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# Saskatchewan Auto Fund 2021 Rate Proposal



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# 1. Synopsis and Overall Summary

SGL requests that the Saskatchewan Rate Review Panel (SRRP) recommend an overall 0% rate change for Saskatchewan Auto Fund rates, effective Jan. 21, 2022 including:

- an overall 1.7% rate increase, with rate rebalancing for all vehicles; and,
- a 1.6% decrease to the Capital Margin for all vehicles.

The Saskatchewan Auto Fund, administered by SGL, provides basic, universal auto insurance coverage to Saskatchewan residents. It operates on a self-sustaining basis and neither receives money from, nor pays dividends to, the Government of Saskatchewan.

The Auto Fund provides services to ensure that drivers and vehicles are properly licensed, and also invests in traffic safety activities to reduce the human, social and economic costs of vehicle collisions.

## Why the Auto Fund requires a rate change

The Auto Fund aims to receive enough premium revenue to cover all claim obligations and operating expenses for the proposed rating year (Jan. 21, 2022 to Jan. 20, 2023). The primary factors impacting the proposed rate change are improving injury claim experience, offset by increasing damage claim costs and recent increases to administrative and other expenses. The net result is a need for a 1.7% increase to the overall premium collected to match the expected claims and expenses in the rating year. However, the added adjustment to decrease the Capital Margin results in a net 0% change overall.

The injury frequency and severity loss trends selected for the current rate program are lower than those used in the 2014 rate program, reflecting the improving injury loss experience of the past few years. Due to a mix of both decreasing frequency of injury claims and decreasing severity, the projected future average injury trend is now -2.4%, compared to 3.3% in the 2014 rate program.

Increasing damage claim costs have offset the reduced injury costs. Rising repair costs due to increased complexity of technology, procedures and materials used in newer vehicles have mitigated what would have otherwise been a rate decrease.

## Fairness in rating

SGL is committed to fairness in vehicle rating. Rate rebalancing takes into account collision frequency and severity, including damage, injury and liability costs, for each class of vehicle.

Although SGL's proposal is for a net increase of 1.7% excluding the capital margin, that percentage simply represents the change in revenue that SGL requires overall. Each customer's rate change depends on the type of vehicle they own, the actual risk each vehicle represents of being involved in a claim, and the actual costs of paying that claim. Some customers will see rate decreases, some customers will see rate increases and some will not see any change to their rates. Overall, the net result of all the increases and decreases excluding the capital margin will be a 1.7% increase for SGL. To reduce rate shock for customers, increases and decreases will be capped at a reasonable level.

## Adequate capital

In addition to collecting sufficient premium to cover anticipated claim costs, the Auto Fund needs to maintain an appropriate level of capital in the Rate Stabilization Reserve (RSR). The RSR is like a savings account to cover emergencies. It ensures customers are protected in the event of higher-than-expected claim costs or lower-than-expected investment income in any one year. Analysis indicates that a capital margin of 0.6%, applied to all vehicles, will help to release capital to move the RSR toward the target level over the next five years. This is a 1.6% decrease from the capital margin reflected in current rates.

## The difference between the rate change and the capital amount

For the rating-year period (Jan. 21, 2022 to Jan. 20, 2023) the total amount of premium collected is expected to fall short of projected claim costs and other expenses so a 1.7% rate increase is required and is not intended to modify the balance of the RSR. Because of rate rebalancing, the increase is not applied to every vehicle rate equally across the board.

The capital margin is needed to maintain the balance in the RSR. The RSR acts as a cushion to protect customers in case of unexpected events. SGI uses a common industry measure called the Minimum Capital Test (MCT) to measure the level of capital in the RSR. SGI's target for the RSR is to have a 12-month rolling average MCT of 140%. As of March 31, 2020, the 12-month rolling average was 145% and it is expected to be 154% by March 31, 2021. SGI is seeking to decrease the current capital margin from 2.23% to 0.6% so that the projected RSR moves toward the target 140% MCT. See section 2.1.3 for more details.

## Customer impact

If SGI receives approval for the increase with rebalancing as well as reduction in the capital amount, it would mean:

- rate increases for about 48% of Saskatchewan vehicles with an average annual increase of \$96;
- rate decreases for about 52% of Saskatchewan vehicles with an average annual reduction of \$102; and,
- no rate change for the remaining vehicles.

## Reducing rate shock

While rebalancing is important to ensure fairness, all rate changes will be capped to reduce rate shock. The same capping structure used in the 2014 rate program will again be applied but will be based on a 15% cap. If the annual premium is less than or equal to \$1,000, a dollar cap will be used. If the annual premium is more than \$1,000, a percentage cap is applied. The table below outlines the ranges and caps that are proposed in this rate program:

Current Annual Rate	Maximum Cap	Maximum Monthly Cap
\$1 – 50	\$25	\$3
\$51 – 100	\$50	\$5
\$101 – 250	\$75	\$7
\$251 – 500	\$100	\$9
\$501 – 750	\$125	\$11
\$751 – 1,000	\$150	\$13
\$1,001 or greater	15%	15%



Proposed average rate change for each vehicle class:

<b>CLEAR - Rated Vehicles</b>	<b>Proposed Rate Change</b>
LV – Private Passenger Vehicles (PPV)	-1.0%
A – Commercial Light Trucks	17.1%
F – Farm Light Truck – 1994-2003	-19.2%
F – Farm Light Truck – 2004 & Newer	2.3%
LV – PPV - Farm Cars, SUVs and Vans	5.3%
LV – Police Cars	-12.2%
LV – Police Trucks, Vans and SUVs	20.5%
LV – U-Drives	3.9%
PT – Taxis (Rural)	-0.7%
<b>Conventionally Rated Vehicles</b>	<b>Proposed Rate Change</b>
Ambulances	13.2%
A – Commercial Vehicles:	
Heavy Trucks and Vans IRP	5.4%
Heavy Trucks and Vans IRP \$15K Ded.	7.0%
Heavy Trucks and Vans Non-IRP	8.5%
Power Units IRP	13.1%
Power Units IRP \$15K Ded.	13.1%
Power Units Non-IRP	7.1%
C & D – Commercial Vehicles:	
Heavy Trucks and Vans	-8.0%
Power Units	-9.7%
F – Farm Vehicles:	
Heavy Trucks and Vans	-2.0%
Light Trucks - 1993 & Older	-15.9%
Power Units	10.3%
Hearses	4.3%
L – Dealer Plates	4.1%
L – Snowmobile Dealers	-1.6%
LV – Antiques	9.4%
LV – Buses	1.1%
LV – Buses (Restricted)	10.3%
LV – Motorcycles	10.1%
LV – Motorhomes	19.9%
MT – Snowmobiles	-8.9%
PB – Passenger Inter-City Buses	9.3%
PC – Passenger City Buses	3.0%
PS – Passenger School Buses	11.4%
PT – Taxis	13.1%

<b>Trailers</b>	<b>Proposed Rate Change</b>
F – Trailers	13.4%
LT – Trailer Dealers/Movers	-0.5%
T – Personal Trailers	27.5%
T – Utility	-10.0%
TS – Commercial Trailers	-0.2%

<b>Miscellaneous Classes</b>	<b>Proposed Rate Change</b>
A – Excess Value	0.0%
C&D – Non-Resident	-2.6%
C&D – Excess Value	0.0%
Industrial Tracked Vehicles	-1.4%
LV – Motorized Bicycle	-1.6%
PV – Converted Vehicles	-3.0%
PV – Heavy Trucks and Vans	-8.6%
PV – Power Units	-6.1%
TS – Excess Value	0.0%

<b>Permits</b>	<b>Proposed Rate Change</b>
24-Hour	120.0%
8-Day	104.2%
In-transit	76.5%
TIC	145.5%

<b>Total</b>	<b>Proposed Rate Change</b>
All Vehicles Including Trailers	0.0%
All Vehicles Excluding Trailers & Misc.	-0.3%

## 2. Background

### 2.1 Auto Fund overview

The Saskatchewan Auto Fund provides basic, universal insurance coverage to Saskatchewan residents. It operates on a self-sustaining basis with the goal of maintaining an adequate balance in the Rate Stabilization Reserve (RSR) to pay future claims and to protect customers against rate shock for years in which claim costs are higher than average. The Auto Fund neither receives money from, nor pays dividends to, the Government of Saskatchewan.

The Auto Fund also provides services to ensure that drivers and vehicles are properly licensed. These services include licensing for around 800,000 drivers, registration services for more than one million vehicles, driver examinations, driver and vehicle safety fitness programs, and safety and audit programs for carriers who transport goods or passengers. These services are provided through nearly 375 independent motor licence issuer offices throughout Saskatchewan. The Auto Fund also invests in traffic safety initiatives to reduce the human, social and economic costs of vehicle collisions.

The coverage provided by the Auto Fund is legislated in *The Automobile Accident Insurance Act (AAIA)*, and can be divided into three components:

- Personal injury coverage provides Saskatchewan residents with benefits if they are injured or killed in an automobile collision. All Saskatchewan residents have a choice between No Fault Coverage and Tort Coverage. Motorcycle owners also have a third option of Reduced No Fault Coverage (see section 5.4 for details).
- Third-party liability coverage provides vehicle owners with up to \$200,000 to pay the cost of damages their vehicle causes to others in a motor vehicle collision, including the damage to the other driver's vehicle, damage to any property and costs resulting from injuries caused to others.
- Physical damage coverage (collision and comprehensive) pays for damages to the insured's vehicle due to a collision or other occurrence such as hail, fire or theft. Claims for damages to a vehicle are subject to a deductible (which is \$700 for most vehicles).

The major operating philosophies of the Auto Fund are to:

- Provide basic automobile insurance coverage that is universal and fair.
- Fairly rate insurance premiums for vehicle classes based on their claim loss experience and cost of repair.
- Keep rates as low as possible.

In determining premium rates for the Auto Fund there are three components to consider:

1. Adequate premium rates to break even
2. Fairness in rating
3. Maintaining adequate capital

#### 2.1.1 Adequate premium rates to break even

The first step in analyzing the Auto Fund's rates is to perform an actuarial analysis on the rating year to determine if expected premiums at current rates will be sufficient to cover expected claims and expenses. For the rating year being considered (Jan. 21, 2022 to Jan. 20, 2023), the Auto Fund anticipates claim and expense growth will exceed premium and investment income growth, resulting in an overall 1.7% increase in revenue required.

The rate-making process involves a very detailed and complex actuarial procedure which determines the expected revenue and expenses for the rating period. A great deal of time and effort goes into this part of the rate program; however, it's still an estimate of the amount of required premium. Three components in this rate program create the most uncertainty in the estimate – premium revenue, claim costs and the impact of investment income. While each component alone is difficult to forecast for the next year, it is even more challenging to forecast these revenues and expenses, sometimes years into the future from the time the process is started. Actuaries use historical trends to help predict these components, along with other relevant information available that may have a future impact.

See Section 3 – Overview of Ratemaking Methodology for further details.

### **2.1.2 Fairness in rating**

A key component of the Auto Fund's strategy to meet and exceed customer expectations is promoting fairness in rating by ensuring each class of vehicle is paying sufficient premium to cover its claim costs. To achieve that goal, rates must be rebalanced regularly.

Over the past 15 years, the Auto Fund has rebalanced rates in all classes five times (2007, 2009, 2012, 2013 and 2014). Light vehicle classes were also rebalanced in 2017, 2018 and 2019. The 2020 light vehicle rebalance was cancelled to ensure customers would not face additional financial pressures as a result of their vehicle being subject to a rate increase during the COVID-19 pandemic. To reduce significant rate shock for affected customers, rate changes are capped to a reasonable level for all vehicle groups.

Appendix A provides details of proposed rate changes by vehicle class.

### **2.1.3 Maintaining adequate capital**

A key operating principle for the Auto Fund is ensuring consistency and stability in rates so that customers are not subject to ongoing price fluctuations or large rate increases. In order to provide this stability, an adequate balance in the RSR is required to provide a financial resource to draw on when adverse financial events occur, such as higher-than-expected claim costs or material decreases in capital markets for investments. To measure the adequacy of the RSR, the Auto Fund uses a common industry measurement called the Minimum Capital Test (MCT).

The current policy applies an amount to move towards a target MCT of 140% in small increments with each rate program, rather than applying more significant one-time surcharges or rebates. This approach reduces the likelihood of rate swings for customers, if a significant financial event occurs impacting the balance in the RSR. The target capital level of the MCT is set at 140% as a result of evaluating the Auto Fund's risks through Financial Condition Testing, as well as guidance from the Office of the Superintendent of Financial Institutions.

The policy determines the amount of capital adjustment needed with each rate program by applying an amount to either recover 1/5 of the capital below 140% MCT or release 1/5 of the capital above 140% MCT into the basic insurance rate every year. As such, the rate always includes a portion designed to move the RSR towards an adequate level and avoids the volatility a surcharge might create, assuming rate programs are annual or close to annual. A similar method is followed by private insurers that build cost of capital requirements into each rate filing.

The policy also considers whether overall capital needs have changed. As claim liabilities and investment assets grow, the need for capital to support the business also increases. With each rate program, SGI analyzes actual and projected results and updates the amount expected to be required to support the new assets and liabilities.

## **2.2 Historical rate changes**

In 1997, the Auto Fund presented customers with options for a three-year rate program and introduced the one that most customers supported. In addition to rate increases (no rebalancing) of 5% in 1998, 2% in 1999 and 2% in 2000, the basic deductible was increased from \$500 to \$700.

The Auto Fund implemented the Safe Driver Recognition (SDR) program in 2002, which originally rewarded safe drivers with discounts as high as 20% (increased to 21% in 2016 and grew by 1% each year until it reached the maximum discount of 25% in 2020) off their base insurance premium based on driving history. In the 2019-20 fiscal year (April 1, 2019 to March 31, 2020), the SDR program provided discounts totaling \$133 million which is equivalent to a 13% reduction in rates.

In 2004, the Auto Fund introduced the Business Recognition (BR) program, which rewarded businesses that maintained a good loss experience with discounts of up to 10% (increased to 15% in 2017) on their base vehicle insurance. In 2019-20, the BR program provided discounts net of surcharges totaling \$17.4 million to businesses operating in Saskatchewan.

Even with the introduction of the SDR and BR programs, the Auto Fund was still collecting more premiums than required to pay claims and expenses, and was carrying excess capital in the RSR. To return premiums to customers, in 2006 the Auto Fund provided a \$44 million rebate on 2005 insurance premiums to 520,000 customers who received an average rebate of \$84.

In 2007, the Auto Fund provided a \$100 million rebate on 2006 insurance premiums to 540,000 customers who received an average rebate of \$185. In addition to the rebate, the Auto Fund implemented a 7.1% general rate decrease effective July 1, 2007 to reduce premium revenue collected from customers on a go-forward basis, coupled with rate rebalancing to address the Auto Fund's objective of increasing fairness in rates.

In the 2009 rate program, overall rates were increased by an average of 4.2%, with rebalancing. The 2012 rate program rebalanced customers' rates while implementing an overall rate increase of 1.6%. In 2013, in addition to the 1.03% rate increase and rebalancing, customers' rates also increased by 1.23% due to a Rate Stabilization Reserve (RSR) surcharge. The net effect was an overall average rate increase of 2.27%. In 2014, the rate program had an overall 4.4% rate increase with rebalancing, consisting of a 3.4% increase on the basic rates and a further 1.0% increase to the RSR surcharge. The surcharge was also converted to a capital margin.

In 2017, 2018 and 2019, no rate program occurred, but rates for light vehicles were rebalanced according to updated Canadian Loss Experience Automobile Rating (CLEAR) tables published by the Insurance Bureau of Canada (IBC). The 2020 CLEAR update was cancelled to ensure customers would not face additional financial pressures as a result of their vehicle being subject to a rate increase during the COVID-19 pandemic. See sections 4.5 and 5.5 for more details.

In 2021, the Auto Fund provided a \$285 million rebate on 2018 to 2020 insurance premiums due to higher-than-anticipated investment returns and – to a smaller degree – fewer collision claims due to the COVID-19 pandemic. An average rebate of \$380 was given to 750,000 customers.

The following table highlights compounded rate adjustments in comparison to the Saskatchewan Consumer Price Index (CPI) in the last 19 years.

<b>Year</b>	<b>Annual Rate Adjustments</b>	<b>CPI year-over-year percentage change</b>
2001	-	3.00%
2002	-	2.90%
2003	-	2.30%
2004	-	2.20%
2005	-	2.20%
2006	-	2.10%
2007	-7.10%	2.80%
2008	-	3.30%
2009	4.20%	1.00%
2010	-	1.40%
2011	-	2.80%
2012	1.60%	1.60%
2013	2.27%	1.50%
2014	4.42%	2.40%
2015	-	1.60%
2016	-	1.10%
2017	-	1.70%
2018	-	2.30%
2019	-	1.90%
<b>Compound Change</b>	<b>5.03%</b>	<b>48.65%</b>

## 2.3 Cross-Canada rate comparison

The purpose of the cross-Canada rate comparison is to determine how much a driver would pay for auto insurance in each Canadian jurisdiction, given their current vehicle, driving record and claim history. The comparison obtains rates for 34 vehicle and driver profiles in 18 cities across Canada. Vehicle makes and models used in the comparison are those with the highest number of registrations in Saskatchewan for the previous year. For the 2020 comparison, the most popular makes and models of vehicles registered in 2019 were used.

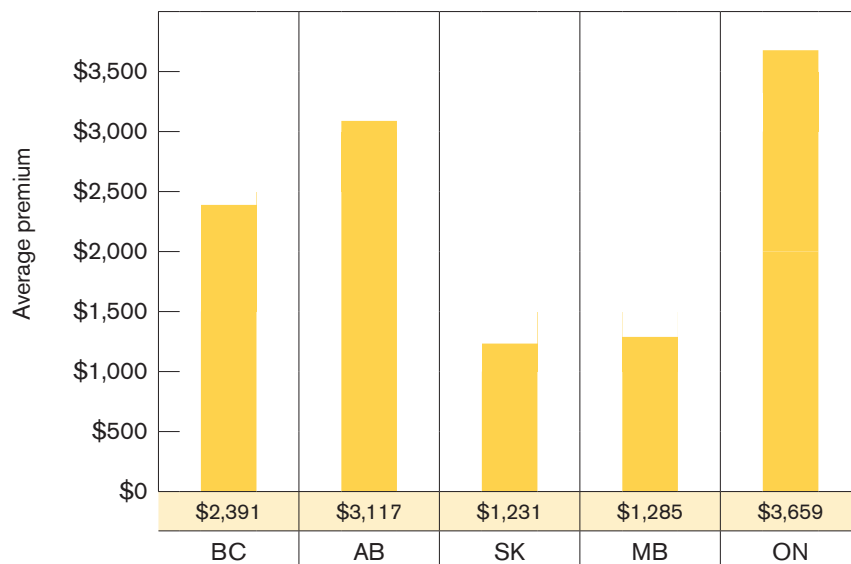
Most cities used were selected in 2005 by the utility Crowns and Crown Investments Corporation (CIC) with only minor revisions since then. Cities were chosen to represent major centres, rural communities and northern communities in order to obtain a geographic representation within each province. Access to comparison data from Atlantic provinces was lost in 2015, and access to Quebec data was lost in 2019. As a result, New Brunswick, Prince Edward Island, Nova Scotia, Newfoundland & Labrador and Quebec can no longer be included in the comparison.

