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Insurers face large claims after second Boeing 737 MAX crash



Inside C2

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Make Today Different

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After Ethiopia crash horror, some nations ground Boeing 737 MAX



Clothing and personal effects from passengers are seen near the wreckage at the scene of the Ethiopian Airlines Flight ET 302 plane crash, near the town of Bishoftu, southeast of Addis Ababa

GARA-BOKKA, Ethiopia (Reuters) - Investigators in Ethiopia found two black box recorders on Monday that will help piece together the final moments of an Ethiopian Airlines plane before it plunged, trailing smoke and debris, and crashed killing 157 people.

China and Indonesia grounded their fleets of Boeing's 737 MAX 8 aircraft on Monday, although most major airlines continued to fly the plane. The disaster came just months after a jet of the same model came down in Indonesia killing 189 people, and prompted a global aviation safety scare.

Southwest customers raise queries on Boeing's 737 MAX 8 planes

Southwest customers raise queries on Boeing's 737 MAX 8 planes

The Ethiopian Airlines 737 MAX 8 plunged into farmland minutes after take-off from Addis Ababa for Nairobi on Sunday.

"The plane was very close to the ground and it made a turn. We looked and saw papers falling off the plane," Malka Galato, the farmer whose land the plane crashed on, told Reuters.

"Cows that were grazing in the fields ran in panic ... There was smoke and sparks coming from the back of the plane."

The plane tried to climb but failed, then swerved

sharply trailing white smoke and objects including clothes before crashing, said farmer Tamirat Abera.

The victims came from more than 30 countries, and the United Nations said they included 21 members of its staff. The UN had earlier said 22 of its staff were on board.

Investigators seeking to find the cause of the crash discovered the black box with both the cockpit voice recorder and digital flight data on Monday, Ethiopian state TV said.

Boeing's share price dropped 10 percent in early trading on Monday at the prospect that two such crashes in such a short time could reveal flaws in its new plane.

Airplane engine parts are seen at the scene of the Ethiopian Airlines Flight ET 302 plane crash, near the town of Bishoftu, southeast of Addis Ababa, Ethiopia March 11, 2019. REUTERS/Tiksa Negeri

The 737 line, which has flown for more than 50 years, is the world's best selling modern passenger aircraft and viewed as one of the industry's most reliable.



FILE PHOTO: Workers attend a ceremony marking the 1st delivery of a Boeing 737 Max 8 airplane to Air China at the Boeing Zhoushan completion center in Zhoushan, Zhejiang province, China, December 15, 2018. REUTERS/Thomas Peter/File Photo



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Insurers face large claims after second Boeing 737 MAX crash

P(Reuters) - Boeing Co's insurers face big claims from families of the victims of the Ethiopian Airlines crash, coming less than six months after the crash of the same type of Boeing aircraft in Indonesia, insurance and aviation sources said.

Relatives and friends of Sara Gebremichael, 38, a senior hostess and a crew leader on the Ethiopian Airlines Flight ET 302 plane that crashed, mourn at her house in Addis Ababa, Ethiopia, March 11, 2019. REUTERS/Maheder Haileselassie
An Ethiopian Airlines passenger jet bound for Nairobi crashed minutes after take-off on Sunday, killing all 157 people on board, raising questions about the safety of the Boeing 737 MAX 8, a new model that also crashed in Indonesia in October. While the initial insurance payments will be made by Ethiopian Airlines' insurers, they may look to recoup their money from Boeing's insurers if they can prove that the aircraft was faulty, the sources said.

Initial payments to the passengers' families are bound by the Warsaw and Montreal conventions, but those payouts could be much higher if families pursue legal claims, particularly through U.S. courts, said Clive Garner, head of law firm Irwin Mitchell's travel litigation group in London.

"If there were to be anything defective in terms of the plane or any of its components, then it would be possible to bring a claim against the manufacturer as well as the airline," he added.

