

AGTA White Paper on TNC Insurance at Airports

Approved September 10, 2017

The Airport Ground Transportation Association issues white papers that the Board feels are in the best interests of the airline traveling public. This paper is directed at the desire for comprehensive auto liability insurance for all commercial ground transportation carriers operating at our airports.

More and more frequently, airports are accepting the TNC offered secondary liability insurance coverage policies as being sufficient for TNC drivers who provide airport ground transportation services. These policies are not state authorized auto liability policies, but rather, they are secondary policies that protect the TNC, passenger, and damage to other vehicles and occupants whenever the driver is engaged in seeking or providing commercial passenger transportation. This type of secondary insurance for TNCs has not been active for a sufficient period of time to ascertain just how protective and comprehensive it will ultimately be for either the drivers or the airports they serve. Therefore it is the opinion of the AGTA Board that airports which have accepted this type of secondary commercial liability insurance, to the extent permitted by applicable state and/or local laws, need to be diligent in reviewing this coverage annually before renewing or accepting continued coverage.

In addition, when a TNC driver offers a “personal” trip to a passenger, unless the driver has separately purchased commercial auto liability insurance or has a personal policy that covers commercial activity, there is no auto commercial liability insurance coverage. The TNC coverage is not applicable since this is not a TNC trip and the driver’s personal auto liability policy most likely has a commercial exemption within its coverage.

Therefore, AGTA highly recommends that all airports, to the extent permitted by applicable state and/or local laws, require proof of individual commercial auto liability insurance on any TNC vehicle driver that conducts “personals” on airport property. This proof should be in the form of a *Certificate of Additionally Insured* from the individual driver’s personal auto liability carrier, and should specifically name the airport. This should be required before that driver is permitted back on airport property. The airport could then be assured that the individual’s personal auto liability provider is aware that the vehicle is being used in commercial activity, and that the airport is taking every precaution, with a policy in place, which insures that airport customers are not being transported in non-insured vehicles.

(It is the opinion of the AGTA Board that) only in this way can the airport and the airline traveling public be assured that the commercial vehicles they utilize to arrive or depart from an airport are properly insured and provide the type of protection required of all common carrier transportation providers.