Comparing auto insurance rates across different jurisdictions is always a challenge due to differing populations, road infrastructure, vehicle mix, insurance coverage and weather. As such, reviews like this one will have inherent accuracy limitations. The Auto Fund has attempted to minimize these variables by standardizing the vehicles, profiles and coverage levels used for liability and physical damage coverage; however, the jurisdictions are still fundamentally different in some ways. For example, companies in provinces with competitive insurance are not required to insure all drivers or may not have limitations on the rates that can be quoted.

Based on the survey, Saskatchewan has the lowest average personal auto insurance rates in Canada. Insurance is provided by competitive insurers in all provinces except Manitoba and British Columbia, where Crown-owned insurers offer basic, compulsory programs which can be supplemented by competitive optional coverage, similar to Saskatchewan's program. Consistent with previous years, Manitoba continues to be Saskatchewan's closest competition for the lowest average personal auto insurance rates in Canada.

The following graph illustrates the results of the comparison for the fiscal year ending March 31, 2021.

**SGI's Cross-Canada Automobile Insurance Comparison, 2020-21**



## 3. Overview of Ratemaking Methodology

The following describes, at a high level, the process used in determining the premium rates that should be charged for the upcoming rating year.

### Classification

The Auto Fund assigns vehicles into classes based on characteristics and exposure to risk based on their use. The largest class is private passenger vehicles, which make up 65% of all vehicles (80% of all non-trailer vehicles). Examples of other classes are farm vehicles, heavy trucks, motorcycles, taxis and ambulances.

To determine the required rate for each class of vehicle, the estimated premium, claim costs and expenses are grouped together with all vehicles within the class to determine if the premium is sufficient to cover costs – the underlying idea being each vehicle class should pay its portion of the costs. The following sections describe how these three components are allocated to each class.

### Premiums

The major factors in forecasting premiums are drift and volume, both of which relate to attempting to predict the number and types of vehicles that the Auto Fund will be insuring during the rating period.

- Drift estimates the change in premium as motorists upgrade from older vehicles with lower premiums to newer vehicles with higher premiums.
- Volume looks at the overall number of vehicles that will be insured in the rating period.

### Claims

In completing the actuarial analysis, the largest and most difficult cost to predict is claims, which represents approximately 80% to 85% of total costs annually for the Auto Fund. Damage claims represent about 65% to 70% of total claim costs, while injury and liability costs represent the remaining 30% to 35%. For the actuarial rate analysis, claims are assigned to vehicle classes based on vehicle collision responsibility (fault). If a vehicle was involved in a collision (single or multi-vehicle) and there is no at-fault vehicle, then all claim costs remain with the vehicle for rating purposes. This includes wildlife collisions.

The major factors impacting claims are summer storms and winter driving conditions, both of which are largely unpredictable for any given year. Other factors impacting claim costs include the labour rate paid to auto repair shops, parts costs and the average wage of people injured in vehicle collisions. Also impacting the costs for injury claims are factors such as re-occurrence rates, medical innovations and rehabilitation programs, which are difficult to anticipate.

### Expenses

There are two types of expenses that are charged to vehicles: variable and fixed. Variable expenses include expenses and credits that are dependent upon premiums written. These include premium taxes paid to the General Revenue Fund, traffic safety program costs, issuer commissions, and credits for short-term registrations and AutoPay programs. Fixed expenses include administrative costs and some expenses associated with adjusting losses.

## **Indicated rate change**

Once all the premium, claims and expenses are grouped in the appropriate vehicle class, an overall rate indication for the class is done by comparing total projected premiums to total projected claim and expense costs for the class. If the premium is not enough to cover costs, then a rate increase is required; if the premium is in excess of costs then a decrease is required. The average of five years of damage and liability claim data, seven years of catastrophe claim data, and 10 years of injury claim data is used to smooth the effect that one or two years of extreme loss experience would have on the rate indication for a class.

## **Relativities within rate groups**

The rates for individual vehicles within a rate group will vary depending on attributes specific to the vehicle. The process used to determine the amount of this variance is called a relativity analysis. In short, relativities are used to differentiate vehicle rates based on factors such as use, seating capacity, value and model year. As an example, motorhomes of different values have different rates; the more expensive the motorhome, the higher the premium.

## 4. Actuarial Analysis

### 4.1 Pure premium calculation

Pure premium is the average loss amount per unit of exposure. For the Auto Fund rate indication, non-catastrophe damage and liability data from accident years 2015/16 (April 1, 2015 to March 31, 2016) to March 31, 2020, catastrophe data from accident years 2013/14 to March 31, 2020, and injury data from accident years 2010/11 to March 31, 2020 are used to calculate average pure premium per coverage. Loss development factors calculated using the ultimate claim costs from the March 31, 2020 actuarial valuation are used to bring the yearly incurred losses by coverage to their ultimate value. These ultimate losses are then divided by the number of exposures to get the ultimate pure premium.

Trend factors are chosen by coverage and class based on a comparison of several exponential regressions. Trends for claim frequency (the number of claims per vehicle exposure) and severity (the average cost of a claim) were selected for both the past and future trend periods. The past trend selected should be representative of what has happened to claims historically; the future trend should be reflective of what is expected going forward. Where data for a class was too thin to produce credible frequency and/or severity trends on its own, it was grouped with the data from other similar classes before selecting the trends. The selected trend factors, along with a development factor and a loss adjustment factor, are used to bring the pure premium values forward to a complete and appropriate level for the rating period.

In this rate program, loss adjustment factors were applied to historical claims that do not reflect the current landscape. Adjustments were made for the following:

- Injury coverage – new benefit levels effective Jan. 1, 2017
- Increased provincial sales tax (PST) effective March 23, 2017
- New PST regulation change on used vehicles effective April 11, 2018
- Vehicle diagnostic scanning policy changes that began on Oct. 1, 2018

The April 11, 2018 PST changes impact total loss claims where the PST is paid by SGI on the replacement vehicle. The diagnostic scan adjustment reflects new autobody shop requirements that increase the cost of vehicle repairs for newer model year light vehicles.

Two coverage lines, income replacement and care benefits, have their losses adjusted for inflation prior to trend selection. On the anniversary date of a claim, the amount of payment increases by an indexed rate taken from the Saskatchewan Consumer Price Index table. The purpose of this index rate is to ensure that the payments are increased to compensate for inflation. Since benefits for these coverages fluctuate with the level of inflation, claim amounts from the different loss years need to be adjusted to bring them all to the current level of inflation.

Once income replacement and care benefit ultimate losses have been adjusted for inflation, past and future severity trends can be selected. The selected severity and frequency trend factors, as well as a future index rate of 2.5% that accounts for inflation before and during the rating year, are used to bring the pure premium values for these lines forward to the rating period level.

The final projected pure premium for each coverage line is based on a weighted average of estimates from historical loss years using the trended pure premiums described above.

#### 4.1.1 Pure premium adjustment factors

Loss experience incurred in the past is not always on the same basis as losses incurred now or even a year later from the loss date. Prior and current loss experience needs to be adjusted to account for changing benefit coverage that will be in effect during the rating year (Jan. 21, 2022 to Jan. 20, 2023). In this rate program adjustments were made for the injury coverage benefit level changes effective May 1, 2021 (see section 5.3 for details).

With the 2021 rate program a large loss policy was implemented to aid in smoothing over any rate volatility caused by outlier claims. This policy limits the impact on the rate indication of any major claim. Losses from claims identified by the policy are capped at thresholds applied by coverage type. Further adjustment is required to spread the risk caused by unusually large losses from one indication to the next and across rate classes. Rate classes are grouped based on similar



risk distribution to determine the large loss thresholds. Large loss loading factors are applied to all injury pure premiums and differ by these groups. The loading factor is intended to cover large losses removed from the rate program so that there is a net zero impact on rate over a long period of time.

#### **4.1.2 Annual discount factor**

Because the projected losses will be paid over time, the current value of these losses is less than their nominal value. In the time between when an insurance company receives the premium on a policy, and the time it actually pays out the full value of a claim on that policy, the company earns investment income on the premium collected. The amount that a policyholder pays should be reduced by the expected amount of this investment income. As such, the expected losses from a policyholder are reduced by a discount factor to account for the investment income.

The rate of return used to determine the investment income comes from the expected yields on the investment assets that will be supporting those claim payments. These assets are a mix of cash, short-term investments, bonds, commercial mortgages, real estate, infrastructure and equities. The overall rate used to discount the expected losses in this rate application is 2.98%.

Expected future claim payment patterns for different coverages were determined in the March 31, 2020 actuarial valuation using historical experience. The annual discount factor is applied to the weighted-average pure premiums.

## **4.2 Adequate gross premium calculation**

The discounted pure premiums have to be adjusted for loss adjusting expenses, administrative expenses, salvage amounts, reinsurance costs, medical funding, appeal commission costs, the Safe Driver Recognition (SDR) program malus amounts (financial penalties collected under SDR), variable expenses and a break even margin. These are discussed in turn below.

### **4.2.1 Loss adjusting expenses**

Loss adjusting expenses (LAE) are expenses associated with settling claims that are not claim-specific such as internal legal fees, adjuster salaries and operating costs of claim branches. These expenses are assigned to vehicle classes based on expected claim counts by coverage. The total assigned LAE amount for the class is then divided by the forecasted number of vehicles within that class for the rating period to determine the average LAE per vehicle. Each vehicle within the class will pay the same amount.

To recognize the level of investment required by autobody repair shops to meet the new minimum training and tooling requirements, and to advance repair safety, SGI implemented procedural allowances and shop incentives which are factored into rating through LAE. These initiatives from the Safe and Quality Auto Repair Project took effect Oct. 1, 2019.

### **4.2.2 Administrative expenses**

Administrative expenses, including staff salaries, building maintenance and supplies, are charged as a fixed amount to every vehicle exposure. Due to the reduced coverage provided and consequently small annual premium for certain vehicle classes, a reduced amount is charged.

For the 2021 rate program, the amount of administrative expense charged to antique vehicles, snowmobiles, farm, commercial and utility trailers is \$23.18 per exposure. A charge of \$46.35 is applied for non-utility and licensed trailer dealers, and \$92.70 per exposure for all other vehicle classes.

### **4.2.3 Credit for salvage**

The Auto Fund generates profits from the sale of salvaged light passenger vehicles and their parts. These profits are applied as discounts to the damage and damage liability portions of the pure premium for passenger vehicles. The credit applied to light passenger vehicles is \$22.03 per exposure.

### **4.2.4 Reinsurance**

Previously, the Auto Fund maintained two reinsurance programs designed to mitigate adverse effects on the RSR as a result of 1) catastrophic losses caused by either a severe weather event or 2) an automobile collision resulting in multiple serious injuries. As of April 2014, it was determined that the injury reinsurance program was no longer needed.

The Auto Fund has maintained only a damage reinsurance program since then. Due to recent catastrophic weather losses both in Saskatchewan and in the Canadian industry in general, the cost to purchase reinsurance has increased and is expected to continue on an upward trajectory in the future.

The cost of the reinsurance program is applied as a fixed amount to each applicable class of vehicle. The reinsurance damage coverage cost per exposure is \$2.41 for antique vehicles and utility trailers, \$4.82 for non-utility trailers, and all other vehicle classes are charged \$9.65 per exposure.

#### 4.2.5 Medical funding

To offset costs incurred by the provincial health care system as a result of bodily injuries sustained while either operating a motor vehicle or as a result of a motor vehicle collision, the Auto Fund reimburses the Ministry of Health for a portion of the costs. This reimbursement, in addition to several other smaller funding contracts, amounts to about \$40 million per year. The health levy was increased in 2018 from 2% to 3% of direct premiums written in the prior year.

Medical funding costs are allocated to vehicle classes based on the expected present value of medical expenses in the rating year. The total assigned medical funding cost is then divided by the expected number of vehicles for the rating period within that class to determine the average medical funding cost per vehicle. Each vehicle within the class will pay the same amount.

#### 4.2.6 Appeal commission costs

Appeal commission costs for the operation of the Automobile Injury Appeal Commission amount to about \$1.5 million per year. This includes such things as Board salaries, administrative expenses and legal fees. Appeal commission costs are allocated to vehicle classes based on the expected appeal claim costs in the rating year. The total assigned appeal commission cost is then divided by the expected number of vehicles for the rating period within that class to determine the average appeal commission cost per vehicle. Each vehicle within the class will pay the same amount.

#### 4.2.7 Credit for Safe Driver Recognition malus

The Safe Driver Recognition (SDR) program provides credits to vehicle insurance premiums for drivers in the safety zone for those classes of vehicles that qualify, and financial penalties (malus) for drivers who are in the penalty zone. The financial penalties collected cannot be attributed to a specific vehicle class since they are based on the driver. For rating purposes, the credit for the SDR malus is applied to only those vehicle classes that qualify for discounts under the SDR program. The expected SDR malus amount, approximately \$33 million, is divided by the total number of expected vehicles for the rating period from those classes with eligible vehicles. Every vehicle within these classes will receive the same credit for SDR malus. However, similar to the application of administrative expenses above, antique vehicles receive half of the credit for SDR malus as other vehicles. The expected SDR malus amount is larger than in the past as a result of changes being made to the SDR program. See section 5.1 for details.

#### 4.2.8 Variable expenses

Variable expenses include premium taxes paid to the General Revenue Fund, traffic safety program costs, issuer commissions and credits for short-term registrations and AutoPay programs. The variable expenses and their percentage of premiums are as follows:

Variable Expense	% of Premium
Premium Taxes	5.00%
Traffic Safety Programs	4.04%
Issuer Commissions	4.95%
Short Term Registrations	-1.55%
Auto Pay	-1.97%
Total Variable Expenses	10.47%

#### **4.2.9 Break even margin**

A break-even margin of -5.1% is loaded into the rates. This is required to offset an expected surplus in premium caused by commercial permit premiums, cancellation retention amounts and the investment income on the forecasted RSR net of the increase in risk provisions required when setting reserves. Without the break-even margin, even if rates were set at required levels, the Auto Fund would gain money since the growth in risk provision, retention amounts and RSR investment income are not accounted for elsewhere in the rating.

Previously, the RSR investment income was a separate item in the calculation of adequate gross premium; however, since it is simply a source of additional income not considered elsewhere in the rate application, it is appropriate to include it in the break-even margin calculation instead.

#### **4.3 Indicated rate change**

The indicated rate change is the indicated required premium divided by the projected on-level average premium, excluding the capital margin, minus one.

##### **4.3.1 Projected on-level average premium**

The projected on-level average premium is calculated for each class using exposure and premium information on a policy year basis. Historical written premiums are brought up to the current rate level (on-levelled). In order to do this, past rate changes, including capital amounts, are applied to premiums that were written prior to the rate change being implemented. For example, if rates for the class changed effective Jan. 1, 2020, all premiums written prior to this date would have the rate change applied.

Once premiums are on-levelled, the average on-level written premium is calculated by dividing the on-level written premium by the number of written exposures in that policy year. Applying exponential trend regression against the average on-level written premium produces multi-year trends. From these trends, a past trend and a future growth trend are selected. The past trend selected should be representative of what has happened to the premium historically; the future trend should be reflective of what is expected going forward.

Once selected, the rating year average premium then needs to be reduced by the expected SDR discount, Business Recognition (BR) and/or International Registration Plan (IRP) discount/surcharge amounts so that the projected average amount of premium that will actually be collected per exposure can be determined. In this rate program, premium adjustment factors were applied to historical data which did not reflect the current state of the SDR, BR and IRP programs. Adjustments were made for the expected changes to each program which are outlined below in sections 5.1 and 5.2.

This on-levelled average premium is then reduced by the amount of the capital margin that is currently in effect, as this margin is present to adjust the Rate Stabilization Reserve (RSR) balance toward the target level and should not impact basic rates. The calculation is simply the on-levelled average premium divided by one plus the current 2.23% capital margin.

##### **4.3.2 Class specific experience required premium**

The direct required premium, or adequate gross premium, is calculated by dividing the sum of the discounted pure premium including loss adjusting expenses, administrative expenses, the credit for salvage, reinsurance, medical funding, appeal commission costs and SDR financial penalty credit by one minus the variable expenses and break-even margin percentages.

##### **4.3.3 Credibility**

Since the 2014 rate program, credibility weighting has been applied to the indicated overall rate change calculation for each vehicle class. Credibility is a way to measure if there is enough past experience to use in predicting the rating year. The weight assigned to a forecast using past experience is commonly denoted by Z (a number between 0 and 1). The balance of the weight, 1 - Z, will be assigned to what is called the complement of credibility. This complement will be another valid estimate for the prediction and could come from a larger separate source of past data or could assume "no change" in the forecast variable. Together, the components develop a weighted average for the forecast, which becomes the indicated required premium. Credibility provides an objective and reliable measure of the sufficiency of the past data in the overall rate indication of each class.

Due to the higher risk and volatility in the volume and size of claims, the credibility of a forecast is measured using the number of past claim counts included in the forecast. All weight is assigned to the past experience (i.e.,  $Z = 1$ ), if it's deemed fully credible. This is the case if there are at least as many past claim counts used in the forecast as the Standard of Full Credibility. If the past claim counts used in the forecast are less than the Standard of Full Credibility, the credibility is calculated as:

$$Z = \sqrt{\text{Claim Counts} / \text{Standard of Full Credibility}}$$

If the claim data is more volatile, then more past claims are needed to accurately determine the emerging patterns. This generally means that the Standard of Full Credibility should be larger whenever the claim data is more volatile. The Herfindahl–Hirschman Index (HHI) is used to measure how much of a class' past claim dollars come from a few large-dollar claims. The HHI is a number that ranges from 0 to 1, where a larger number denotes that a few large claims dominate the total claim dollars assigned to the class. Having a small number of large claims could be because the class is expected to have severe claims in the future, or it may have been unlucky in the past. The uncertainty around which of these scenarios is correct means that the class' indication should have less credibility. The Standard of Full Credibility for the purpose of the overall rate indication for a class and for the CLEAR class surcharges/discounts is measured as:

- 1,082 claims; plus,
- an additional 1,082 claims if either the HHI for injury is greater than 0.2, or the HHI for damage is greater than 0.2, or the number of injury claims is less than 50; and,
- an additional 1,082 claims if either the HHI for injury is greater than 0.4, or the HHI for damage is greater than 0.4.

#### **4.3.4 Complement of credibility required premium**

As mentioned above, the complement of credibility will be another valid estimate for the prediction and could come from a larger separate source of past data or could assume “no change” in the forecast variable. For the 2021 rate program, the complement of credibility for all classes is simply the projected on-level average premium, excluding the capital margin.

#### **4.3.5 Indicated required premium**

Once the class credibility and complement of credibility required premium have been determined, the indicated required premium can be calculated. If the credibility for the class is less than one, then the class specific experience required premium is credibility weighted against the complement of credibility required premium.

Indicated required premium =  $Z \times \text{Class specific experience required premium} + (1-Z) \times \text{Complement of credibility required premium}$

### **4.4 Base rates and relativities**

The base rate is the rate that is applicable to the base group for a class of vehicle. The base group is typically chosen to be the group with the largest number of vehicles because the larger the numbers, the more credible the data. For example, motorhomes with declared value of \$10,001 to \$20,000 is the base rate group for the motorhome class.

For the Auto Fund, there are typically four base rates: damage, injury, liability and flat fee, which includes expenses and credits applied to the pure premium. When these four components are added together they comprise the base premium for any given class of vehicle. If a vehicle class is not eligible for all coverages, then the base rate for each eligible coverage is combined with the flat fee to produce the base premium.