Insurers typically form a consortium to share the risks of large claims, with the lead insurer taking a larger proportion of the risk. The insured value of the plane itself was likely around \$50 million, according to industry sources.

Willis Towers Watson was the insurance broker for Ethiopian Airlines, while Chubb was the

lead insurer, a Willis spokeswoman said on Monday. A Chubb spokesman declined to comment.

Britain's Global Aerospace was the lead insurer for Boeing and also for Lion Air, which operated the plane that crashed in October, said Global Aerospace Chief Executive Nick Brown.

Marsh was Boeing's insurance broker, two sources told Reuters. None of the sources gave financial details of the policies.

Boeing shares fell 5.6 percent on Monday.

U.S. LAWSUITS POSSIBLE

Boeing self-insures an initial layer of coverage before the Global Aerospace coverage kicks in, said Justin Green, a New York-based aviation lawyer who has represented families in cases against Boeing. Boeing declined comment on its insurance cover.

It is not uncommon for the planemaker, which is headquartered in Chicago, to face lawsuits in the United States, where legal compensation payments for the crash victims could run around \$2 million to \$3 million per person,



Members of the Ethiopian Airline Pilots' Association mourn as they attend a memorial service for the Ethiopian Airlines Flight ET 302 plane that crashed, in Addis Ababa



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Editor's Choice



Siti Aisyah, who was previously a suspect in the murder case of North Korean leader's half brother Kim Jong Nam, poses with her parents after being released of her charges by Malaysian court, during a ceremony at Indonesian Foreign Ministry in Jakarta



Siti Aisyah, who was previously a suspect in the murder case of North Korean leader's half brother Kim Jong Nam reacts as she talks during news conference at Halim Perdanakusuma airport in Jakarta



Demonstrators play drums as they march towards the Casa Rosada Presidential Palace at a rally during Women's Day celebrations in Buenos Aires, Argentina. March 8, 2019. REUTERS/Agustin Marcarian



A girl dances as women play drums at a rally during Women's Day celebrations in Buenos Aires



Wreckage is seen from a Douglas DC-3 passenger aircraft which crashed on the Colombian plains province of Meta, San Martin



Wreckage is seen from a Douglas DC-3 passenger aircraft which crashed on the Colombian plains province of Meta, San Martin



French Navy sailors stand on the deck as French aircraft carrier Charles de Gaulle leaves the Naval base in Toulon, France



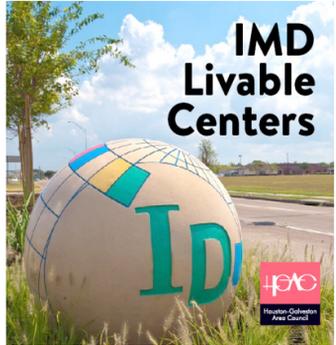
Flight deck crew members direct a French Rafale fighter jet on the French aircraft carrier Charles de Gaulle in the Mediterranean sea

Happening Today In The IMD
IMD Conducts Livable Centers Study

The International District, in partnership with H-GAC, is conducting a Livable Centers Study.

Livable Centers are places where people can live, work, and play with less reliance on their cars. Livable Centers, with concentrations of residential and employment, support more trips by foot, bicycle, transit, or carpool. H-GAC's Livable Centers program works with local communities to identify specific recommendations, such as pedestrian and bicycle facilities, that can help spark the creation of Livable Centers.

The IMD is home to almost 99,000 people in a district that is only 12 square miles, making it one of most densely populated areas in Houston. Not only is IMD unique for its density, but it is also one of the most culturally diverse areas in the city. There is a variety of strong cultural identities all within the district that have unique representation through local businesses and places of worship. Because of the growing population in this district and need for connectivity, IMD is conducting a livable centers study to determine how the area can be transformed into a community where people can live, work and play with less reliance on their car for transportation. The vision for transforming IMD is to increase walkability and connectivity in a way that embraces local culture to make this area a destination within Houston.



