

**Excess Automobile Liability/General Liability
Markets Approached
8.1.2022-2023**

AWAC	Declined as the rail system is a treaty exclusion for them.
Aspen	Declined, they cannot entertain any passenger transport.
Besso/London	Declined, they require a higher attachment point.
RSUI	Declined, they cannot entertain livery or the light rail exposure.
Sompo	Declined, transit authorities are a treaty exclusion for them.
Zurich	Declined, not a market for livery.
Princeton	Incumbent. Offered \$5M limits with Excess Retained Amount of \$1.5M for AL, \$500,000 for GL (same as last year).
Axis	Declined to quote first excess layer. However, would consider putting up a second excess layer of \$5M for an additional premium of approximately \$1,250,000.
Berkley Public Entity	The light rail exposure is a decline for them.
Chubb	Stand-alone transit risks are not within their appetite.
Euclid	LA Auto continues to be too tough of a venue for them.
Genesis	Cannot consider the light rail operations and LA exposure is a decline.
Hallmark	Stand-alone transit is a decline for them.
Lexington	Declined due to losses.
Old Republic	Cannot entertain stand-alone transit risks.
Safety National	Cannot write stand-alone excess, would have to include the primary WC. The rail exposure is also undesirable.