If rates within a vehicle class vary by rating attribute(s) or rate group, such as number of seats, declared value or model year, then the base premium needs to be adjusted by a factor that reflects the variance in loss experience for each of the attributes relative to the base premium. This adjustment factor is known as the relativity factor. Following the motorhome example, the premium for a motorhome with a declared value between \$30,001 and \$50,000 is determined by multiplying the base premium (rate group \$10,001 to 20,000) by the relativity factor for the rate group \$30,001 to \$50,000.

Typically, as the loss experience deteriorates, the corresponding relativity factor and consequent premium increases. For motorhomes, as the amount of declared value increases, the chance of a higher value claim also increases and the premium that is charged needs to reflect this.

The calculation of indicated adequate premiums varies by class. For private passenger vehicles, motorcycles and urban taxis, the premium charged to a vehicle is calculated as:

$$\text{Premium} = \text{Damage Base Rate} \times \text{Damage Relativity} + \text{Injury Base Rate} \times \text{Injury Relativity} + \text{Liability Base Rate} + \text{Flat Fee Amount}$$

For all other existing classes of vehicle that have rating groups the premium formula is:

$$\text{Premium} = \text{Damage Base Rate} \times \text{Damage Relativity} + \text{Injury Base Rate} + \text{Liability Base Rate} + \text{Flat Fee Amount}$$

For classes where there are no rate groups the premium is:

$$\text{Premium} = \text{Damage Base Rate} + \text{Injury Base Rate} + \text{Liability Base Rate} + \text{Flat Fee Amount}$$

Once indicated adequate rates have been determined, dollar and percentage caps are applied to limit the amount that a vehicle's rate may change in a rate program. This is to ensure fair and reasonable rate changes and reduce rate shock for vehicle owners. A dollar cap will be applied when the annual premium is less than or equal to \$1,000, and a percentage cap will be applied when it is more than \$1,000. The table below outlines the ranges and caps that will be applied:

<b>Current Annual Rate</b>	<b>Maximum Cap</b>	<b>Maximum Monthly Cap</b>
\$1 – 50	\$25	\$3
\$51 – 100	\$50	\$5
\$101 – 250	\$75	\$7
\$251 – 500	\$100	\$9
\$501 – 750	\$125	\$11
\$751 – 1,000	\$150	\$13
\$1,001 or greater	15%	15%

For some classes of vehicles, the annual rate is calculated using the base rate of the same private passenger vehicle plus a surcharge or discount based on the experience of that particular class of vehicle. For these types of vehicles, the private passenger vehicle rate will receive the caps identified above, then any changes to the discount/surcharge amount for that class is applied on top of the capped private passenger vehicle rate. The change in discount/surcharge is capped at 15% but the resulting effect of the private passenger vehicle rate change plus the discount/surcharge change may be greater than 15% in either direction. In this rate program, the effect of changes in discount/surcharge and the capital margin reduction causes 99,000 vehicles to decrease below the minimum dollar and percent caps. There are 3,000 vehicles that are expected to increase by more than 15% over the current rates among the light vehicle classes.

Due to the practice of capping individual vehicle rate changes, not all classes within the Auto Fund have accurate current relativity factors. For the relativity analysis within this rate program, the current vehicle distribution by class was used to derive the weighted average current rate group relativity factors. These derived current relativities were used in the analysis that produced the proposed relativities which were then used in the premium calculations shown above. Once the premiums were calculated, an individual vehicle's current premium was compared to the calculated proposed premium. If the change in premium was outside of the set cap amounts, then the vehicle's proposed premium was capped and therefore the proposed relativity factor is no longer being used.

Once rate change capping is completed, any capital amounts are applied. Every vehicle within the Auto Fund will have its base premium adjusted for the capital amount by the capital margin using the following formula:

$$\text{Total Premium} = \text{Proposed Premium} \times (1 + \text{Capital Margin})$$

## 4.5 Vehicle rating classes

Vehicles in the Auto Fund fall into two major rating groups:

### i) CLEAR-rated vehicles

Within the Auto Fund, only light passenger vehicles are rated using the Canadian Loss Experience Automobile Rating (CLEAR) system. The classes of vehicle that are rated using CLEAR are:

- Private passenger vehicles
- Farm cars, sport utility vehicles (SUVs) and vans
- Farm light trucks with model years 1994 to 2003
- Farm light trucks with model years 2004 and newer
- International and inter-provincial commercial light trucks
- Police cars, trucks, SUVs and vans
- U-Drive (rental) vehicles
- Rural taxis

CLEAR is produced by the Insurance Bureau of Canada (IBC), which captures Canada-wide loss experience for light passenger vehicles. CLEAR was designed to provide insurers with a more equitable rating system for vehicles. It is based on the premise that the vehicle-specific portion of insurance rates should be based on only two principal factors, namely, the likelihood of vehicles being involved in claims and the costs involved in settling those claims.

IBC analyzes historical records of collision frequency and repair costs of each vehicle make, model and model year in order to predict future losses. Through statistical analysis, relationships are established between vehicle characteristics and insurance claims. These relationships are then adjusted according to the actual claim history of individual models, in order to predict future losses for each. Factors such as a person's driving record, or where they live, do not affect CLEAR. As part of its analysis, IBC considers several factors, including vehicle construction, loss-prevention features and susceptibility to damage. IBC also works closely with vehicle manufacturers to monitor new developments. CLEAR is used by insurance companies Canada-wide to rate light passenger vehicles.

There are two components to the CLEAR system: rate group assignments and associated relativity factors. Under the CLEAR system, vehicles are assigned to one of 99 damage rate groups. Since rate groups correspond to expected claim costs, the higher the rate group number, the greater the relativity factor and therefore the higher the premium charged. Insurance companies can choose to use CLEAR rate group assignments with company-specific relativity factors rather than using the CLEAR relativity factors.

The Auto Fund uses internal data to produce damage relativities by rate group, which are supplemented with CLEAR relativity factors when the number of vehicles within a rate group is not large enough to produce credible numbers. The proposed rate group relativities are then multiplied by the base damage rate to determine a vehicle's required physical damage premium.

The rate group tables are generally published annually. With each publication year, new model year rate groups are added and existing model year rate groups are updated to reflect vehicle depreciation and additional claims information. When IBC develops a new CLEAR rate group table, it is revenue-neutral given the existing vehicle distribution.

Although CLEAR provides injury rate groups and relativities, previous reviews have shown that the CLEAR assignments are not a good fit for Auto Fund injury results. As a result, injury rates are based solely on Auto Fund injury claim data. Injury rates for CLEAR-rated vehicles vary by vehicle body style. The body style groupings are:

- Two-door cars
- Four-door cars
- Convertible cars
- Station wagons
- Vans
- Sport utility vehicles (SUVs)
- Trucks

The injury rate group relativity analysis for all CLEAR-rated vehicles involves calculating the projected loss per earned exposure using the past 10 years of experience for each body style. The losses included in this calculation are capped by coverage type based on the large loss policy. The large loss thresholds by injury coverage type are consistent with the CLEAR levels displayed in section 5.9.

As mentioned under section 4.3.3 Credibility, the Auto Fund uses credibility analysis when calculating relativities. For CLEAR's damage relativity system, the Standard of Full Credibility is 2,656 and for CLEAR's injury relativity system, it's 4,326. The current relativity factors are credibility weighted to the calculated relativities. These relativity factors are then multiplied to the base injury rate to determine a vehicle's required injury premium based on body style.

#### **ii) Conventionally-rated vehicles**

Conventional rating is used for all vehicles that are not rated using CLEAR. This includes, but is not limited to:

- Heavy trucks and power units
- Farm vehicles (excluding light trucks with model years 1994 and newer)
- Urban taxis
- Buses
- Snowmobiles
- Motorcycles
- Vehicle dealers
- Special use vehicles (ambulance, hearse and antique)
- Trailers
- Motorhomes
- Private vehicles (power units, heavy trucks and vans for personal use)
- Permits for short use

The criteria used for conventional vehicle classes are based on the significant rating attributes such as model year, engine size, value, etc. For example, buses are rated by seating capacity and model year. Motorcycles are rated by body style, engine size and model year. Motorhomes and trailers are rated by declared value.

## 5. Significant Changes

### 5.1 Safe Driver Recognition program

The Safe Driver Recognition (SDR) program provides discounts to Auto Fund customers (excluding businesses – see 5.2) with safe driving records. Customers' positions on a sliding scale are determined by their driving records. Each customer starts in a neutral position on the scale and gains points for each year of incident-free driving. Points are lost for driving incidents, such as collisions a driver is deemed responsible for causing (at-fault) or for traffic convictions. Each point in the scale's positive Safety Zone earns the customer a 2% discount off their vehicle insurance premium, up to a 20% discount at 10 points. Above 20 points, a customer can earn an additional 1% discount per point up to a maximum of 25% at 25 points. Events that move a customer into the scale's negative Penalty Zone cause the driver to be assessed a financial penalty.

In the past, SGI received input from customers on the program and performed analyses on the loss experience of customers at all positions on the scale. The main theme emerging from the review was that customers wanted higher discounts for good driving behaviour and harsher penalties for riskier driving behaviour.

Given all this information, the government approved SGI's recommendations to amend the SDR program. Starting Oct. 12, 2016, the following changes took effect:

- At-fault collisions where the Auto Fund pays out less than \$700 result in the loss of four points, while at-fault collisions where the Auto Fund pays out \$700 or more result in the loss of six points. Previously, no points were lost if the Auto Fund paid out less than \$305, while six points were lost if the Auto Fund paid out \$305 or more.
- Minor speeding infractions incur a penalty of two points. Previously, safety ratings were only impacted if the insured was going at least 35 km/h over the posted speed limit or was charged with speeding in a high-risk zone such as a school zone or construction zone.
- Financial penalties increased to \$50 per point in the penalty zone, up to a maximum penalty of \$1,000, with the exception of certain Criminal Code conviction penalties. The new penalty is double the previous penalty of \$25 per point, which had been in place since the introduction of the SDR program in 2002.
- The safety rating scale maximum increases by one point per year up to +25, allowing the safest drivers to earn a discount of up to 25%, which is now available.

Analysis of customer loss experience supports these changes:

- Past speeding infractions are predictive of future claims, so losing points for these infractions makes the driver record more accurate.
- Financial penalties for customers with the worst SDR ratings were significantly lower than the additional claims caused by these customers.
- The safest drivers in the Auto Fund have a claim experience that justifies a discount greater than 20.



The following table compares the previous SDR scale to the current scale:

<b>Penalty Per Incident</b>		
<b>Points Assessed</b>	<b>Previous Scale</b>	<b>Current Scale (as of Oct. 12, 2016)</b>
-1	\$25	\$50
-2	\$50	\$100
-3	\$75	\$150
-4	\$100	\$200
-5	\$125	\$250
-6	\$150	\$300
-7	\$175	\$350
-8	\$200	\$400
-9	\$225	\$450
-10	\$250	\$500

0 Points – NEUTRAL ZONE | Base Insurance Premium

<b>Vehicle Insurance Discount</b>		
<b>Points Earned</b>	<b>Previous Scale</b>	<b>Current Scale (as of Oct. 12, 2016)</b>
1	2%	2%
2	4%	4%
3	6%	6%
4	8%	8%
5	10%	10%
6	12%	12%
7	14%	14%
8	16%	16%
9	18%	18%
10	20%	20%
11-20	20%	20%
21	N/A	21%
22	N/A	22%
23	N/A	23%
24	N/A	24%
25	N/A	25%

## 5.2 Business Recognition program

The Business Recognition (BR) program assesses businesses for adjustments to the basic vehicle insurance rates. Based on its claim history, the business will either be eligible for a discount, be subject to a surcharge or pay the base insurance premium with no discount or surcharge on its basic vehicle insurance. An analysis of the BR program was completed in 2014. Effective May 1, 2016, changes to the BR scale of discounts and surcharges, as well as to the loss ratio calculation, were implemented. The following changes resulted from the analysis:

- Maximum surcharge was reduced from 200% to 25%, so there is no longer such a large disparity between the maximum surcharge and the maximum discount of 10%.
- All customers are eligible to receive the maximum discount since there is no longer a claims-free requirement (0% loss ratio). This was nearly impossible for large fleets in the past.
- The cap on claims to be included in the loss ratio calculation was adjusted to be the lower of three times the business' premium for that year or \$50,000 (to be indexed over time based on inflation). A cap of two times the annual premium was used in the past.
- Implemented pro-rated discounts/surcharges for business with less than five years of past experience.

The above changes did not have a significant impact on the overall rate level of the Auto Fund as very few companies had large surcharges; however, the impacts to some classes of business vehicles was noticeable. The above changes also did not adjust the middle of the BR scale – customers with a loss ratio between 71%-80% continued to receive neither a discount nor a surcharge.

Effective May 1, 2017, SGI implemented additional changes to the BR scale. First, the neutral zone was moved to a loss ratio between 61%-70%, which shifts the discounts/surcharges for adjacent loss ratio ranges as well. This was needed as the actual break-even level for a business customer on this scale is significantly lower than the previous 71%-80% range. Losses included in this loss ratio calculation are capped, exclude non-collision claims and exclude not-at-fault claims. As well, the maximum eligible discount was increased from 10% to 15%. The following table represents the current discounts/surcharges used:

<b>Loss Ratio</b>	<b>Discount / Surcharge</b>
0% - 15%	-15%
16% - 30%	-12%
31% - 40%	-9%
41% - 50%	-6%
51% - 60%	-3%
61% - 70%	0%
71% - 80%	3%
81% - 90%	8%
91% - 100%	10%
101% - 125%	13%
126% - 175%	15%
176% - 200%	20%
201% +	25%

## 5.3 Injury coverage

In 2016, government introduced legislation for several recommendations put forward by SGI for changes to its auto injury coverage programs.

Changes included improvements to both the Tort and No Fault programs to better meet the needs of customers by providing improved benefits for those most seriously injured, closing gaps in coverage for everyone involved in an auto collision, making changes to help keep coverage affordable, and addressing inconsistencies in coverage.

The changes followed consultation with and input from a variety of stakeholders and groups in 2014 and early 2015, including current and former auto injury customers, representatives from the medical, legal and insurance communities, an injury review panel representing a cross-section of stakeholders, SGI employees who work with the program, and close to 900 public survey respondents.

A full report of the approved recommendations can be found on the SGI website. Some of the recommendations include:

- When an impaired driver causes a collision and is killed, allowing an innocent party or the family impacted to sue for pain and suffering or bereavement damages (No Fault and Tort Coverage).
- Expanding the list of offences that trigger the ability for an innocent party to sue for pain and suffering or bereavement damages to include: criminal negligence causing death or bodily harm, criminal negligence causing bodily injury, flight from a peace officer and dangerous operation while street racing (No Fault and Tort Coverage).
- Ensuring Tort income benefits maintain pace with minimum wage (Tort Coverage).
- Paying pre-judgment interest or interim payments on permanent impairment benefits (No Fault Coverage).
- Additional funding for more than one specialized vehicle for the catastrophically injured (No Fault Coverage).
- Providing a recreation allowance for the catastrophically injured (No Fault Coverage).
- Updating amounts paid for living expenses to reflect current market rates, increasing the overall amount available for assistance to those with cognitive impairment and implementing a process to regularly review the amounts for alignment with market rates (No Fault Coverage).
- Ending the practice of reducing income benefits by the amount a customer receives through Canada Pension Plan (CPP) disability (No Fault Coverage).

Most of the approved recommendations were implemented effective Jan. 1, 2017. However, two of the changes, adjusting the living expense benefit and adjusting income benefits for CPP disability (last two bullets in the above list) were not implemented until May 1, 2021.

The overall indicated rate change is increased by 1.3%, a \$13 million impact, as a result of the injury coverage changes above.

## 5.4 Motorcycle Reduced No Fault Coverage

Starting in April 2016, SGI introduced a new option for injury coverage for motorcycle owners. Although originally part of the Injury Coverage review, this new option was split out from the other changes so it could be implemented in time for the 2016 riding season.

Reduced No Fault Injury Coverage is a basic package of injury benefits available to motorcycle owners who currently have No Fault Coverage and feel they require fewer injury benefits in the event of a collision. It offers the same level of benefits as the current tort product, but with a very limited ability to sue for additional losses. This option offers a lower rate for motorcyclists, while still ensuring some level of insurance coverage.

The reduced level of coverage applies only when the registrant is operating the motorcycle with reduced coverage and either is responsible for a collision or is involved in a single vehicle collision. Any instance where another motorist is responsible for the collision, the motorcycle rider receives full No Fault injury benefits.

Although the true cost of claims from riders who elect the Reduced No Fault Coverage option will only be known once enough loss experience from these riders has been collected, SGI studied the impact that the lower coverage levels would have had on past claims. The discount in premium from full No Fault Coverage was originally priced based on the

results of this study and has been reviewed in this rate program. The actual experience so far has closely followed the discount selected and no change is proposed in this rate program.

Customers who elect Reduced No Fault Coverage pay a lower premium since there are fewer benefits. Motorcycle owners that select Reduced No Fault Coverage receive the following discount, depending on the engine size of their motorcycle:

- 5% for all motorcycles 100cc and less.
- 20% for all motorcycles 101cc-400cc.
- 30% for all motorcycles 401cc and more.

The discount is applied before the owner's Safe Driver Recognition discount (if applicable).

## **5.5 Insurance Bureau of Canada (IBC) CLEAR table**

Since the 2014 rate program, the IBC has discontinued the 16-year table the Auto Fund previously used to assign rate groups and now will only produce rate group tables on a 21-year basis. As of the 2017 CLEAR update, the Auto Fund has shifted to using the 21-year table.

During this transition, in order to more closely align the Auto Fund's usage of IBC's results with its analysis, a modification was made to the way in which the Auto Fund assigns rate groups to vehicles with model years older than those appearing on IBC's table. The IBC intends a vehicle's 21st model year in the table to be the average damage rate group of the 21st through 30th model years. As such, the Auto Fund has applied the 21st Rate Group at the end of the table to the 10 older model years of the vehicle. Then, for model years past that point (1990 and older in the 2021 rate program), it will resume the previous method of reducing the last rate group by one for each older model year until rate group 0 is reached.

The overall impacts of both of these changes were revenue neutral and more closely aligns the Auto Fund with its commitment to fairness in rating by more accurately accounting for the risk of each vehicle. Although there may still be some dislocation for vehicles, especially those that were not included in the 16-year table but are now in the 21-year table, impacts to individual customers will be tempered by the application of the capping procedure. Much of the dislocation has already occurred with the CLEAR table updates implemented in 2017, 2018 and 2019. The 2020 update to the CLEAR table was cancelled due to the COVID-19 pandemic.

## **5.6 Motorcycle Graduated Driver Licensing program**

The Motorcycle Graduated Driver Licensing (MGDL) program ensures that all new motorcycle riders in the province have the necessary skills and knowledge to protect themselves and other drivers on the road. Riders move through incremental levels of risk as they gain motorcycle riding experience. The program has three stages: Learner, Novice 1 and Novice 2.

Effective June 15, 2016, motorcycle riders entering the MGDL program are subject to a \$500 fee upon entrance to each of the three stages, for a total of \$1,500. This fee is waived if riders successfully complete an SGI-approved training course. In addition to the waived fees, riders who have successfully completed the training course and graduate from the program without any incidents (suspensions, traffic convictions or at-fault collisions) will be awarded a \$450 rebate.