IMD Facts
99k PEOPLE **12 SQUARE MILES**
2007 IMD CREATED
Livable Centers

While all Livable Centers are distinctive, they all are based on similar concepts of development, such as:

CONNECTING -Connecting residences, stores and office spaces through mixed-use developments.

IMPROVING-Improving access to transit and multiple transportation modes, including roadways, walking and biking.

ENHANCING-Enhancing streetscapes, sidewalks and overall community aesthetics.

EXPANDING -Expanding housing and employment opportunities.

CREATING -Creating a public engagement strategy that encourages stakeholder involvement in the formation of the plan.

The 2019 International Management District Livable Centers Study

The IMD livable centers study will combine knowledge from previous studies with community engagement to understand the needs of the District. Through this study, IMD will formulate strategies and identify necessary changes to the area that will transform it into a destination that embraces its international characteristics. (Courtesy Inter-

national Management District)

Houston TranStar Urges Motorists: Move Over, Slow Down – It Saves Lives

Every day, law enforcement, fire fighters, emergency personnel and tow operators risk their lives responding to calls for help. In 2018, more than 1,100 crashes in the Houston/Galveston area involved emergency vehicles, according to the Texas Department of Transportation (TxDOT).

The Texas Move Over/Slow Down law requires that passing motorists move

out of the lane closest to an emergency vehicle stopped on the roadway, or if they can't safely move, reduce driving speeds to 20 miles below the posted limit. Move Over/Slow Down also applies when passing stopped TxDOT vehicles and tow trucks displaying warning signals such as traffic cones or flashing lights.



“Move Over/Slow Down is designed to prevent secondary crashes and protect first responders as well as drivers and passengers,” said Dinah Massie, Executive Director at Houston TranStar. “It’s about improving safety for all, particularly emergency personnel who work in dangerous conditions along Texas roadways.”

The Move Over/Slow Down Law requires you to:

Move out of the lane next to the stopped vehicle(s) when on a highway with two or more lanes going the same direction, if it can be done safely and legally

– OR –
Slow to 20 miles per hour below the posted speed

Slow to 5 miles per hour if the posted speed is 25 miles per hour or less

Heightened enforcement of the Move Over/Slow Down law is happening across the state, with fines from \$200 to \$2,000, depending on the offense. Last year, TxDOT reports the Department of Public Safety issued more than 41,000 warnings and citations to motorists violating the law.

For more information on road safety and to learn more about how to Travel Smart with TranStar, visit www.HoustonTranStar.org

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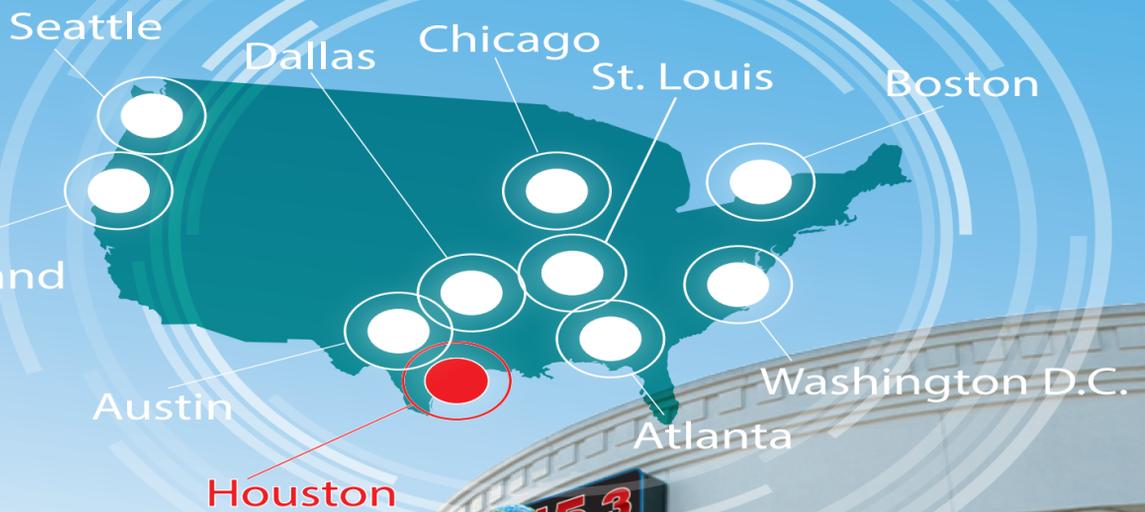
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Austin's Hitch Offers Car Rides To Houston And Back With Other Destinations On The Way Ride-Sharing Startup Evokes The Spirit Of Hitchhiking

