evokes warnings of extra caution. Motorists need to be especially wary of preoccupied children enroute to school or home, and school-age children need to be aware of the traffic flowing alongside home-to-school routes.

The Idaho Transportation Department joins the Idaho Department of Education, school districts and parent organizations throughout the state in urging motorists to watch for children crossing streets and roads, and reminds drivers to observe traffic laws related to school buses.

"Until about age 10, most kids haven't developed the skills to safely cope with traffic," said Josephine O'Connor of ITD's Office of Traffic and Highway Safety. "They typically act on impulse, they can't judge car speed very well, and they assume that if they see you in a car, you can see them." Children mistakenly believe that cars can stop instantly for them, O'Connor added.

In Idaho, 57 kids between the ages of four and 14 were involved in pedestrian-car crashes during 2003. More than one quarter (26 percent) of pedestrians killed were in that same age group.

Requirements for Motorists

Motorists must stop when approaching a school bus that is displaying flashing signals while stopped to pick up or drop off children. Vehicles must remain stopped

until all children are clear of the roadway and the bus moves again.

On a two-lane road, both following and oncoming traffic must stop and remain stopped as long as the red lights are flashing and/or the stop arm on the left side of the bus is extended. On a highway with two or more lanes of traffic traveling in each direction, oncoming traffic is not required to stop when meeting a school bus. However, motorists still are urged to watch for children crossing traffic lanes while on their way to or from the bus.

Drivers also should use caution when traveling through school zones or near routes used by children and should observe school speed limits and the instructions of crossing guards.

Guidelines for children who ride school buses

Parents and teachers should encourage children who ride school buses to observe the following guidelines, provided by the National Safety Council, to ensure their safety:

When waiting for the bus, stay away from traffic and avoid rough housing or other behavior that can lead to carelessness.

Line up away from the road as the school bus approaches. Wait until the bus has stopped and the door opens before stepping onto the roadway.

Use the handrail when stepping onto the bus.

When on the bus, find a seat and sit down. Loud talking or other noise can distract the bus driver and is not allowed. Never put head, arms or hands out of the window.



Motorists need to be especially wary of preoccupied children enroute to school or home, and school-age children need to be aware of the traffic flowing alongside home-to-school routes.

“Until about age 10, most kids haven’t developed the skills to safely cope with traffic. They typically act on impulse, they can’t judge car speed very well, and they assume that if they see you in a car, you can see them.”

Keep aisles clear — books or bags are tripping hazards and can block the way in an emergency.

Before you reach your stop, get ready to leave by getting your books and belongings together.

At your bus stop, wait for the bus to stop completely before getting up from your seat. Walk to the front door and exit, using the handrail.

If you have to cross the street in front of the bus, walk at least 10 feet ahead of the bus along the side of the road, until you can turn around and see the driver. Make sure that the driver can see you. Wait for a signal from the driver before beginning to cross. When the driver signals, walk across the road, keeping an eye out for sudden traffic changes.

Stay away from the rear wheels of the bus at all times.

School bus transportation is one of the safest forms of transportation in the United states, according to the U.S. Department of Transportation’s National Highway Traffic Safety Administration. Every year, the nation’s 450,000 public school buses travel more than 4.3 billion miles to transport 23.5 million children to and from school and school-related activities. Students are nearly eight times safer riding in a school bus than in cars. The fatality rate for school buses is 0.2 fatalities per 100 million vehicle miles traveled (VMT), compared to 1.5 per 100 million VMT for cars.

Guidelines for children who walk or bicycle

The National Safety Council also suggests that parents review with their children the correct way to cross the street.

Adults should walk or bike with their children to school the weekend before classes resume to help determine the safest travel route.

Set a good example by using crosswalks and wearing a helmet when riding a bike.

Youngsters should always stop at the curb or the edge of the road and look left, then right, and then left again before crossing. They should continue looking in this manner until they are safely across.

If students’ vision is blocked by a parked car or other obstacle, they should move out to where drivers can see them and they can see other vehicles – then stop, and look left-right-left again.

Help kids understand basic traffic rules that apply to them when they ride a bicycle. Review hand signals for stopping and turning.

Make certain your child wears a bike helmet. According to the transportation department, kids ages 4-19 make up the majority of bicyclists involved in collisions in Idaho, and a helmet is the most effective way to prevent head injuries.

Kids say they would wear a helmet if parents made it a rule, according to a recent study.

Safety tips to share with your kids

Obey all traffic signals and/or the crossing guard – never cross the street against a light, even if you don’t see any traffic coming.

Walk your bike through intersections.

Walk with a buddy.

Wear reflective material ... it makes you more visible to traffic.

For more safety tips, visit: <http://www.nhtsa.dot.gov/people/outreach/KidsPage/bussafety/index.html>



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THE ONLY GOOD CLAIM IS A CLOSED CLAIM

Adapted from the West Virginia web site <http://www.state.wv.us/Brim/Loss/index.htm>

A closed claim is one that has been settled with the injured third party or denied and successfully defended on the state's behalf. The truth is that the more promptly a claim is handled the faster it will close and the less it will cost in terms of the taxpayer dollars needed for settlement or defense.

The key to prompt disposition of any claim can be summed up in two words: **early intervention**. As soon as an incident is reported to Risk Management, investigation can begin. The more quickly the facts can be determined, the more promptly the claim can be resolved.

Early intervention is up to you. An incident report should be filled out any time a citizen calls or comes in to advise you about damage or injury. Take down as much information as possible, and report it to your agency claim representative. If the party refuses to provide their name or insists that they do not intend to file a claim or seek medical attention, record the date and

time and report the incident anyway. If photographs or a police report are available, send them in with your report. If they are not yet available, send the report now, and the photos when they become available. If the party requests information on filing a claim, the appropriate tort claim filing information should be provided to them.

Once a claim is reported to the Risk Management Program the claim representative will assess the damage or injuries and the type of treatment, if any, the injured party received. If it is determined that we are responsible, the claim representative takes steps to compensate the claimant for the injuries and/or property damage. If it is determined that we are not responsible for the injuries suffered, or that the alleged injuries did not result from the incident, we will vigorously defend the claim.

Again, the key to our success is early intervention and the key to early intervention is **you**.



Ray Heidt and Carol Pettibon

Risk Management Claims Adjudicators



Ray and Carol are our professional claims adjudicators. They handle the investigation and determination of liability, or handle the property claim as is appropriate for the particular facts. Subrogation and litigation claims always go to them.