SGI expects to collect fees from stages two and three and pay out rebates (for completing an SGI-approved training program) during the rating year. The impact of these amounts will be applied to all vehicle classes through variable expenses.

## **5.7 Permit indication**

SGI offers permits for light passenger vehicles that allow individuals to drive an unregistered qualifying vehicle for short periods of time. The types of permits available are 24-hour, eight-day, seven-day in-transit permits and seven-day Temporary Insurance Cards (TIC). In-transit and TIC permits differ from the 24-hour and eight-day permits as they are designed for inter-provincial vehicle transportation. In this rate program, rate adequacy of these permits has been measured for the first time, and changes to the permit rates are proposed.

The table below summarizes the current fees for permits.

Permit Type	Registration Fee	Insurance Fee	Total
24-Hour	\$15	\$5	\$20
8-Day	\$24	\$24	\$48
In-transit	\$13	\$17	\$30
TIC	\$0	\$11	\$11

Vehicles with high premiums can make use of the flat-rated 24-hour and eight-day permits instead of paying for short-term registrations, which may have driven up claims for this group. Aside from the low insurance costs, permits are attractive because there is no limit to the number of permits that can be purchased for vehicles that do not require an inspection. Vehicles requiring inspection (such as those with a total loss or other unsafe status) are limited to two eight-day permits and four 24-hour permits.

The following table shows the proposed fees for permits.

Permit Type	Registration Fee	Proposed Insurance Fee	Total
24-Hour	\$15	\$11	\$26
8-Day	\$24	\$49	\$73
In-transit	\$13	\$30	\$43
TIC	\$0	\$27	\$27

Permit fees have not been adjusted in more than 20 years. Applying the proposed insurance fee, as noted in the preceding chart, now makes these rate adequate as the total cost more accurately reflects the claim risk for vehicles using these permits.

## 5.8 Ridesharing

Regulations allowing ridesharing in Saskatchewan took effect Dec. 14, 2018. Rideshare drivers use their private passenger vehicles to transport passengers for compensation and are not required to purchase additional insurance beyond their basic plate coverage within the light vehicle class. The rideshare company, also known as a transportation network company (TNC), must purchase insurance that covers its affiliated drivers and vehicles while ridesharing.

From the moment a rideshare driver accepts a fare using the TNC's mobile application until the trip is completed or the fare is cancelled, drivers are engaged in ridesharing and the TNC's insurance coverage applies. Otherwise, the driver's basic plate insurance is in effect. The TNC's insurance premium is calculated and charged based on the number of kilometers travelled while drivers are engaged in ridesharing.

An initial rate of 11 cents per kilometer has been established for rideshare vehicles which provides the TNC with basic plate insurance for all its affiliated drivers and vehicles. This rate was based on the insurance costs and kilometers driven of passenger-for-hire vehicles in Saskatchewan and Alberta. As a part of this rate program, no changes are proposed, but the TNC insurance rate will be reviewed and included in future rate programs as data is gathered on the actual experience of rideshare vehicles. One year of TNC premiums and claims have been accounted for within the private passenger vehicle class and a separate TNC indication will be provided once the TNC experience becomes more credible.

In addition to the basic insurance coverage, TNCs must also purchase a minimum of \$1 million in additional third-party liability insurance to cover all its affiliated drivers and vehicles.

## 5.9 Large loss policy

Large loss smoothing is a part of the ratemaking process to level the volatility caused by unusually large losses from one indication to the next. The process involves identifying a threshold to define large losses and capping claims at that threshold – eliminating the portion that exceeds the predetermined amount. The expected excess amounts are

incorporated back into the analysis through a selected loading factor to increase the projected claims in the rating period. This process also smooths the loss trend frequency and severity curves, reducing the noise created by the excessive claims and providing a better picture of the underlying trends.

The damage and liability coverages were studied but are not impacted by large losses as much as injury due to comparatively lower loss amounts and coverage limits. So, the large loss policy only applies to injury coverages.

The CLEAR-rated light vehicle classes make up about 70% of the Auto Fund and have a stable, sizeable volume of claims which includes many large claims that might otherwise stand out in a smaller class. The motorcycle class has an average injury claim amount of \$90,000 which is about 4.1 times more than the average private passenger vehicle (PPV) injury claim of \$22,000. For these reasons, three sets of thresholds have been selected to identify large losses among the CLEAR-rated classes, motorcycles and all other classes.

Thresholds were selected for each injury coverage with consideration for the stability of the loss experience within each coverage type and protection against the truly extreme claims which we may or may not have seen yet. In order to find the right balance in reducing the volatility caused by the large losses and avoiding the risk of compromising accuracy by trimming out too much, it was important to identify the unusually large losses and percentiles helped to guide the selection of thresholds. The goal was to keep the percentiles high to isolate the abnormally large claims. The unique loss experience of CLEAR and the motorcycle class warranted separate thresholds due to the volume of claims and the average severity noted above. Using percentiles maintains some consistency in the identification of the large losses among the three groups.

Loading factors are selected and applied to each injury pure premium based on the same groups used to define the large loss thresholds. For permits, the weighted average of CLEAR and motorcycle loading factors were applied to reflect the proportion of light vehicles and motorcycles that use 24-hour, eight-day and temporary insurance card permits. The thresholds and loading factors used in this rate analysis are in the following table:

Cover	Large Loss Thresholds			Loading Factor		
	CLEAR	Motorcycles	Other	CLEAR	Motorcycles	Other
Medical	\$2,500,000	\$1,500,000	\$250,000	1.1%	12.0%	8.4%
IRB	\$4,000,000	\$2,000,000	\$1,500,000	0.5%	4.8%	2.7%
Care	\$5,000,000	\$1,500,000	\$1,000,000	5.1%	5.1%	5.1%
Perm Imp	\$400,000	\$300,000	\$300,000	0.5%	1.1%	4.5%
Death	\$1,500,000	\$1,000,000	\$1,000,000	0.4%	2.6%	0.9%
Appeal	\$750,000	\$200,000	\$200,000	3.6%	3.6%	3.6%
Tort-Injury	\$500,000	\$250,000	\$250,000	4.5%	4.5%	4.5%

## 5.10 Coronavirus pandemic

As cases of the novel coronavirus began to emerge across Canada and the world, Saskatchewan government began to issue public health orders to “flatten the curve.” Beginning mid-March of 2020, the public was told to practice physical distancing, limit the number of people at indoor and outdoor gatherings, and to practice thorough and frequent handwashing. Along with these preventative measures, many businesses and services were ordered to close. Many people were also transitioned to work from home if possible. This resulted in many Saskatchewan residents cancelling or adjusting their vehicle registrations to reflect their current vehicle usage.

While this pandemic has had a significant effect on vehicle usage and claims in 2020, we have assumed that the effect will be largely concluded by the proposed rating year (Jan. 21, 2022 to Jan. 20, 2023). No special adjustments to expected claim counts or losses have been made.

A 5% exposure reduction is assumed for class CD and IRP commercial classes due to expected economic conditions following the pandemic. The number of vehicles insured in these fleets has historically been correlated with the health of the economy. Various economic indicators have been used to aid in predicting the potential drop in exposures in the rating year following the pandemic.

## 6. Rate Indications by Class

Caps have been applied consistent with the ranges set out in Section 4.4 above. All recommended/proposed rate changes below include the effects of capping.

### CLEAR-rated vehicles

The CLEAR-rated vehicle class represents 71% of vehicles insured by the Auto Fund (88% of all non-trailer vehicles). The actuarial analysis indicates that a 0.7% decrease in premium is warranted for CLEAR-rated vehicles.

The indicated rate for these vehicles is based on the loss experience and premiums for the entire group. Rates for the individual classes are then determined based on the loss experience of each class in relation to private passenger vehicles.

All other class rates are either surcharged or discounted from the private passenger vehicle rates. A new discount is proposed for this rate program to split up the existing Farm Light Truck class according to model year. The new discount will help to bridge a large gap in rates between these CLEAR-rated trucks and the conventionally rated Farm Light Truck class for model years 1993 and older. Having the CLEAR Farm Light classes split ensures a smoother rate progression between these three classes and more accurately represents the costs.

**Recommendation:** As a result of capping of rate changes in other classes, CLEAR-rated vehicle rates are adjusted to offset any shortfall or excess. After accounting for this capping, SGI is recommending a decrease to CLEAR-rated vehicle rates of 0.9%.

Private passenger rates will be increasing by 0.7% (1.0% decrease with the capital margin). The current and proposed discounts and surcharges on private passenger vehicle rates for the remaining CLEAR-rated vehicle classes are as follows:

Vehicle Class	Current Discount/ Surcharge	Proposed Discount/ Surcharge	Overall Rate Change	Rate Change with Capital Margin
Class A – Commercial Light Trucks	70%	80%	19.1%	17.1%
Farm Light Trucks (1994-2003)	-25%	-39%	-17.8%	-19.2%
Farm Light Trucks (2004 & newer)	-25%	-27%	4.0%	2.3%
Farm Cars, SUVs and Vans	-20%	-15%	7.1%	5.3%
Police Cars	80%	53%	-10.8%	-12.2%
Police Trucks, SUVs and Vans	-19%	-7%	22.5%	20.5%
U-Drive (rental) vehicles	25%	25%	5.6%	3.9%
Rural Taxis	50%	50%	0.9%	-0.7%

Totaling the damage, injury, liability and flat fee premiums on a per vehicle basis produces the adequate premium for that vehicle. The adequate premium is then compared to the vehicle's current premium to determine the extent of dislocation. Capping, as described previously, then takes place to minimize rate shock on individual vehicle premiums. As the Auto Fund continues to adjust premiums each rate program, all vehicles will be moved closer to their adequate premiums, which results in fewer vehicles hitting the caps.

The minimum adequate premium that a private passenger vehicle should pay, prior to the capital margin and prior to any recognition program discount, is:

Component	Minimum Premium
Damage	\$32
Injury	\$88
Liability	\$223
Flat Fees	\$178
Total Adequate Premium	\$520

The recommended changes, including capital margin, to CLEAR-rated vehicles based on current exposures result in:

- Premium increases for about 385,000 Saskatchewan vehicles (46%), with an average annual increase of \$98 and maximum increase of \$501/year;
- Premium decreases for about 457,000 Saskatchewan vehicles (54%), with an average annual decrease of \$104 and maximum decrease of \$580/year; and,
- No premium change for about 900 vehicles (less than 1%).

The distribution of CLEAR-rated vehicles within +/-10% of adequate rates before and after the proposed 2021 rate program is as follows:

Difference between Current and Adequate Rates (excluding Capital Margin)	Prior to 2021 Rate Program		After 2021 Rate Program	
	# Vehicles	% Vehicles	# Vehicles	% Vehicles
Less than -10%	189,423	22%	2,563	0%
Between +/- 10%	488,415	58%	834,751	99%
Greater than 10%	165,196	20%	5,720	1%

## Conventionally-rated vehicles

### 6.1 Ambulances

The rate indication shows that a 18.3% increase is required for ambulance rates to be adequate. Currently, damage costs account for around 67% of the total claim costs associated with ambulances, which is to be expected considering the nature of their use as an emergency vehicle.

Ambulances are currently charged a flat rate of \$994, regardless of which class they are registered in (commercial heavy or light vehicle), which is \$1,016 including the current capital amount.

**Recommendation:** SGI recommends that ambulance rates receive a 15.1% increase and that the flat rate becomes \$1,144. Once the capital margin is applied, the ambulance flat rate becomes \$1,150, for a net rate change of 13.2%.

## Class A – Provincial, interprovincial and international commercial vehicles

Within this class of vehicle, there are two types: International Registration Plan (IRP) vehicles and non-IRP vehicles. The IRP is a registration reciprocity agreement among states of the United States and provinces of Canada providing for payment of licence fees on the basis of total distance operated in all jurisdictions. Even though licence fees are paid to the various jurisdictions in which fleet vehicles are operated, only one licence plate and one cab card is issued for each fleet vehicle when registered under IRP. IRP vehicles can operate provincially, interprovincially and internationally.

The regular deductible for both IRP and non-IRP vehicles is \$2,500, with coverage for damage to their own vehicle capped at \$15,000. For damage coverage above the \$15,000 cap, customers have the option to buy excess value insurance either through the Auto Fund (excluding IRP vehicles) or the competitive market.

There is an optional \$15,000 deductible available only to IRP vehicles. If this option is chosen, then the vehicle will have very limited damage coverage through the Auto Fund. However, they will continue to have coverage for damages caused to other people's property (damage liability) to a limit of \$200,000. The injury and liability premiums are the same for IRP vehicles regardless of what deductible option they choose.

Due to the nature of use the Class A – Power units represents, these vehicles have the greatest exposure to large liability claims compared to any other vehicle class within the Auto Fund.



## 6.2 Class A – Heavy trucks and heavy vans – IRP \$2,500 deductible

An increase of 8.3% is warranted for this vehicle class. Rates are calculated based on gross vehicle weight (GVW) and model year for these vehicles.

**Recommendation:** SGI recommends an overall average rate increase of 7.1% for this class (5.4% with the capital margin applied). Seventy-one per cent of the current vehicle population will receive an increase of \$72/year on average (\$141/year maximum). Twenty-one per cent of vehicles will have an average decrease of \$32 (\$124/year maximum). The remaining vehicles will experience no change.

The impact on the rates for these vehicles is shown in the tables below.

Current Rates excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$429	\$495	\$536	\$575	\$593	\$620	\$625	\$631
5,001-11,000	\$447	\$530	\$581	\$630	\$653	\$687	\$693	\$700
11,001-13,000	\$454	\$543	\$598	\$651	\$675	\$712	\$719	\$726
13,001-22,000	\$463	\$559	\$619	\$677	\$703	\$742	\$750	\$758
22,001-34,000	\$490	\$606	\$679	\$750	\$782	\$830	\$840	\$850
34,001-40,000	\$583	\$647	\$733	\$815	\$853	\$909	\$920	\$932
40,001-50,000	\$641	\$689	\$786	\$881	\$924	\$988	\$1,001	\$1,013
50,001-63,500	\$770	\$792	\$812	\$907	\$952	\$1,020	\$1,033	\$1,047

Proposed Rates excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$483	\$531	\$574	\$609	\$678	\$699	\$750	\$756
5,001-11,000	\$488	\$540	\$586	\$624	\$700	\$722	\$782	\$825
11,001-13,000	\$492	\$547	\$596	\$637	\$717	\$740	\$804	\$851
13,001-22,000	\$500	\$563	\$619	\$665	\$756	\$783	\$854	\$908
22,001-34,000	\$509	\$579	\$642	\$693	\$795	\$825	\$905	\$1,000
34,001-40,000	\$526	\$610	\$685	\$747	\$869	\$905	\$1,001	\$1,082
40,001-50,000	\$534	\$625	\$707	\$773	\$906	\$945	\$1,050	\$1,164
50,001-63,500	\$620	\$669	\$769	\$851	\$1,013	\$1,061	\$1,187	\$1,204

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	13%	7%	7%	6%	14%	13%	20%	20%
5,001-11,000	9%	2%	1%	-1%	7%	5%	13%	18%
11,001-13,000	8%	1%	0%	-2%	6%	4%	12%	17%
13,001-22,000	8%	1%	0%	-2%	8%	6%	14%	20%
22,001-34,000	4%	-4%	-5%	-8%	2%	-1%	8%	18%
34,001-40,000	-10%	-6%	-7%	-8%	2%	0%	9%	16%
40,001-50,000	-17%	-9%	-10%	-12%	-2%	-4%	5%	15%
50,001-63,500	-19%	-16%	-5%	-6%	6%	4%	15%	15%

\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$54	\$36	\$38	\$34	\$85	\$79	\$125	\$125
5,001-11,000	\$41	\$10	\$5	-\$6	\$47	\$35	\$89	\$125
11,001-13,000	\$38	\$4	-\$2	-\$14	\$42	\$28	\$85	\$125
13,001-22,000	\$37	\$4	\$0	-\$12	\$53	\$41	\$104	\$150
22,001-34,000	\$19	-\$27	-\$37	-\$57	\$13	-\$5	\$65	\$150
34,001-40,000	-\$57	-\$37	-\$48	-\$68	\$16	-\$4	\$81	\$150
40,001-50,000	-\$107	-\$64	-\$79	-\$108	-\$18	-\$43	\$49	\$151
50,001-63,500	-\$150	-\$123	-\$43	-\$56	\$61	\$41	\$154	\$157

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$439	\$506	\$548	\$588	\$606	\$634	\$639	\$645
5,001-11,000	\$457	\$542	\$594	\$644	\$668	\$702	\$708	\$716
11,001-13,000	\$464	\$555	\$611	\$666	\$690	\$728	\$735	\$742
13,001-22,000	\$473	\$571	\$633	\$692	\$719	\$759	\$767	\$775
22,001-34,000	\$501	\$620	\$694	\$767	\$799	\$849	\$859	\$869
34,001-40,000	\$596	\$661	\$749	\$833	\$872	\$929	\$941	\$953
40,001-50,000	\$655	\$704	\$804	\$901	\$945	\$1,010	\$1,023	\$1,036
50,001-63,500	\$787	\$810	\$830	\$927	\$973	\$1,043	\$1,056	\$1,070

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$486	\$534	\$577	\$612	\$682	\$703	\$754	\$760
5,001-11,000	\$491	\$543	\$589	\$628	\$704	\$726	\$786	\$830
11,001-13,000	\$495	\$550	\$599	\$641	\$721	\$744	\$809	\$856
13,001-22,000	\$503	\$566	\$622	\$669	\$760	\$787	\$859	\$913
22,001-34,000	\$512	\$582	\$646	\$697	\$799	\$830	\$910	\$1,006
34,001-40,000	\$529	\$613	\$689	\$751	\$874	\$910	\$1,007	\$1,088
40,001-50,000	\$537	\$629	\$711	\$777	\$911	\$950	\$1,056	\$1,171
50,001-63,500	\$623	\$673	\$773	\$856	\$1,019	\$1,067	\$1,194	\$1,211

% Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	11%	6%	5%	4%	13%	11%	18%	18%
5,001-11,000	7%	0%	-1%	-2%	5%	3%	11%	16%
11,001-13,000	7%	-1%	-2%	-4%	4%	2%	10%	15%
13,001-22,000	6%	-1%	-2%	-3%	6%	4%	12%	18%
22,001-34,000	2%	-6%	-7%	-9%	0%	-2%	6%	16%
34,001-40,000	-11%	-7%	-8%	-10%	0%	-2%	7%	14%
40,001-50,000	-18%	-11%	-12%	-14%	-4%	-6%	3%	13%
50,001-63,500	-21%	-17%	-7%	-8%	5%	2%	13%	13%

\$ Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$47	\$28	\$29	\$24	\$76	\$69	\$115	\$115
5,001-11,000	\$34	\$1	-\$5	-\$16	\$36	\$24	\$78	\$114
11,001-13,000	\$31	-\$5	-\$12	-\$25	\$31	\$16	\$74	\$114
13,001-22,000	\$30	-\$5	-\$11	-\$23	\$41	\$28	\$92	\$138
22,001-34,000	\$11	-\$38	-\$48	-\$70	\$0	-\$19	\$51	\$137
34,001-40,000	-\$67	-\$48	-\$60	-\$82	\$2	-\$19	\$66	\$135
40,001-50,000	-\$118	-\$75	-\$93	-\$124	-\$34	-\$60	\$33	\$135
50,001-63,500	-\$164	-\$137	-\$57	-\$71	\$46	\$24	\$138	\$141

### 6.3 Class A – Heavy trucks and heavy vans – IRP \$15,000 deductible

Rates for the \$15,000 deductible option are flat-rated based on injury and liability premiums that are the same for both the regular and \$15,000 deductible options. However, due to capping, not all rates are currently at this level. The indicated rate change for this vehicle class with the \$15,000 deductible is an 8.9% rate increase.

