WHAT IS UBER? We are a technology company with a mobile app that connects users with a safe and reliable ride. This means people in cities where we operate can get a ride when they want it and where they want it – with the touch of a button. We began operating in San Francisco in 2010 and today are in more than in 50 countries.

WHAT IS RIDESHARING? Ridesharing refers to the provision of transportation by a driver, in their personal vehicle, to a rider with whom the driver is matched through a transportation network company.

RIDESHARING RISK BY PERIOD OF OPERATION

	PERSONAL USE	PERIOD 1 APP ON	PERIOD 2 RIDE	PERIOD 3 ON TRIP
Known Rated Driver?	✔	✔	✔	✔
Cellphone in Car?	✔	✔	✔	✔
UberDriver App On?	✘	✔	✔	✔
Earning Money?	✘	✘	✔	✔
Passenger(s) in Car?	✘	✘	✘	✔
Passenger(s) Entering / or Exiting Car?	✘	✘	✘	✔

COMMERICAL RISK IS PRIMARILY IN PERIOD 3. Rideshare vehicles are most similar to personal vehicles until a passenger enters the rideshare vehicle in Period 3. Period 3 is exposed to multiple incremental risks including a) up to 6 additional paying passengers who are each potential liability insurance claimants, b) passengers entering and exiting at the side of the road, c) loading and unloading of baggage

RIDESHAREING VEHICLES ARE NOT ALLOWED TO ACCEPT STREET HAILS. Rideshare vehicles (uberX) agree to only accept requests for transportation through the Uber digital network. Rideshare vehicles are not permitted to accept street hails and Uber supports laws that prohibit the acceptance of street hails by rideshare vehicles.

UNDERWRITING RISK: RIDESHARE VEHICLES VS. TAXIS

- Rideshare vehicles are driven primarily for personal use.

- Rideshare vehicles are driven by a known driver

- Drivers of rideshare vehicles only provide service on a very part time basis

- Rideshare vehicles are driven less miles in connection with the Uber digital network in comparison to miles driven for personal use.

- Demand is pushed to drivers through the app so they don't have an incentive to drive around finding street hails

- Taxis are driven solely for a commercial purpose.

- Multiple drivers operate the same taxi on a rotating basis and the vehicle is rented by the shift

- Taxis are operated during multiple shifts a day and drivers typically work full-time.

- A typical taxicab is operated in excess of 70,000 miles a year [NYC Data]

- Taxis drivers must drive around to find street hails while looking at the side of the road rather than ahead.

SURVEY OF CITY RIDESHARE INSURACE REQUIREMENTS IN PERIODS 1, 2 AND 3

City	Ordinance	Period 1 Coverage (App On)	Period 2 Coverage (Ride Accepted)	Period 3 Coverage (On Trip)
Chicago, IL	Title 9, Chapter 9, Section 115[1]	$20K/40K/15K	$1MM	$1MM
Houston, TX	Chapter 46, Article IX, Section 46[2]	$30K/60K/25K	$1MM	$1MM
Minneapolis, MN	Title 13, Chapter 343[3]	$50K/100K/30K	$1MM	$1MM
Seattle, WA	Ordinance 124524[4]	$100K/300K/25K	$1MM	$1MM
Columbus, OH	Ordinance 1376-2014[5]	$50K/100K/25K	$1MM	$1MM
Tulsa, OK	Title 36, Chapter 1, Section 102[6]	$25K/50K/25K	$1MM	$1MM
Baton Rouge, LA	Title 10, Chapter 8, Section 10[7]	$50K/100K/25K	$1MM	$1MM

- Every major city that has passed a TNC ordinance, has decided Period 1 risk is less than Periods 2 and 3.

[1] http://www.amlegal.com/nxt/gateway.dll/Illinois/chicago_il/municipalcodeofchicago?f=templates$fn=default.htm$3.0$vid=amlegal:chicago_il
[2] http://www.houstontx.gov/ara/chapter46docs/2014-754.pdf
[3] http://www.minneapolismn.gov/www/groups/public/@regservices/documents/webcontent/wcms1p-129014.pdf
[4] http://clerk.seattle.gov/~scripts/nph-brs.exe?s1=124524&Sect4=AND&l=MAX&Sect1=IMAGE&Sect2=THESON&Sect3=PLURON&Sect5=LEGI2&Sect6=HITOFF&d=LEGA&p=1&u=http%3A%2F%2Fclerk.seattle.gov%2F~public%2Flegisearch.htm&r=1&f=G
[5] https://nexords.municode.com/ReadOrdinance.aspx?OrdinanceID=661542&DataSource=
[6] http://councildocs.tulsacouncil.org/SuperContainer/RawData//H76A3MX1H87201432543/14-678-1.pdf?a=1
[7] https://library.municode.com/index.aspx?clientId=10107