Compiled And Edited By John T. Robbins, Southern Daily Editor



From left to right: Hitch's Kush Singh (CEO) and Tanuj Girish (CTO).

A new ride-sharing service based in Austin has found a way to combine the best elements of traditional hitchhiking with the latest technology. The idea for Hitch started when CEO and co-founder Kush Singh found himself dissatisfied with today's inter-city travel options.

"There are plenty of ways to travel for \$100 or \$200 from city to city. There are luxury buses, there are airplanes and there are numerous options that are half-decent," Singh said. "But in the economy market for the \$20 to \$30 price-point for the everyday man or woman there's not much. There's Greyhound and there's Megabus. Riding in those vehicles is absolutely abysmal."

"Over 10,000 cars make trips every day just between Austin and Houston, and 90% of them have just one occupant—the driver. This represents hundreds of millions of empty seats on our nation's highways every year, billions of gallons of wasted fuel and countless hours of peoples precious time nationwide—that's more seats than all the buses and planes combined" according to Singh, who is CEO of Hitch. The startup was founded out of the Longhorn Startup Lab at the University of Texas at Austin. Singh and Hitch CTO Tanuj Girish were connected with Jay Manickam and Matt Chasen, co-founders of Austin shipping startup uShip and both UT graduates. Manickam and Chasen round out Hitch's group of four co-founders. Together, Singh and co-founder and CTO Tanuj Girish, came up with the concept for Krew, a city-to-city ride-sharing platform that would eventually become Hitch. The duo participated in the Longhorn Startup Lab at the University of Texas at Austin where they connected with Jay Manickam and Matt Chasen, two UT graduates who founded uShip, an Austin-based online marketplace for shipping services.



1966: Three teenagers hitchhiking on the Sunset Strip, Los Angeles, California.

uShip co-founders Matt Chasen and Jay Manickam have now teamed up with former U.T. freshman Kush Singh and Tanuj Girish, who they met while guest lecturing at an undergraduate business school class, to launch a city to city ridesharing service called Hitch. Hitch's mission is to connect people who need to travel between neighboring cities with drivers who are already making the trip, and today they are officially launching service between Austin and Houston. "There have been a multitude of startups that have tried to solve this 50- 350-mile ride sharing problem using a model where the rider posts a ride request and drivers post their trips days in advance and they try to match. We believe these have all languished due to too much logistical difficulty in planning in advance for the rider and, more importantly, the driver," says Chasen.

Over the past few months, the Hitch team has been experimenting with various service models, and believe they have found a completely new, unique product experience that will make matching riders and driver vastly easier for both parties.

Hitch offers service from 7 a.m. to 7 p.m. and charges about \$25 to \$35 a ride. (The fare range will likely expand if Hitch brings the service to more cities.) Pricing is dynamic and automatically adjusts based on the supply of drivers and demand from riders at any given time, but the average price point is competitive with economy bus services—around \$25—for a 150-mile ride from Austin to Houston. The startup recommends an hour's lead time to meeting a driver, though Singh says his team plans to reduce that time to 20 minutes. Hitch takes a 20 percent to 30

percent commission from each ride and about 100 drivers have signed up, he adds.