**Recommendation:** SGI recommends applying an overall rate increase, which, after rate capping and injury benefit enhancements, results in an increase of 8.9% for this class (7.0% once the capital margin has been applied). Of the current vehicle population, 73% will receive increases averaging \$62/year (\$66/year maximum), with the remaining vehicles decreasing by \$62/year on average (\$120/year maximum).

The impact on rates for these vehicles is shown below.

Current Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$355	\$355	\$355	\$355	\$355	\$355	\$355	\$355
5,001-11,000	\$355	\$355	\$355	\$355	\$355	\$355	\$355	\$355
11,001-13,000	\$355	\$355	\$355	\$355	\$355	\$355	\$355	\$355
13,001-22,000	\$355	\$355	\$355	\$355	\$355	\$355	\$355	\$355
22,001-34,000	\$355	\$355	\$355	\$355	\$355	\$355	\$362	\$362
34,001-40,000	\$355	\$355	\$355	\$355	\$358	\$392	\$412	\$412
40,001-50,000	\$355	\$355	\$358	\$375	\$393	\$423	\$446	\$446
50,001-63,500	\$422	\$421	\$435	\$456	\$477	\$507	\$537	\$537

Proposed Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427
5,001-11,000	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427
11,001-13,000	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427
13,001-22,000	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427
22,001-34,000	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427
34,001-40,000	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427
40,001-50,000	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427
50,001-63,500	\$427	\$427	\$427	\$427	\$427	\$427	\$427	\$427

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	20%	20%	20%	20%	20%	20%	20%	20%
5,001-11,000	20%	20%	20%	20%	20%	20%	20%	20%
11,001-13,000	20%	20%	20%	20%	20%	20%	20%	20%
13,001-22,000	20%	20%	20%	20%	20%	20%	20%	20%
22,001-34,000	20%	20%	20%	20%	20%	20%	18%	18%
34,001-40,000	20%	20%	20%	20%	19%	9%	4%	4%
40,001-50,000	20%	20%	19%	14%	9%	1%	-4%	-4%
50,001-63,500	1%	1%	-2%	-6%	-10%	-16%	-20%	-20%

\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$72	\$72	\$72	\$72	\$72	\$72	\$72	\$72
5,001-11,000	\$72	\$72	\$72	\$72	\$72	\$72	\$72	\$72
11,001-13,000	\$72	\$72	\$72	\$72	\$72	\$72	\$72	\$72
13,001-22,000	\$72	\$72	\$72	\$72	\$72	\$72	\$72	\$72
22,001-34,000	\$72	\$72	\$72	\$72	\$72	\$72	\$65	\$65
34,001-40,000	\$72	\$72	\$72	\$72	\$69	\$35	\$15	\$15
40,001-50,000	\$72	\$72	\$69	\$52	\$34	\$4	-\$19	-\$19
50,001-63,500	\$5	\$6	-\$8	-\$29	-\$50	-\$80	-\$110	-\$110

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$363	\$363	\$363	\$363	\$363	\$363	\$363	\$363
5,001-11,000	\$363	\$363	\$363	\$363	\$363	\$363	\$363	\$363
11,001-13,000	\$363	\$363	\$363	\$363	\$363	\$363	\$363	\$363
13,001-22,000	\$363	\$363	\$363	\$363	\$363	\$363	\$363	\$363
22,001-34,000	\$363	\$363	\$363	\$363	\$363	\$363	\$370	\$370
34,001-40,000	\$363	\$363	\$363	\$363	\$366	\$401	\$421	\$421
40,001-50,000	\$363	\$363	\$366	\$383	\$402	\$432	\$456	\$456
50,001-63,500	\$431	\$430	\$445	\$466	\$488	\$518	\$549	\$549

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429
5,001-11,000	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429
11,001-13,000	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429
13,001-22,000	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429
22,001-34,000	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429
34,001-40,000	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429
40,001-50,000	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429
50,001-63,500	\$429	\$429	\$429	\$429	\$429	\$429	\$429	\$429

% Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	18%	18%	18%	18%	18%	18%	18%	18%
5,001-11,000	18%	18%	18%	18%	18%	18%	18%	18%
11,001-13,000	18%	18%	18%	18%	18%	18%	18%	18%
13,001-22,000	18%	18%	18%	18%	18%	18%	18%	18%
22,001-34,000	18%	18%	18%	18%	18%	18%	16%	16%
34,001-40,000	18%	18%	18%	18%	17%	7%	2%	2%
40,001-50,000	18%	18%	17%	12%	7%	-1%	-6%	-6%
50,001-63,500	0%	0%	-4%	-8%	-12%	-17%	-22%	-22%

\$ Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$66	\$66	\$66	\$66	\$66	\$66	\$66	\$66
5,001-11,000	\$66	\$66	\$66	\$66	\$66	\$66	\$66	\$66
11,001-13,000	\$66	\$66	\$66	\$66	\$66	\$66	\$66	\$66
13,001-22,000	\$66	\$66	\$66	\$66	\$66	\$66	\$66	\$66
22,001-34,000	\$66	\$66	\$66	\$66	\$66	\$66	\$59	\$59
34,001-40,000	\$66	\$66	\$66	\$66	\$63	\$28	\$8	\$8
40,001-50,000	\$66	\$66	\$63	\$46	\$27	-\$3	-\$27	-\$27
50,001-63,500	-\$2	-\$1	-\$16	-\$37	-\$59	-\$89	-\$120	-\$120

#### 6.4 Class A – Heavy trucks and heavy vans – non-IRP

In order for this class to have adequate rates, an increase of 12.0% is required. The rates for non-IRP vehicles are calculated the same as IRP vehicles, based on GVW and model year.

**Recommendation:** SGI recommends applying the indicated rate increase, which after rate capping, results in an overall average rate increase of 10.4% (8.5% with the capital margin). The majority of vehicles will see an increase, with an average increase of \$91/year (\$164/year maximum), based on the current vehicle population. The remaining vehicles will have an average decrease of \$12 (\$26/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Current Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$787	\$818	\$838	\$856	\$865	\$878	\$880	\$883
5,001-11,000	\$787	\$818	\$838	\$857	\$865	\$878	\$881	\$883
11,001-13,000	\$814	\$870	\$905	\$939	\$954	\$977	\$982	\$986
13,001-22,000	\$825	\$891	\$932	\$972	\$990	\$1,017	\$1,022	\$1,027
22,001-34,000	\$840	\$919	\$968	\$1,016	\$1,037	\$1,070	\$1,076	\$1,083
34,001-40,000	\$855	\$947	\$1,004	\$1,059	\$1,084	\$1,122	\$1,129	\$1,137
40,001-50,000	\$861	\$958	\$1,019	\$1,077	\$1,104	\$1,144	\$1,152	\$1,160
50,001-63,500	\$878	\$991	\$1,060	\$1,128	\$1,159	\$1,205	\$1,214	\$1,223

Proposed Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$864	\$904	\$930	\$960	\$1,003	\$1,019	\$1,030	\$1,033
5,001-11,000	\$867	\$911	\$939	\$971	\$1,015	\$1,028	\$1,031	\$1,033
11,001-13,000	\$870	\$916	\$946	\$980	\$1,030	\$1,048	\$1,100	\$1,136
13,001-22,000	\$874	\$924	\$957	\$994	\$1,047	\$1,067	\$1,124	\$1,181
22,001-34,000	\$878	\$932	\$967	\$1,007	\$1,064	\$1,086	\$1,147	\$1,242
34,001-40,000	\$890	\$958	\$1,001	\$1,051	\$1,122	\$1,148	\$1,224	\$1,307
40,001-50,000	\$896	\$969	\$1,016	\$1,070	\$1,147	\$1,176	\$1,259	\$1,334
50,001-63,500	\$912	\$1,002	\$1,060	\$1,126	\$1,220	\$1,256	\$1,356	\$1,406

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	10%	11%	11%	12%	16%	16%	17%	17%
5,001-11,000	10%	11%	12%	13%	17%	17%	17%	17%
11,001-13,000	7%	5%	5%	4%	8%	7%	12%	15%
13,001-22,000	6%	4%	3%	2%	6%	5%	10%	15%
22,001-34,000	5%	1%	0%	-1%	3%	1%	7%	15%
34,001-40,000	4%	1%	0%	-1%	4%	2%	8%	15%
40,001-50,000	4%	1%	0%	-1%	4%	3%	9%	15%
50,001-63,500	4%	1%	0%	0%	5%	4%	12%	15%

\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$77	\$86	\$92	\$104	\$138	\$141	\$150	\$150
5,001-11,000	\$80	\$93	\$101	\$114	\$150	\$150	\$150	\$150
11,001-13,000	\$56	\$46	\$41	\$41	\$76	\$71	\$118	\$150
13,001-22,000	\$49	\$33	\$25	\$22	\$57	\$50	\$102	\$154
22,001-34,000	\$38	\$13	-\$1	-\$9	\$27	\$16	\$71	\$159
34,001-40,000	\$35	\$11	-\$3	-\$8	\$38	\$26	\$95	\$170
40,001-50,000	\$35	\$11	-\$3	-\$7	\$43	\$32	\$107	\$174
50,001-63,500	\$34	\$11	\$0	-\$2	\$61	\$51	\$142	\$183

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$805	\$836	\$857	\$875	\$884	\$898	\$900	\$903
5,001-11,000	\$805	\$836	\$857	\$876	\$884	\$898	\$901	\$903
11,001-13,000	\$832	\$889	\$925	\$960	\$975	\$999	\$1,004	\$1,008
13,001-22,000	\$843	\$911	\$953	\$994	\$1,012	\$1,040	\$1,045	\$1,050
22,001-34,000	\$859	\$939	\$990	\$1,039	\$1,060	\$1,094	\$1,100	\$1,107
34,001-40,000	\$874	\$968	\$1,026	\$1,083	\$1,108	\$1,147	\$1,154	\$1,162
40,001-50,000	\$880	\$979	\$1,042	\$1,101	\$1,129	\$1,170	\$1,178	\$1,186
50,001-63,500	\$898	\$1,013	\$1,084	\$1,153	\$1,185	\$1,232	\$1,241	\$1,250

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$869	\$909	\$935	\$965	\$1,009	\$1,025	\$1,036	\$1,039
5,001-11,000	\$872	\$916	\$944	\$976	\$1,021	\$1,034	\$1,037	\$1,039
11,001-13,000	\$875	\$921	\$951	\$986	\$1,036	\$1,054	\$1,106	\$1,142
13,001-22,000	\$879	\$929	\$962	\$1,000	\$1,053	\$1,073	\$1,130	\$1,188
22,001-34,000	\$883	\$937	\$972	\$1,013	\$1,070	\$1,092	\$1,153	\$1,249
34,001-40,000	\$895	\$963	\$1,007	\$1,057	\$1,128	\$1,154	\$1,231	\$1,314
40,001-50,000	\$901	\$974	\$1,022	\$1,076	\$1,153	\$1,183	\$1,266	\$1,341
50,001-63,500	\$917	\$1,008	\$1,066	\$1,132	\$1,227	\$1,263	\$1,364	\$1,414



% Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	8%	9%	9%	10%	14%	14%	15%	15%
5,001-11,000	8%	10%	10%	11%	15%	15%	15%	15%
11,001-13,000	5%	4%	3%	3%	6%	6%	10%	13%
13,001-22,000	4%	2%	1%	1%	4%	3%	8%	13%
22,001-34,000	3%	0%	-2%	-3%	1%	0%	5%	13%
34,001-40,000	2%	-1%	-2%	-2%	2%	1%	7%	13%
40,001-50,000	2%	-1%	-2%	-2%	2%	1%	7%	13%
50,001-63,500	2%	0%	-2%	-2%	4%	3%	10%	13%

\$ Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,000 or less	\$64	\$73	\$78	\$90	\$125	\$127	\$136	\$136
5,001-11,000	\$67	\$80	\$87	\$100	\$137	\$136	\$136	\$136
11,001-13,000	\$43	\$32	\$26	\$26	\$61	\$55	\$102	\$134
13,001-22,000	\$36	\$18	\$9	\$6	\$41	\$33	\$85	\$138
22,001-34,000	\$24	-\$2	-\$18	-\$26	\$10	-\$2	\$53	\$142
34,001-40,000	\$21	-\$5	-\$19	-\$26	\$20	\$7	\$77	\$152
40,001-50,000	\$21	-\$5	-\$20	-\$25	\$24	\$13	\$88	\$155
50,001-63,500	\$19	-\$5	-\$18	-\$21	\$42	\$31	\$123	\$164

### 6.5 Class A – Power units – IRP \$2,500 deductible

The rate indication shows that a 36.6% increase is required for this class to be rate adequate. A relativity analysis was done on GVW and model year.

**Recommendation:** After capping, SGI is recommending a rate increase of 15.0% (13.1% with the capital margin). Based on the current vehicle population, all vehicles will be receiving an increase averaging \$326/year (\$340/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Current Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$931	\$958	\$972	\$1,013	\$1,018	\$1,035	\$1,052	\$1,068
11,001-13,000	\$1,182	\$1,221	\$1,243	\$1,265	\$1,292	\$1,320	\$1,347	\$1,375
13,001-22,000	\$1,330	\$1,400	\$1,430	\$1,460	\$1,496	\$1,535	\$1,574	\$1,614
22,001-34,000	\$1,360	\$1,483	\$1,617	\$1,657	\$1,699	\$1,740	\$1,780	\$1,821
34,001-40,000	\$1,479	\$1,685	\$1,979	\$2,184	\$2,321	\$2,398	\$2,452	\$2,509
40,001-55,000	\$1,484	\$1,693	\$1,992	\$2,200	\$2,339	\$2,417	\$2,472	\$2,531
55,001-63,500	\$1,487	\$1,698	\$2,000	\$2,210	\$2,351	\$2,429	\$2,485	\$2,543

Proposed Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$1,081	\$1,108	\$1,122	\$1,164	\$1,170	\$1,190	\$1,209	\$1,228
11,001-13,000	\$1,359	\$1,404	\$1,429	\$1,454	\$1,485	\$1,518	\$1,549	\$1,581
13,001-22,000	\$1,529	\$1,610	\$1,644	\$1,679	\$1,720	\$1,765	\$1,810	\$1,856
22,001-34,000	\$1,564	\$1,705	\$1,859	\$1,905	\$1,953	\$2,001	\$2,047	\$2,094
34,001-40,000	\$1,700	\$1,937	\$2,275	\$2,511	\$2,669	\$2,757	\$2,819	\$2,885
40,001-55,000	\$1,706	\$1,946	\$2,290	\$2,530	\$2,689	\$2,779	\$2,842	\$2,910
55,001-63,500	\$1,710	\$1,952	\$2,300	\$2,541	\$2,703	\$2,793	\$2,857	\$2,924

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	16%	16%	15%	15%	15%	15%	15%	15%
11,001-13,000	15%	15%	15%	15%	15%	15%	15%	15%
13,001-22,000	15%	15%	15%	15%	15%	15%	15%	15%
22,001-34,000	15%	15%	15%	15%	15%	15%	15%	15%
34,001-40,000	15%	15%	15%	15%	15%	15%	15%	15%
40,001-55,000	15%	15%	15%	15%	15%	15%	15%	15%
55,001-63,500	15%	15%	15%	15%	15%	15%	15%	15%

\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$150	\$150	\$150	\$151	\$152	\$155	\$157	\$160
11,001-13,000	\$177	\$183	\$186	\$189	\$193	\$198	\$202	\$206
13,001-22,000	\$199	\$210	\$214	\$219	\$224	\$230	\$236	\$242
22,001-34,000	\$204	\$222	\$242	\$248	\$254	\$261	\$267	\$273
34,001-40,000	\$221	\$252	\$296	\$327	\$348	\$359	\$367	\$376
40,001-55,000	\$222	\$253	\$298	\$330	\$350	\$362	\$370	\$379
55,001-63,500	\$223	\$254	\$300	\$331	\$352	\$364	\$372	\$381

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$952	\$979	\$994	\$1,036	\$1,041	\$1,058	\$1,075	\$1,092
11,001-13,000	\$1,208	\$1,248	\$1,271	\$1,293	\$1,321	\$1,349	\$1,377	\$1,406
13,001-22,000	\$1,360	\$1,431	\$1,462	\$1,493	\$1,529	\$1,569	\$1,609	\$1,650
22,001-34,000	\$1,390	\$1,516	\$1,653	\$1,694	\$1,737	\$1,779	\$1,820	\$1,862
34,001-40,000	\$1,512	\$1,723	\$2,023	\$2,233	\$2,373	\$2,451	\$2,507	\$2,565
40,001-55,000	\$1,517	\$1,731	\$2,036	\$2,249	\$2,391	\$2,471	\$2,527	\$2,587
55,001-63,500	\$1,520	\$1,736	\$2,045	\$2,259	\$2,403	\$2,483	\$2,540	\$2,600

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$1,087	\$1,114	\$1,128	\$1,171	\$1,177	\$1,197	\$1,216	\$1,235
11,001-13,000	\$1,367	\$1,412	\$1,437	\$1,462	\$1,493	\$1,527	\$1,558	\$1,590
13,001-22,000	\$1,538	\$1,619	\$1,653	\$1,688	\$1,730	\$1,775	\$1,820	\$1,866
22,001-34,000	\$1,573	\$1,715	\$1,869	\$1,916	\$1,964	\$2,012	\$2,059	\$2,106
34,001-40,000	\$1,710	\$1,948	\$2,288	\$2,525	\$2,684	\$2,772	\$2,835	\$2,901
40,001-55,000	\$1,716	\$1,957	\$2,303	\$2,544	\$2,704	\$2,795	\$2,858	\$2,926
55,001-63,500	\$1,720	\$1,963	\$2,313	\$2,555	\$2,718	\$2,809	\$2,873	\$2,940

% Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	14%	14%	13%	13%	13%	13%	13%	13%
11,001-13,000	13%	13%	13%	13%	13%	13%	13%	13%
13,001-22,000	13%	13%	13%	13%	13%	13%	13%	13%
22,001-34,000	13%	13%	13%	13%	13%	13%	13%	13%
34,001-40,000	13%	13%	13%	13%	13%	13%	13%	13%
40,001-55,000	13%	13%	13%	13%	13%	13%	13%	13%
55,001-63,500	13%	13%	13%	13%	13%	13%	13%	13%

\$ Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$135	\$135	\$134	\$135	\$136	\$139	\$141	\$143
11,001-13,000	\$159	\$164	\$166	\$169	\$172	\$178	\$181	\$184
13,001-22,000	\$178	\$188	\$191	\$195	\$201	\$206	\$211	\$216
22,001-34,000	\$183	\$199	\$216	\$222	\$227	\$233	\$239	\$244
34,001-40,000	\$198	\$225	\$265	\$292	\$311	\$321	\$328	\$336
40,001-55,000	\$199	\$226	\$267	\$295	\$313	\$324	\$331	\$339
55,001-63,500	\$200	\$227	\$268	\$296	\$315	\$326	\$333	\$340

### 6.6 Class A – Power units – IRP \$15,000 deductible

Rates for the \$15,000 deductible option are flat-rated based on injury and liability premiums that are the same for both the regular and \$15,000 deductible options. However, due to capping not all rates are currently at this level. In addition, starting with this rate program, a pro-rated amount of the regular deductible damage premium is added to the premium. This amount represents expenses incurred in servicing claims (such as towing, firefighting, etc.). The indicated rate change for this class with the \$15,000 deductible is a 73.0% rate increase. The addition of the damage premium caused the rate to increase by approximately 11%.

**Recommendation:** SGI recommends applying the indicated rate increase, which, after rate capping, results in an overall average rate increase of 15.0% (13.1% including the effects of the capital margin). All vehicles in the current vehicle population will receive an average increase of \$161/year (\$163/year maximum).

The impact on rates for these vehicles is shown below.

Current Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$607	\$623	\$631	\$641	\$644	\$654	\$664	\$674
11,001-13,000	\$763	\$784	\$796	\$808	\$821	\$851	\$865	\$878
13,001-22,000	\$865	\$889	\$904	\$918	\$935	\$953	\$972	\$992
22,001-34,000	\$954	\$974	\$1,017	\$1,037	\$1,056	\$1,076	\$1,095	\$1,113
34,001-40,000	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181
40,001-55,000	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181
55,001-63,500	\$1,181	\$1,181	\$1,181	\$1,181	\$1,181	\$1,188	\$1,216	\$1,216

Proposed Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$732	\$748	\$756	\$766	\$769	\$779	\$789	\$799
11,001-13,000	\$913	\$934	\$946	\$958	\$971	\$1,001	\$1,015	\$1,028
13,001-22,000	\$1,015	\$1,039	\$1,054	\$1,068	\$1,085	\$1,103	\$1,122	\$1,142
22,001-34,000	\$1,104	\$1,124	\$1,169	\$1,192	\$1,214	\$1,237	\$1,259	\$1,279
34,001-40,000	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358
40,001-55,000	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358
55,001-63,500	\$1,358	\$1,358	\$1,358	\$1,358	\$1,358	\$1,366	\$1,398	\$1,398

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	21%	20%	20%	20%	19%	19%	19%	19%
11,001-13,000	20%	19%	19%	19%	18%	18%	17%	17%
13,001-22,000	17%	17%	17%	16%	16%	16%	15%	15%
22,001-34,000	16%	15%	15%	15%	15%	15%	15%	15%
34,001-40,000	15%	15%	15%	15%	15%	15%	15%	15%
40,001-55,000	15%	15%	15%	15%	15%	15%	15%	15%
55,001-63,500	15%	15%	15%	15%	15%	15%	15%	15%

\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$125	\$125	\$125	\$125	\$125	\$125	\$125	\$125
11,001-13,000	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150
13,001-22,000	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150
22,001-34,000	\$150	\$150	\$152	\$155	\$158	\$161	\$164	\$166
34,001-40,000	\$177	\$177	\$177	\$177	\$177	\$177	\$177	\$177
40,001-55,000	\$177	\$177	\$177	\$177	\$177	\$177	\$177	\$177
55,001-63,500	\$177	\$177	\$177	\$177	\$177	\$178	\$182	\$182

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$621	\$637	\$645	\$655	\$658	\$669	\$679	\$689
11,001-13,000	\$780	\$801	\$814	\$826	\$839	\$870	\$884	\$898
13,001-22,000	\$884	\$909	\$924	\$938	\$956	\$974	\$994	\$1,014
22,001-34,000	\$975	\$996	\$1,040	\$1,060	\$1,080	\$1,100	\$1,119	\$1,138
34,001-40,000	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207
40,001-55,000	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207
55,001-63,500	\$1,207	\$1,207	\$1,207	\$1,207	\$1,207	\$1,214	\$1,243	\$1,243

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$736	\$752	\$760	\$770	\$773	\$783	\$793	\$803
11,001-13,000	\$918	\$939	\$951	\$963	\$976	\$1,007	\$1,021	\$1,034
13,001-22,000	\$1,021	\$1,045	\$1,060	\$1,074	\$1,091	\$1,109	\$1,128	\$1,148
22,001-34,000	\$1,110	\$1,130	\$1,176	\$1,199	\$1,221	\$1,244	\$1,266	\$1,286
34,001-40,000	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366
40,001-55,000	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366
55,001-63,500	\$1,366	\$1,366	\$1,366	\$1,366	\$1,366	\$1,374	\$1,406	\$1,406

% Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	19%	18%	18%	18%	17%	17%	17%	17%
11,001-13,000	18%	17%	17%	17%	16%	16%	15%	15%
13,001-22,000	15%	15%	15%	14%	14%	14%	13%	13%
22,001-34,000	14%	13%	13%	13%	13%	13%	13%	13%
34,001-40,000	13%	13%	13%	13%	13%	13%	13%	13%
40,001-55,000	13%	13%	13%	13%	13%	13%	13%	13%
55,001-63,500	13%	13%	13%	13%	13%	13%	13%	13%

\$ Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$115	\$115	\$115	\$115	\$115	\$114	\$114	\$114
11,001-13,000	\$138	\$138	\$137	\$137	\$137	\$137	\$137	\$136
13,001-22,000	\$137	\$136	\$136	\$136	\$135	\$135	\$134	\$134
22,001-34,000	\$135	\$134	\$136	\$139	\$141	\$144	\$147	\$148
34,001-40,000	\$159	\$159	\$159	\$159	\$159	\$159	\$159	\$159
40,001-55,000	\$159	\$159	\$159	\$159	\$159	\$159	\$159	\$159
55,001-63,500	\$159	\$159	\$159	\$159	\$159	\$160	\$163	\$163

### 6.7 Class A – Power units – non-IRP

The rate indication shows that an increase of 10.6% is warranted for this class. A relativity analysis was done on GVW and model year.

**Recommendation:** SGI recommends an overall average rate increase of 8.9% for this class (7.1% once the capital margin is applied). Nearly all of the current vehicle population will receive increases averaging \$108/year (\$208/year maximum), with the remaining vehicles receiving an average decrease of \$53/year (\$213/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Current Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$794	\$829	\$877	\$911	\$948	\$950	\$956	\$963
11,001-13,000	\$810	\$855	\$920	\$965	\$1,013	\$1,016	\$1,023	\$1,032
13,001-22,000	\$826	\$882	\$962	\$1,018	\$1,079	\$1,081	\$1,091	\$1,101
22,001-34,000	\$842	\$909	\$1,005	\$1,071	\$1,144	\$1,147	\$1,159	\$1,171
34,001-40,000	\$985	\$1,028	\$1,151	\$1,255	\$1,368	\$1,373	\$1,392	\$1,411
40,001-55,000	\$1,164	\$1,215	\$1,244	\$1,337	\$1,468	\$1,474	\$1,496	\$1,518
55,001-63,500	\$1,276	\$1,330	\$1,362	\$1,395	\$1,505	\$1,511	\$1,533	\$1,556

Proposed Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$944	\$979	\$1,027	\$1,061	\$1,098	\$1,100	\$1,106	\$1,113
11,001-13,000	\$960	\$1,005	\$1,070	\$1,115	\$1,164	\$1,168	\$1,176	\$1,186
13,001-22,000	\$975	\$1,032	\$1,112	\$1,170	\$1,240	\$1,243	\$1,254	\$1,266
22,001-34,000	\$982	\$1,059	\$1,147	\$1,231	\$1,313	\$1,319	\$1,332	\$1,346
34,001-40,000	\$1,013	\$1,131	\$1,238	\$1,372	\$1,465	\$1,541	\$1,563	\$1,622
40,001-55,000	\$1,021	\$1,146	\$1,261	\$1,404	\$1,502	\$1,584	\$1,607	\$1,745
55,001-63,500	\$1,085	\$1,177	\$1,306	\$1,468	\$1,578	\$1,670	\$1,696	\$1,789

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	19%	18%	17%	16%	16%	16%	16%	16%
11,001-13,000	19%	18%	16%	16%	15%	15%	15%	15%
13,001-22,000	18%	17%	16%	15%	15%	15%	15%	15%
22,001-34,000	17%	17%	14%	15%	15%	15%	15%	15%
34,001-40,000	3%	10%	8%	9%	7%	12%	12%	15%
40,001-55,000	-12%	-6%	1%	5%	2%	7%	7%	15%
55,001-63,500	-15%	-12%	-4%	5%	5%	11%	11%	15%

\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150
11,001-13,000	\$150	\$150	\$150	\$150	\$151	\$152	\$153	\$154
13,001-22,000	\$149	\$150	\$150	\$152	\$161	\$162	\$163	\$165
22,001-34,000	\$140	\$150	\$142	\$160	\$169	\$172	\$173	\$175
34,001-40,000	\$28	\$103	\$87	\$117	\$97	\$168	\$171	\$211
40,001-55,000	-\$143	-\$69	\$17	\$67	\$34	\$110	\$111	\$227
55,001-63,500	-\$191	-\$153	-\$56	\$73	\$73	\$159	\$163	\$233

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$812	\$847	\$897	\$931	\$969	\$971	\$977	\$984
11,001-13,000	\$828	\$874	\$941	\$987	\$1,036	\$1,039	\$1,046	\$1,055
13,001-22,000	\$844	\$902	\$983	\$1,041	\$1,103	\$1,105	\$1,115	\$1,126
22,001-34,000	\$861	\$929	\$1,027	\$1,095	\$1,170	\$1,173	\$1,185	\$1,197
34,001-40,000	\$1,007	\$1,051	\$1,177	\$1,283	\$1,399	\$1,404	\$1,423	\$1,442
40,001-55,000	\$1,190	\$1,242	\$1,272	\$1,367	\$1,501	\$1,507	\$1,529	\$1,552
55,001-63,500	\$1,304	\$1,360	\$1,392	\$1,426	\$1,539	\$1,545	\$1,567	\$1,591

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$949	\$985	\$1,033	\$1,067	\$1,104	\$1,106	\$1,112	\$1,119
11,001-13,000	\$965	\$1,011	\$1,076	\$1,121	\$1,171	\$1,175	\$1,183	\$1,193
13,001-22,000	\$980	\$1,038	\$1,118	\$1,177	\$1,247	\$1,250	\$1,261	\$1,273
22,001-34,000	\$988	\$1,065	\$1,153	\$1,238	\$1,320	\$1,326	\$1,339	\$1,354
34,001-40,000	\$1,019	\$1,137	\$1,245	\$1,380	\$1,473	\$1,550	\$1,572	\$1,631
40,001-55,000	\$1,027	\$1,152	\$1,268	\$1,412	\$1,510	\$1,593	\$1,616	\$1,755
55,001-63,500	\$1,091	\$1,184	\$1,313	\$1,476	\$1,587	\$1,679	\$1,706	\$1,799

% Change including Capital Margin	Model Year							
	<1987	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>								
5,001-11,000	17%	16%	15%	15%	14%	14%	14%	14%
11,001-13,000	17%	16%	14%	14%	13%	13%	13%	13%
13,001-22,000	16%	15%	14%	13%	13%	13%	13%	13%
22,001-34,000	15%	15%	12%	13%	13%	13%	13%	13%
34,001-40,000	1%	8%	6%	8%	5%	10%	10%	13%
40,001-55,000	-14%	-7%	0%	3%	1%	6%	6%	13%
55,001-63,500	-16%	-13%	-6%	4%	3%	9%	9%	13%

\$ Change including Capital Margin	Model Year							
	<1987	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>								
5,001-11,000	\$137	\$138	\$136	\$136	\$135	\$135	\$135	\$135
11,001-13,000	\$137	\$137	\$135	\$134	\$135	\$136	\$137	\$138
13,001-22,000	\$136	\$136	\$135	\$136	\$144	\$145	\$146	\$147
22,001-34,000	\$127	\$136	\$126	\$143	\$150	\$153	\$154	\$157
34,001-40,000	\$12	\$86	\$68	\$97	\$74	\$146	\$149	\$189
40,001-55,000	-\$163	-\$90	-\$4	\$45	\$9	\$86	\$87	\$203
55,001-63,500	-\$213	-\$176	-\$79	\$50	\$48	\$134	\$139	\$208

## Classes C and D – Commercial vehicles

The rates for these classes are currently the same. Because the risk is similar for these two classes, the indication and relativity analyses were done with combined experience. SGI keeps the classes separate for registration purposes.

### 6.8 Classes C and D – Heavy trucks and heavy vans

The rate indication shows that this class requires a 6.6% decrease. A relativity analysis was performed on both GVW and model year.

**Recommendation:** SGI recommends an overall average rate decrease of 6.5% excluding the capital margin (8.0% with the capital margin). Nearly all of the current vehicle population will receive decreases averaging \$69/year (\$169/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Current Rate excluding Capital Margin	Model Year							
	<1987	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>								
0-20,000	\$560	\$613	\$646	\$668	\$682	\$714	\$719	\$724
20,001-30,000	\$584	\$659	\$706	\$751	\$771	\$802	\$808	\$814
30,001-40,000	\$595	\$680	\$732	\$783	\$806	\$841	\$848	\$855
40,001-50,000	\$624	\$734	\$803	\$869	\$899	\$944	\$953	\$963
50,001-63,500	\$658	\$799	\$886	\$971	\$1,009	\$1,067	\$1,079	\$1,090



Proposed Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
0-20,000	\$478	\$521	\$560	\$591	\$643	\$687	\$726	\$779
20,001-30,000	\$483	\$534	\$581	\$608	\$666	\$714	\$757	\$816
30,001-40,000	\$496	\$557	\$611	\$655	\$727	\$788	\$843	\$916
40,001-50,000	\$503	\$609	\$653	\$719	\$762	\$830	\$891	\$974
50,001-63,500	\$533	\$649	\$736	\$821	\$858	\$918	\$992	\$1,092

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
0-20,000	-15%	-15%	-13%	-12%	-6%	-4%	1%	8%
20,001-30,000	-17%	-19%	-18%	-19%	-14%	-11%	-6%	0%
30,001-40,000	-17%	-18%	-17%	-16%	-10%	-6%	-1%	7%
40,001-50,000	-19%	-17%	-19%	-17%	-15%	-12%	-7%	1%
50,001-63,500	-19%	-19%	-17%	-15%	-15%	-14%	-8%	0%

\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
0-20,000	-\$82	-\$92	-\$86	-\$77	-\$39	-\$27	\$7	\$55
20,001-30,000	-\$101	-\$125	-\$125	-\$143	-\$105	-\$88	-\$51	\$2
30,001-40,000	-\$99	-\$123	-\$121	-\$128	-\$79	-\$53	-\$5	\$61
40,001-50,000	-\$121	-\$125	-\$150	-\$150	-\$137	-\$114	-\$62	\$11
50,001-63,500	-\$125	-\$150	-\$150	-\$150	-\$151	-\$149	-\$87	\$2

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
0-20,000	\$572	\$627	\$660	\$683	\$697	\$730	\$735	\$740
20,001-30,000	\$597	\$674	\$722	\$768	\$788	\$820	\$826	\$832
30,001-40,000	\$608	\$695	\$748	\$800	\$824	\$860	\$867	\$874
40,001-50,000	\$638	\$750	\$821	\$888	\$919	\$965	\$974	\$984
50,001-63,500	\$673	\$817	\$906	\$993	\$1,032	\$1,091	\$1,103	\$1,114

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
0-20,000	\$481	\$524	\$563	\$594	\$647	\$691	\$730	\$783
20,001-30,000	\$486	\$537	\$584	\$611	\$670	\$718	\$761	\$821
30,001-40,000	\$499	\$560	\$614	\$659	\$731	\$792	\$848	\$921
40,001-50,000	\$506	\$612	\$657	\$723	\$766	\$835	\$896	\$979
50,001-63,500	\$536	\$653	\$740	\$826	\$863	\$923	\$998	\$1,098

% Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
0-20,000	-16%	-16%	-15%	-13%	-7%	-5%	-1%	6%
20,001-30,000	-19%	-20%	-19%	-20%	-15%	-12%	-8%	-1%
30,001-40,000	-18%	-19%	-18%	-18%	-11%	-8%	-2%	5%
40,001-50,000	-21%	-18%	-20%	-19%	-17%	-13%	-8%	-1%
50,001-63,500	-20%	-20%	-18%	-17%	-16%	-15%	-10%	-1%

\$ Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
0-20,000	-\$91	-\$103	-\$97	-\$89	-\$50	-\$39	-\$5	\$43
20,001-30,000	-\$111	-\$137	-\$138	-\$157	-\$118	-\$102	-\$65	-\$11
30,001-40,000	-\$109	-\$135	-\$134	-\$141	-\$93	-\$68	-\$19	\$47
40,001-50,000	-\$132	-\$138	-\$164	-\$165	-\$153	-\$130	-\$78	-\$5
50,001-63,500	-\$137	-\$164	-\$166	-\$167	-\$169	-\$168	-\$105	-\$16

### 6.9 Classes C and D – Power units

The rate indication shows that the premium for these vehicles requires an 8.2% decrease. A relativity analysis was performed on both GVW and model year.