From left to right: Tanuj Girish (CTO), Kush Singh (CEO)

"We've re-thought the end to end service model on a first principles level, and built a completely frictionless experience for both riders and drivers, which requires almost no planning," says Girish, Hitch's CTO. The key innovation of this new model is that, rather than trying to provide the entire door to door trip for the rider, Hitch leverages pick-up and drop-off locations that are "on the way" for drivers that are making the trip with empty seats. Riders join a virtual queue and drivers are able to simply pull over at Hitch pickup locations and provide rides to the next riders in the queue.

Today's ridesharing services like Uber and Lyft are essentially local hitchhiking, and we believe that people have grown very comfortable with the idea of ridesharing and will be eager to ditch their cars to ride-share longer distances—especially millennials and students," says Singh. "Trust and safety is the foremost priority for us. All drivers are background checked, and all riders are ID verified using scanned driver licenses and facial recognition.

The company is off to a promising start—it recently won U.T.'s Longhorn Startup Lab competition, granting them a \$25K investment from Austin-based Capital Factory—who subsequently invested another \$100,000. They also won the consumer category of the Redbull Launch Institute competition, securing it a spot

at Techcrunch Disrupt SF last September—where it successfully raised its first round of outside funding.



Left to Right: Matt Chasen (Chairman), Tanuj Girish (CTO), Kush Singh (CEO)

Hitch aims to make the ride-sharing experience seamless and enjoyable to both the rider and the driver. It is available on iOS and Android via their respective app stores. The founders suggest users visit Hitch.net first to get acquainted with the company and all it has to offer.

"We wanted to leverage the lure behind hitchhiking. To really think about the freedom of travel. Hitchhiking was a great way to connect with people all over the world," Singh said.

A rider would simply check into the app and see when the next driver would be available, go to a pickup location and wait for the driver to come by. Riders only need to book their rides 45 minutes to an hour before the driver's arrival.

Unlike other ride-sharing services, Hitch drivers do not need to drop off their customers at individual locations. The idea is that the driver will already be traveling to the intended city and then select an ideal drop-off point for everyone in the car. The driver would also have the discrepancy of dropping off riders at individual locations if the driver does not have to go out of their way.

This way, the driver is compensated for a drive they were making anyway. Ride-Sharing: The Global Competition



"If you think about the model, it's really tech-enabled hitchhiking," Singh said. "Where two people are meeting exactly along the driver's route, however, we've embedded background checks and safety features into the app, to make sure nothing goes wrong and everyone feels safe in the car."

Another unique feature of Hitch is the flexibility of service. There are departures every one to two hours.

"You never have to pre-schedule a ride," Singh said.

The founders decided to begin with the Austin to Houston route because it's an "extremely dense" and cost-effective route. The Austin to Houston corridor sees more than 10,000 car trips a day and 90 percent of those are single drivers in a vehicle, they added.

"We've been watching this rideshare space develop, obviously with Uber and Lyft on the local side, but even back when we launched uShip there were startups pursuing inter-city ride-sharing," Chasen said.

He and Manickam realized the challenges and opportunities that ridesharing spaces offered.

They saw startups pursue similar business models without significant success.

"With Hitch, we're embarking on an opportunity that really can make travel much more efficient. We founded uShip after we observed that there is so much unused capacity driving around on our roadway," he said. "Whether it's moving shipment, goods, freight or people, technology should be able to solve this problem. I expect it will and can serve to take a lot of cars off the road and help with climate change and other urgent issues that face our society." (Courtesy <https://www.americaninno.com>, <https://xconomy.com/texas> and <https://austinstartups.com/>)

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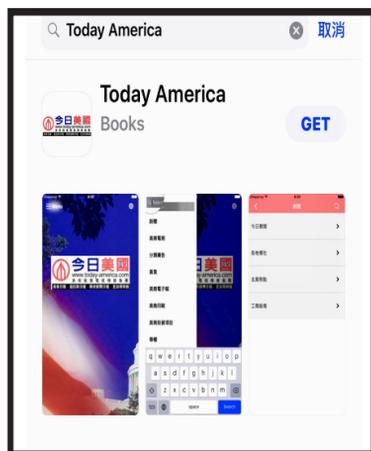
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