**Recommendation:** SGI recommends applying an overall average rate decrease of 8.1% for this class (9.7% with the capital margin applied). Seventy-six per cent of the current vehicle population will receive a decrease averaging \$200/year (\$270/year maximum). The remaining vehicles will receive an average increase of \$62/year (\$158/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Current Rate excluding Capital Margin	Model Year								
	<1976	1976- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>									
5,001-20,000	\$564	\$633	\$667	\$739	\$766	\$778	\$789	\$800	\$811
20,001-30,000	\$564	\$757	\$808	\$879	\$929	\$970	\$986	\$995	\$1,005
30,001-35,000	\$564	\$796	\$873	\$983	\$1,060	\$1,143	\$1,147	\$1,160	\$1,175
35,001-36,000	\$608	\$832	\$933	\$1,078	\$1,179	\$1,289	\$1,294	\$1,311	\$1,330
36,001-40,000	\$629	\$867	\$993	\$1,173	\$1,298	\$1,435	\$1,441	\$1,463	\$1,486
40,001-50,000	\$629	\$908	\$1,062	\$1,282	\$1,435	\$1,602	\$1,609	\$1,636	\$1,665
50,001-63,500	\$629	\$911	\$1,067	\$1,291	\$1,446	\$1,615	\$1,622	\$1,650	\$1,679

Proposed Rate excluding Capital Margin	Model Year								
	<1976	1976- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>									
5,001-20,000	\$666	\$666	\$748	\$816	\$894	\$928	\$939	\$950	\$961
20,001-30,000	\$671	\$671	\$758	\$830	\$914	\$1,008	\$1,041	\$1,071	\$1,155
30,001-35,000	\$689	\$697	\$810	\$904	\$1,013	\$1,136	\$1,178	\$1,217	\$1,351
35,001-36,000	\$715	\$715	\$847	\$956	\$1,083	\$1,226	\$1,275	\$1,320	\$1,524
36,001-40,000	\$726	\$726	\$869	\$998	\$1,125	\$1,280	\$1,333	\$1,382	\$1,602
40,001-50,000	\$742	\$758	\$903	\$1,090	\$1,220	\$1,362	\$1,415	\$1,469	\$1,714
50,001-63,500	\$745	\$761	\$907	\$1,098	\$1,230	\$1,373	\$1,432	\$1,488	\$1,738

% Change excluding Capital Margin	Model Year								
	<1976	1976- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>									
5,001-20,000	18%	5%	12%	10%	17%	19%	19%	19%	19%
20,001-30,000	19%	-11%	-6%	-6%	-2%	4%	6%	8%	15%
30,001-35,000	22%	-12%	-7%	-8%	-4%	-1%	3%	5%	15%
35,001-36,000	18%	-14%	-9%	-11%	-8%	-5%	-1%	1%	15%
36,001-40,000	15%	-16%	-12%	-15%	-13%	-11%	-7%	-6%	8%
40,001-50,000	18%	-17%	-15%	-15%	-15%	-15%	-12%	-10%	3%
50,001-63,500	18%	-16%	-15%	-15%	-15%	-15%	-12%	-10%	4%

<b>\$ Change excluding Capital Margin</b>	<b>Model Year</b>								
	<b>&lt;1976</b>	<b>1976- 1986</b>	<b>1987- 1991</b>	<b>1992- 1996</b>	<b>1997- 2001</b>	<b>2002- 2006</b>	<b>2007- 2011</b>	<b>2012- 2016</b>	<b>2017- 2021</b>
<b>GVW</b>									
5,001-20,000	\$102	\$33	\$81	\$77	\$128	\$150	\$150	\$150	\$150
20,001-30,000	\$107	-\$86	-\$50	-\$49	-\$15	\$38	\$55	\$76	\$150
30,001-35,000	\$125	-\$99	-\$63	-\$79	-\$47	-\$7	\$31	\$57	\$176
35,001-36,000	\$107	-\$117	-\$86	-\$122	-\$96	-\$63	-\$19	\$9	\$194
36,001-40,000	\$97	-\$141	-\$124	-\$175	-\$173	-\$155	-\$108	-\$81	\$116
40,001-50,000	\$113	-\$150	-\$159	-\$192	-\$215	-\$240	-\$194	-\$167	\$49
50,001-63,500	\$116	-\$150	-\$160	-\$193	-\$216	-\$242	-\$190	-\$162	\$59

<b>Current Rate including Capital Margin</b>	<b>Model Year</b>								
	<b>&lt;1976</b>	<b>1976- 1986</b>	<b>1987- 1991</b>	<b>1992- 1996</b>	<b>1997- 2001</b>	<b>2002- 2006</b>	<b>2007- 2011</b>	<b>2012- 2016</b>	<b>2017- 2021</b>
<b>GVW</b>									
5,001-20,000	\$577	\$647	\$682	\$755	\$783	\$795	\$807	\$818	\$829
20,001-30,000	\$577	\$774	\$826	\$899	\$950	\$992	\$1,008	\$1,017	\$1,027
30,001-35,000	\$577	\$814	\$892	\$1,005	\$1,084	\$1,168	\$1,173	\$1,186	\$1,201
35,001-36,000	\$622	\$851	\$954	\$1,102	\$1,205	\$1,318	\$1,323	\$1,340	\$1,360
36,001-40,000	\$643	\$886	\$1,015	\$1,199	\$1,327	\$1,467	\$1,473	\$1,496	\$1,519
40,001-50,000	\$643	\$928	\$1,086	\$1,311	\$1,467	\$1,638	\$1,645	\$1,672	\$1,702
50,001-63,500	\$643	\$931	\$1,091	\$1,320	\$1,478	\$1,651	\$1,658	\$1,687	\$1,716

<b>Proposed Rate including Capital Margin</b>	<b>Model Year</b>								
	<b>&lt;1976</b>	<b>1976- 1986</b>	<b>1987- 1991</b>	<b>1992- 1996</b>	<b>1997- 2001</b>	<b>2002- 2006</b>	<b>2007- 2011</b>	<b>2012- 2016</b>	<b>2017- 2021</b>
<b>GVW</b>									
5,001-20,000	\$670	\$670	\$752	\$821	\$899	\$933	\$944	\$955	\$966
20,001-30,000	\$675	\$675	\$762	\$835	\$919	\$1,014	\$1,047	\$1,077	\$1,161
30,001-35,000	\$693	\$701	\$815	\$909	\$1,019	\$1,142	\$1,185	\$1,224	\$1,359
35,001-36,000	\$719	\$719	\$852	\$961	\$1,089	\$1,233	\$1,282	\$1,327	\$1,533
36,001-40,000	\$730	\$730	\$874	\$1,004	\$1,131	\$1,287	\$1,340	\$1,390	\$1,611
40,001-50,000	\$746	\$762	\$908	\$1,096	\$1,227	\$1,370	\$1,423	\$1,477	\$1,724
50,001-63,500	\$749	\$765	\$912	\$1,104	\$1,237	\$1,381	\$1,440	\$1,496	\$1,748

% Change including Capital Margin	Model Year								
	<1976	1976-1986	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>									
5,001-20,000	16%	4%	10%	9%	15%	17%	17%	17%	17%
20,001-30,000	17%	-13%	-8%	-7%	-3%	2%	4%	6%	13%
30,001-35,000	20%	-14%	-9%	-10%	-6%	-2%	1%	3%	13%
35,001-36,000	16%	-16%	-11%	-13%	-10%	-6%	-3%	-1%	13%
36,001-40,000	14%	-18%	-14%	-16%	-15%	-12%	-9%	-7%	6%
40,001-50,000	16%	-18%	-16%	-16%	-16%	-16%	-13%	-12%	1%
50,001-63,500	16%	-18%	-16%	-16%	-16%	-16%	-13%	-11%	2%

\$ Change including Capital Margin	Model Year								
	<1976	1976-1986	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>									
5,001-20,000	\$93	\$23	\$70	\$66	\$116	\$138	\$137	\$137	\$137
20,001-30,000	\$98	-\$99	-\$64	-\$64	-\$31	\$22	\$39	\$60	\$134
30,001-35,000	\$116	-\$113	-\$77	-\$96	-\$65	-\$26	\$12	\$38	\$158
35,001-36,000	\$97	-\$132	-\$102	-\$141	-\$116	-\$85	-\$41	-\$13	\$173
36,001-40,000	\$87	-\$156	-\$141	-\$195	-\$196	-\$180	-\$133	-\$106	\$92
40,001-50,000	\$103	-\$166	-\$178	-\$215	-\$240	-\$268	-\$222	-\$195	\$22
50,001-63,500	\$106	-\$166	-\$179	-\$216	-\$241	-\$270	-\$218	-\$191	\$32

## 6.10 Class F – Farm Heavy Trucks and Heavy Vans

The rate indication for this class shows a 5.1% required rate decrease. Relativity analysis was performed on the model year of the vehicle.

The number of vehicles within this class continues to decline, while the number of farm power units increases. Over the past three years, the average decrease in number of vehicles for this class has been around 4% per year. The decline is believed to be the result of farmers' preferences shifting from grain trucks to semi-trailers and grain carts for increased hauling capacity.

**Recommendation:** SGI recommends an overall average rate decrease of 0.3%, which takes into account capping (decrease of 2.0% with the capital margin applied). This means 24% of the current vehicle population will receive a decrease averaging \$98/year; 76% of vehicles will receive an average increase of \$26/year. The maximum increase any vehicle within the current population will receive is \$36/year; the maximum decrease is \$164/year.

The impact on the rates for these vehicles is shown in the following table.

Model Year	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
1979 & Older	\$131	\$156	19%	\$25	\$134	\$157	17%	\$23
1980	\$154	\$185	20%	\$31	\$157	\$186	18%	\$29
1981	\$162	\$189	17%	\$27	\$166	\$190	14%	\$24
1982	\$162	\$190	17%	\$28	\$166	\$191	15%	\$25
1983	\$163	\$191	17%	\$28	\$167	\$192	15%	\$25
1984	\$163	\$194	19%	\$31	\$167	\$195	17%	\$28
1985	\$170	\$199	17%	\$29	\$174	\$200	15%	\$26
1986	\$183	\$214	17%	\$31	\$187	\$215	15%	\$28
1987	\$192	\$227	18%	\$35	\$196	\$228	16%	\$32
1988	\$201	\$230	14%	\$29	\$205	\$231	13%	\$26
1989	\$205	\$238	16%	\$33	\$210	\$239	14%	\$29
1990	\$209	\$243	16%	\$34	\$214	\$244	14%	\$30
1991	\$213	\$248	16%	\$35	\$218	\$249	14%	\$31
1992	\$217	\$253	17%	\$36	\$222	\$254	14%	\$32
1993	\$222	\$258	16%	\$36	\$227	\$259	14%	\$32
1994	\$226	\$264	17%	\$38	\$231	\$265	15%	\$34
1995	\$231	\$270	17%	\$39	\$236	\$272	15%	\$36
1996	\$282	\$276	-2%	-\$6	\$288	\$278	-3%	-\$10
1997	\$306	\$283	-8%	-\$23	\$313	\$285	-9%	-\$28
1998	\$318	\$290	-9%	-\$28	\$325	\$292	-10%	-\$33
1999	\$329	\$297	-10%	-\$32	\$336	\$299	-11%	-\$37
2000	\$407	\$307	-25%	-\$100	\$416	\$309	-26%	-\$107
2001	\$425	\$325	-24%	-\$100	\$434	\$327	-25%	-\$107
2002	\$433	\$333	-23%	-\$100	\$443	\$335	-24%	-\$108
2003	\$433	\$333	-23%	-\$100	\$443	\$335	-24%	-\$108
2004	\$450	\$350	-22%	-\$100	\$460	\$352	-23%	-\$108
2005	\$489	\$389	-20%	-\$100	\$500	\$391	-22%	-\$109
2006	\$540	\$415	-23%	-\$125	\$552	\$417	-24%	-\$135
2007	\$569	\$444	-22%	-\$125	\$582	\$446	-23%	-\$136

Model Year	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
2008	\$625	\$500	-20%	-\$125	\$639	\$503	-21%	-\$136
2009	\$651	\$526	-19%	-\$125	\$666	\$529	-21%	-\$137
2010	\$689	\$564	-18%	-\$125	\$704	\$567	-19%	-\$137
2011	\$727	\$602	-17%	-\$125	\$743	\$605	-19%	-\$138
2012	\$762	\$612	-20%	-\$150	\$779	\$615	-21%	-\$164
2013	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2014	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2015	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2016	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2017	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2018	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2019	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2020	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164
2021	\$798	\$648	-19%	-\$150	\$816	\$652	-20%	-\$164

**6.11 Class F – Farm light trucks with model years 1993 and older**

The rate indication for farm light trucks with model years 1993 and older shows that a 14.5% decrease is warranted. A relativity analysis was performed on model year and vehicle size (full-size or compact). Since the number of vehicles within this class continues to decrease over time, the decision has been made to move farm light trucks with model years 1993 and older to a flat rate.

**Recommendation:** SGI recommends an overall average rate decrease of 14.5% for this class (15.9% with the capital margin applied). All of the current vehicle population will receive a decrease averaging \$33/year (\$45/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Model Year	Current Rate excluding Capital Margin		Proposed Rate excluding Capital Margin	
	Full-Sized	Compact	Full-Sized	Compact
1992 & Older	\$202	\$202	\$174	\$174
1993	\$215	\$202	\$174	\$174

Model Year	% Change excluding Capital Margin		\$ Change excluding Capital Margin	
	Full-Sized	Compact	Full-Sized	Compact
1992 & Older	-14%	-14%	-\$28	-\$28
1993	-19%	-14%	-\$41	-\$28

Model Year	Current Rate including Capital Margin		Proposed Rate including Capital Margin	
	Full-Sized	Compact	Full-Sized	Compact
1992 & Older	\$207	\$207	\$175	\$175
1993	\$220	\$207	\$175	\$175

Model Year	% Change including Capital Margin		\$ Change including Capital Margin	
	Full-Sized	Compact	Full-Sized	Compact
1992 & Older	-15%	-15%	-\$32	-\$32
1993	-20%	-15%	-\$45	-\$32



## 6.12 Class F – Farm power units

The rate indication shows that a 14.3% rate increase is required for this class to be adequate. A relativity analysis based on model year was performed.

As mentioned previously, due to increased hauling capacity requirements, the number of vehicles within this class has been growing while the number of farm heavy trucks has been decreasing. Over the past five years, the average growth in number of vehicles for this class has been around 4% per year.

**Recommendation:** SGI recommends rebalancing this class, which results in an overall average rate increase of 12.1% (10.3% with the capital margin applied). Nearly 79% of the current vehicle population will receive an increase averaging \$77/year, while the remaining vehicles will receive a decrease averaging \$27/year. The maximum increase that any vehicle within the current population will receive is \$116/year; the maximum decrease is \$56/year.

The impact on the rates for these vehicles is shown in the table below.

Model Year	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
1981 & Older	\$346	\$296	-14%	-\$50	\$354	\$298	-16%	-\$56
1982-1985	\$368	\$326	-11%	-\$42	\$376	\$328	-13%	-\$48
1986-1990	\$384	\$350	-9%	-\$34	\$393	\$352	-10%	-\$41
1991-1994	\$426	\$415	-3%	-\$11	\$435	\$417	-4%	-\$18
1995-1998	\$444	\$458	3%	\$14	\$454	\$461	2%	\$7
1999	\$456	\$459	1%	\$3	\$466	\$462	-1%	-\$4
2000	\$527	\$585	11%	\$58	\$539	\$588	9%	\$49
2001	\$529	\$602	14%	\$73	\$541	\$605	12%	\$64
2002	\$532	\$606	14%	\$74	\$544	\$609	12%	\$65
2003	\$542	\$626	15%	\$84	\$554	\$630	14%	\$76
2004	\$551	\$650	18%	\$99	\$563	\$654	16%	\$91
2005	\$561	\$674	20%	\$113	\$574	\$678	18%	\$104
2006	\$571	\$681	19%	\$110	\$584	\$685	17%	\$101
2007	\$581	\$688	18%	\$107	\$594	\$692	16%	\$98
2008	\$591	\$710	20%	\$119	\$604	\$714	18%	\$110
2009	\$602	\$727	21%	\$125	\$615	\$731	19%	\$116
2010	\$614	\$739	20%	\$125	\$628	\$743	18%	\$115
2011	\$625	\$750	20%	\$125	\$639	\$754	18%	\$115
2012	\$638	\$763	20%	\$125	\$652	\$767	18%	\$115
2013	\$651	\$776	19%	\$125	\$666	\$780	17%	\$114
2014	\$664	\$789	19%	\$125	\$679	\$793	17%	\$114
2015	\$664	\$789	19%	\$125	\$679	\$793	17%	\$114
2016	\$678	\$803	18%	\$125	\$693	\$808	17%	\$115
2017	\$692	\$817	18%	\$125	\$707	\$822	16%	\$115
2018	\$705	\$830	18%	\$125	\$721	\$835	16%	\$114
2019	\$719	\$844	17%	\$125	\$735	\$849	16%	\$114
2020	\$733	\$858	17%	\$125	\$749	\$863	15%	\$114
2021	\$746	\$871	17%	\$125	\$763	\$876	15%	\$113

### 6.13 Hearses

These vehicles are currently charged the private passenger make and model vehicle rate with a cap of \$412 (\$421 including the capital amount), with most hearses hitting the cap. The rate indication shows that a 6.0% increase is warranted for this class.

**Recommendation:** SGI recommends an overall average rate increase of 6.1% for this class (4.3% change with the capital margin applied). The proposed cap, including capital margin, will be \$439.

### 6.14 Class L – Automobile and motorcycle dealers

Licence plates registered under this vehicle class are used as floater plates for dealerships, when vehicles are moved around or customers take them for a test drive. The rate indication shows that a 5.9% increase is warranted for this class. A relativity analysis based on dealer type was performed.

**Recommendation:** SGI recommends an overall average rate increase of 5.9% for this class (4.1% with the capital margin applied).

The impact on the rates for these vehicles is shown in the table below.

Dealer Type	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
Automobile	\$703	\$744	6%	\$41	\$719	\$748	4%	\$29
Motorcycle	\$518	\$567	9%	\$49	\$530	\$570	8%	\$40

### 6.15 Class L – Snowmobile dealers

Snowmobile dealers are currently charged a flat fee of \$60 (\$61 with the capital amount) per floater licence plate. These plates provide liability coverage, with very limited injury coverage. The rate indication shows that no rate change is required at this time.

**Recommendation:** SGI recommends that no overall rate change be applied to this class (1.6% decrease with the capital margin applied). The proposed flat premium, including capital margin, would decrease to \$60.

### 6.16 Class LV – Antiques

In order to qualify for an antique licence plate, the vehicle must be model year 1987 or older and not be the primary vehicle of the insured. The criteria has changed since the 2014 rate program, where a vehicle could qualify if it was at least 30 years old. Antique vehicles have full injury and liability coverage, but are limited to \$300 damage coverage (\$800 damage limit with a \$500 deductible). The rate indication suggests this class requires a 11.2% rate increase. These vehicles are currently charged a flat rate of \$83 (\$85 including the capital margin).

**Recommendation:** SGI recommends that an increase of 10.8% be applied (9.4% including the capital margin). The proposed flat premium, including capital margin, would increase to \$93.

### 6.17 Class LV – Buses

Class LV buses include private or company buses with a GVW of 15,000 kg or less that are not used for the transport of passengers for compensation. Sports teams and camps register their buses under this class.

In order for this class to have adequate rates, an increase of 2.8% is required. A relativity analysis was performed on the combined restricted and unrestricted bus experience based on seating capacity and restriction.

**Recommendation:** After the application of the indicated rate increase and capping, SGI recommends an overall average rate increase of 2.7% (1.1% including the capital margin). Fifty-four per cent of the vehicles within this class will receive increases averaging \$38/year (\$38/year maximum). The remainder will receive decreases averaging \$34/year (\$55/year maximum).

The impact on the rates for these vehicles is shown in the table below.

Seating Capacity	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
15 or Less	\$522	\$569	9%	\$47	\$534	\$572	7%	\$38
16 - 24	\$567	\$569	0%	\$2	\$580	\$572	-1%	-\$8
25 or More	\$613	\$569	-7%	-\$44	\$627	\$572	-9%	-\$55

### 6.18 Class LV – Restricted buses

Vehicles registered under this class are vans or buses that are used exclusively to transport Sunday school students and teachers to and from Sunday school and church, or to transport patients or persons with special needs to and from hospitals, care homes or recreation centres.

The rate indication shows that a 12.2% increase is indicated for this class to be rate adequate. A relativity analysis was performed on the combined restricted and unrestricted bus experience based on seating capacity and restriction.

**Recommendation:** SGI recommends applying an indicated rate increase of 12.2% (10.3% with the capital margin applied). All vehicles within this class will be receiving an increase. The average increase is \$38/year (\$40/year maximum).

The impact on the rates for these vehicles is shown in the table below.

Seating Capacity	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
15 or Less	\$358	\$404	13%	\$46	\$366	\$406	11%	\$40
16 - 24	\$364	\$404	11%	\$40	\$372	\$406	9%	\$34
25 or More	\$370	\$404	9%	\$34	\$378	\$406	7%	\$28

## 6.19 Class LV – Motorcycle

In previous rate programs, motorcycles had one of the largest indicated rate increases. Due to the lack of occupant protection, whether in a single vehicle crash or otherwise, injury claim costs for this class are extremely high. Unlike CLEAR-rated vehicles where injury makes up approximately 15% of the total required premium, motorcycle injury costs account for approximately 75% of the required average motorcycle premium (including medical funding). In response to motorcycle owners' concerns about the price of insurance, a number of changes were made to improve motorcycle safety and motorcycle owners now have a third injury coverage option called Reduced No Fault Coverage. See section 5.4 for details. Motorcycle owners that select Reduced No Fault Coverage receive the following discount, depending on the engine size of their motorcycle:

- 5% for all motorcycles 100cc and less
- 20% for all motorcycles 101cc-400cc
- 30% for all motorcycles 401cc and more

These changes have contributed to an improved claim experience for this class, but at the same time, fewer motorcycles are being registered and their owners have insured them for shorter periods of time. These trends are reducing the total amount of motorcycle insurance premiums available to cover motorcycle claim costs. This year's rate indication shows that a 34.2% rate increase is warranted.

Motorcycle rates within the class are split into three body types: cruiser/touring, sport and dual purpose/other. These three categories are further divided by model year and engine size. With the 2021 rate program, the engine size categories have been expanded from five categories to 15 in order to provide more accurate premiums per specific motorcycle. The model year categories have been adjusted as well.

**Recommendation:** SGI recommends an overall rate increase of 11.9% (or a 10.1% increase with the capital margin applied). For 91% of the cruiser/touring bike population, this means increases averaging \$242/year; the remaining 9% will see decreases averaging \$106/year. For the dual purpose/other bike population, 74% will receive increases averaging \$114/year; 26% will receive decreases averaging \$145/year. For the sport bike population, 84% will see increases averaging \$165/year, with the remainder seeing an average \$228/year decrease. The maximum annual increases and decreases are as follows:

- cruiser/touring bikes: \$362/year max. increase; \$349/year max. decrease;
- dual purpose/other bikes: \$318/year max. increase; \$338/year max. decrease; and,
- sport bikes: \$479/year max. increase; \$504/year max. decrease.

Reduced No Fault Coverage discounts are recommended to remain the same until enough loss experience from this option has been collected for analysis. The actual experience so far has closely followed the current discounts.

The impact on the rates for these vehicles is shown in the tables below.

**Cruising/Touring**

Current Rate excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$372	\$372	\$372	\$372	\$892	\$892	\$892	\$892	\$1,083	\$1,083	\$1,083	\$1,083	\$1,224	\$1,224	\$1,224
1983 - 1986	\$389	\$431	\$431	\$431	\$1,070	\$1,070	\$1,070	\$1,070	\$1,217	\$1,217	\$1,217	\$1,217	\$1,350	\$1,350	\$1,350
1987	\$400	\$457	\$457	\$457	\$1,211	\$1,211	\$1,211	\$1,211	\$1,362	\$1,362	\$1,362	\$1,362	\$1,493	\$1,493	\$1,493
1988 - 1989	\$400	\$457	\$457	\$457	\$1,211	\$1,211	\$1,211	\$1,211	\$1,362	\$1,362	\$1,362	\$1,362	\$1,493	\$1,493	\$1,493
1990 - 1992	\$400	\$457	\$457	\$457	\$1,211	\$1,211	\$1,211	\$1,211	\$1,362	\$1,362	\$1,362	\$1,362	\$1,493	\$1,493	\$1,493
1993 - 1995	\$402	\$477	\$477	\$477	\$1,293	\$1,293	\$1,293	\$1,293	\$1,469	\$1,469	\$1,469	\$1,469	\$1,632	\$1,632	\$1,632
1996	\$402	\$477	\$477	\$477	\$1,293	\$1,293	\$1,293	\$1,293	\$1,469	\$1,469	\$1,469	\$1,469	\$1,632	\$1,632	\$1,632
1997 - 2000	\$406	\$535	\$535	\$535	\$1,450	\$1,450	\$1,450	\$1,450	\$1,690	\$1,690	\$1,690	\$1,690	\$1,886	\$1,886	\$1,886
2001	\$412	\$543	\$543	\$543	\$1,524	\$1,524	\$1,524	\$1,524	\$1,776	\$1,776	\$1,776	\$1,776	\$1,945	\$1,945	\$1,945
2002 - 2004	\$412	\$543	\$543	\$543	\$1,524	\$1,524	\$1,524	\$1,524	\$1,776	\$1,776	\$1,776	\$1,776	\$1,945	\$1,945	\$1,945
2005 - 2007	\$412	\$567	\$567	\$567	\$1,615	\$1,615	\$1,615	\$1,615	\$1,878	\$1,878	\$1,878	\$1,878	\$2,110	\$2,110	\$2,110
2008 - 2010	\$412	\$567	\$567	\$567	\$1,710	\$1,710	\$1,710	\$1,710	\$1,956	\$1,956	\$1,956	\$1,956	\$2,110	\$2,110	\$2,110
2011 - 2013	\$415	\$608	\$608	\$608	\$1,780	\$1,780	\$1,780	\$1,780	\$1,965	\$1,965	\$1,965	\$1,965	\$2,233	\$2,233	\$2,233
2014 - 2016	\$450	\$661	\$661	\$661	\$1,787	\$1,787	\$1,787	\$1,787	\$1,973	\$1,973	\$1,973	\$1,973	\$2,456	\$2,456	\$2,456
2017 - 2019	\$488	\$719	\$719	\$719	\$1,794	\$1,794	\$1,794	\$1,794	\$1,981	\$1,981	\$1,981	\$1,981	\$2,702	\$2,702	\$2,702
2020 - 2022	\$529	\$782	\$782	\$782	\$1,801	\$1,801	\$1,801	\$1,801	\$1,989	\$1,989	\$1,989	\$1,989	\$2,972	\$2,972	\$2,972

Proposed Rate excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$472	\$472	\$472	\$472	\$1,042	\$1,042	\$1,042	\$1,042	\$1,245	\$1,245	\$1,245	\$1,245	\$1,407	\$1,407	\$1,407
1983 - 1986	\$489	\$531	\$531	\$531	\$1,230	\$1,230	\$1,230	\$1,230	\$1,399	\$1,399	\$1,399	\$1,399	\$1,552	\$1,552	\$1,552
1987	\$500	\$557	\$557	\$557	\$1,262	\$1,390	\$1,392	\$1,392	\$1,566	\$1,566	\$1,566	\$1,566	\$1,716	\$1,716	\$1,716
1988 - 1989	\$500	\$557	\$557	\$557	\$1,285	\$1,392	\$1,392	\$1,392	\$1,566	\$1,566	\$1,566	\$1,566	\$1,716	\$1,716	\$1,716
1990 - 1992	\$500	\$557	\$557	\$557	\$1,285	\$1,392	\$1,392	\$1,392	\$1,566	\$1,566	\$1,566	\$1,566	\$1,716	\$1,716	\$1,716
1993 - 1995	\$502	\$577	\$577	\$577	\$1,285	\$1,419	\$1,486	\$1,486	\$1,666	\$1,689	\$1,689	\$1,689	\$1,876	\$1,876	\$1,876
1996	\$502	\$577	\$577	\$577	\$1,306	\$1,445	\$1,486	\$1,486	\$1,689	\$1,689	\$1,689	\$1,689	\$1,876	\$1,876	\$1,876
1997 - 2000	\$506	\$660	\$660	\$660	\$1,306	\$1,445	\$1,554	\$1,667	\$1,702	\$1,854	\$1,943	\$1,943	\$2,168	\$2,168	\$2,168
2001	\$512	\$668	\$668	\$668	\$1,306	\$1,445	\$1,554	\$1,702	\$1,702	\$1,854	\$2,042	\$2,042	\$2,236	\$2,236	\$2,236
2002 - 2004	\$512	\$668	\$668	\$668	\$1,321	\$1,464	\$1,576	\$1,727	\$1,727	\$1,882	\$2,042	\$2,042	\$2,236	\$2,236	\$2,236
2005 - 2007	\$512	\$692	\$692	\$692	\$1,372	\$1,464	\$1,576	\$1,727	\$1,727	\$1,882	\$2,080	\$2,159	\$2,410	\$2,426	\$2,426
2008 - 2010	\$512	\$692	\$692	\$692	\$1,453	\$1,475	\$1,589	\$1,742	\$1,742	\$1,900	\$2,100	\$2,249	\$2,426	\$2,426	\$2,426
2011 - 2013	\$515	\$733	\$733	\$733	\$1,513	\$1,513	\$1,598	\$1,753	\$1,753	\$1,912	\$2,114	\$2,259	\$2,452	\$2,567	\$2,567
2014 - 2016	\$550	\$786	\$786	\$786	\$1,518	\$1,518	\$1,607	\$1,763	\$1,763	\$1,924	\$2,128	\$2,268	\$2,469	\$2,602	\$2,824
2017 - 2019	\$588	\$843	\$843	\$843	\$1,524	\$1,524	\$1,622	\$1,781	\$1,781	\$1,944	\$2,152	\$2,277	\$2,498	\$2,633	\$3,107
2020 - 2022	\$654	\$876	\$932	\$932	\$1,530	\$1,530	\$1,637	\$1,798	\$1,798	\$1,964	\$2,175	\$2,287	\$2,526	\$2,663	\$3,264

% Change excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	27%	27%	27%	27%	17%	17%	17%	17%	15%	15%	15%	15%	15%	15%	15%
1983 - 1986	26%	23%	23%	23%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1987	25%	22%	22%	22%	4%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1988 - 1989	25%	22%	22%	22%	6%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1990 - 1992	25%	22%	22%	22%	6%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1993 - 1995	25%	21%	21%	21%	-1%	10%	15%	15%	13%	15%	15%	15%	15%	15%	15%
1996	25%	21%	21%	21%	1%	12%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1997 - 2000	25%	23%	23%	23%	-10%	0%	7%	15%	1%	10%	15%	15%	15%	15%	15%
2001	24%	23%	23%	23%	-14%	-5%	2%	12%	-4%	4%	15%	15%	15%	15%	15%
2002 - 2004	24%	23%	23%	23%	-13%	-4%	3%	13%	-3%	6%	15%	15%	15%	15%	15%
2005 - 2007	24%	22%	22%	22%	-15%	-9%	-2%	7%	-8%	0%	11%	15%	14%	15%	15%
2008 - 2010	24%	22%	22%	22%	-15%	-14%	-7%	2%	-11%	-3%	7%	15%	15%	15%	15%
2011 - 2013	24%	21%	21%	21%	-15%	-15%	-10%	-2%	-11%	-3%	8%	15%	10%	15%	15%
2014 - 2016	22%	19%	19%	19%	-15%	-15%	-10%	-1%	-11%	-2%	8%	15%	1%	6%	15%
2017 - 2019	20%	17%	17%	17%	-15%	-15%	-10%	-1%	-10%	-2%	9%	15%	-8%	-3%	15%
2020 - 2022	24%	12%	19%	19%	-15%	-15%	-9%	0%	-10%	-1%	9%	15%	-15%	-10%	10%

\$ Change excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$100	\$100	\$100	\$100	\$150	\$150	\$150	\$150	\$162	\$162	\$162	\$162	\$183	\$183	\$183
1983 - 1986	\$100	\$100	\$100	\$100	\$160	\$160	\$160	\$160	\$182	\$182	\$182	\$182	\$202	\$202	\$202
1987	\$100	\$100	\$100	\$100	\$51	\$179	\$181	\$181	\$204	\$204	\$204	\$204	\$223	\$223	\$223
1988 - 1989	\$100	\$100	\$100	\$100	\$74	\$181	\$181	\$181	\$204	\$204	\$204	\$204	\$223	\$223	\$223
1990 - 1992	\$100	\$100	\$100	\$100	\$74	\$181	\$181	\$181	\$204	\$204	\$204	\$204	\$223	\$223	\$223
1993 - 1995	\$100	\$100	\$100	\$100	-\$8	\$126	\$193	\$193	\$197	\$220	\$220	\$220	\$244	\$244	\$244
1996	\$100	\$100	\$100	\$100	\$13	\$152	\$193	\$193	\$220	\$220	\$220	\$220	\$244	\$244	\$244
1997 - 2000	\$100	\$125	\$125	\$125	-\$144	-\$5	\$104	\$217	\$12	\$164	\$253	\$253	\$282	\$282	\$282
2001	\$100	\$125	\$125	\$125	-\$218	-\$79	\$30	\$178	-\$74	\$78	\$266	\$266	\$291	\$291	\$291
2002 - 2004	\$100	\$125	\$125	\$125	-\$203	-\$60	\$52	\$203	-\$49	\$106	\$266	\$266	\$291	\$291	\$291
2005 - 2007	\$100	\$125	\$125	\$125	-\$243	-\$151	-\$39	\$112	-\$151	\$4	\$202	\$281	\$300	\$316	\$316
2008 - 2010	\$100	\$125	\$125	\$125	-\$257	-\$235	-\$121	\$32	-\$214	-\$56	\$144	\$293	\$316	\$316	\$316
2011 - 2013	\$100	\$125	\$125	\$125	-\$267	-\$267	-\$182	-\$27	-\$212	-\$53	\$149	\$294	\$219	\$334	\$334
2014 - 2016	\$100	\$125	\$125	\$125	-\$269	-\$269	-\$180	-\$24	-\$210	-\$49	\$155	\$295	\$13	\$146	\$368
2017 - 2019	\$100	\$124	\$124	\$124	-\$270	-\$270	-\$172	-\$13	-\$200	-\$37	\$171	\$296	-\$204	-\$69	\$405
2020 - 2022	\$125	\$94	\$150	\$150	-\$271	-\$271	-\$164	-\$3	-\$191	-\$25	\$186	\$298	-\$446	-\$309	\$292

Current Rate including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$380	\$380	\$380	\$380	\$912	\$912	\$912	\$912	\$1,107	\$1,107	\$1,107	\$1,107	\$1,251	\$1,251	\$1,251
1983 - 1986	\$398	\$441	\$441	\$441	\$1,094	\$1,094	\$1,094	\$1,094	\$1,244	\$1,244	\$1,244	\$1,244	\$1,380	\$1,380	\$1,380
1987	\$409	\$467	\$467	\$467	\$1,238	\$1,238	\$1,238	\$1,238	\$1,392	\$1,392	\$1,392	\$1,392	\$1,526	\$1,526	\$1,526
1988 - 1989	\$409	\$467	\$467	\$467	\$1,238	\$1,238	\$1,238	\$1,238	\$1,392	\$1,392	\$1,392	\$1,392	\$1,526	\$1,526	\$1,526
1990 - 1992	\$409	\$467	\$467	\$467	\$1,238	\$1,238	\$1,238	\$1,238	\$1,392	\$1,392	\$1,392	\$1,392	\$1,526	\$1,526	\$1,526
1993 - 1995	\$411	\$488	\$488	\$488	\$1,322	\$1,322	\$1,322	\$1,322	\$1,502	\$1,502	\$1,502	\$1,502	\$1,668	\$1,668	\$1,668
1996	\$411	\$488	\$488	\$488	\$1,322	\$1,322	\$1,322	\$1,322	\$1,502	\$1,502	\$1,502	\$1,502	\$1,668	\$1,668	\$1,668
1997 - 2000	\$415	\$547	\$547	\$547	\$1,482	\$1,482	\$1,482	\$1,482	\$1,728	\$1,728	\$1,728	\$1,728	\$1,928	\$1,928	\$1,928
2001	\$421	\$555	\$555	\$555	\$1,558	\$1,558	\$1,558	\$1,558	\$1,816	\$1,816	\$1,816	\$1,816	\$1,988	\$1,988	\$1,988
2002 - 2004	\$421	\$555	\$555	\$555	\$1,558	\$1,558	\$1,558	\$1,558	\$1,816	\$1,816	\$1,816	\$1,816	\$1,988	\$1,988	\$1,988
2005 - 2007	\$421	\$580	\$580	\$580	\$1,651	\$1,651	\$1,651	\$1,651	\$1,920	\$1,920	\$1,920	\$1,920	\$2,157	\$2,157	\$2,157
2008 - 2010	\$421	\$580	\$580	\$580	\$1,748	\$1,748	\$1,748	\$1,748	\$2,000	\$2,000	\$2,000	\$2,000	\$2,157	\$2,157	\$2,157
2011 - 2013	\$424	\$622	\$622	\$622	\$1,820	\$1,820	\$1,820	\$1,820	\$2,009	\$2,009	\$2,009	\$2,009	\$2,283	\$2,283	\$2,283
2014 - 2016	\$460	\$676	\$676	\$676	\$1,827	\$1,827	\$1,827	\$1,827	\$2,017	\$2,017	\$2,017	\$2,017	\$2,511	\$2,511	\$2,511
2017 - 2019	\$499	\$735	\$735	\$735	\$1,834	\$1,834	\$1,834	\$1,834	\$2,025	\$2,025	\$2,025	\$2,025	\$2,762	\$2,762	\$2,762
2020 - 2022	\$541	\$799	\$799	\$799	\$1,841	\$1,841	\$1,841	\$1,841	\$2,033	\$2,033	\$2,033	\$2,033	\$3,038	\$3,038	\$3,038

Proposed Rate including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$475	\$475	\$475	\$475	\$1,048	\$1,048	\$1,048	\$1,048	\$1,252	\$1,252	\$1,252	\$1,252	\$1,415	\$1,415	\$1,415
1983 - 1986	\$492	\$534	\$534	\$534	\$1,237	\$1,237	\$1,237	\$1,237	\$1,407	\$1,407	\$1,407	\$1,407	\$1,561	\$1,561	\$1,561
1987	\$503	\$560	\$560	\$560	\$1,269	\$1,398	\$1,400	\$1,400	\$1,575	\$1,575	\$1,575	\$1,575	\$1,726	\$1,726	\$1,726
1988 - 1989	\$503	\$560	\$560	\$560	\$1,292	\$1,400	\$1,400	\$1,400	\$1,575	\$1,575	\$1,575	\$1,575	\$1,726	\$1,726	\$1,726
1990 - 1992	\$503	\$560	\$560	\$560	\$1,292	\$1,400	\$1,400	\$1,400	\$1,575	\$1,575	\$1,575	\$1,575	\$1,726	\$1,726	\$1,726
1993 - 1995	\$505	\$580	\$580	\$580	\$1,292	\$1,427	\$1,494	\$1,494	\$1,675	\$1,698	\$1,698	\$1,698	\$1,887	\$1,887	\$1,887
1996	\$505	\$580	\$580	\$580	\$1,313	\$1,453	\$1,494	\$1,494	\$1,698	\$1,698	\$1,698	\$1,698	\$1,887	\$1,887	\$1,887
1997 - 2000	\$509	\$664	\$664	\$664	\$1,313	\$1,453	\$1,563	\$1,676	\$1,712	\$1,864	\$1,954	\$1,954	\$2,180	\$2,180	\$2,180
2001	\$515	\$672	\$672	\$672	\$1,313	\$1,453	\$1,563	\$1,712	\$1,712	\$1,864	\$2,053	\$2,053	\$2,249	\$2,249	\$2,249
2002 - 2004	\$515	\$672	\$672	\$672	\$1,328	\$1,472	\$1,585	\$1,737	\$1,737	\$1,893	\$2,053	\$2,053	\$2,249	\$2,249	\$2,249
2005 - 2007	\$515	\$696	\$696	\$696	\$1,380	\$1,472	\$1,585	\$1,737	\$1,737	\$1,893	\$2,092	\$2,171	\$2,424	\$2,440	\$2,440
2008 - 2010	\$515	\$696	\$696	\$696	\$1,461	\$1,483	\$1,598	\$1,752	\$1,752	\$1,911	\$2,112	\$2,262	\$2,440	\$2,440	\$2,440
2011 - 2013	\$518	\$737	\$737	\$737	\$1,522	\$1,522	\$1,607	\$1,763	\$1,763	\$1,923	\$2,126	\$2,272	\$2,466	\$2,581	\$2,581
2014 - 2016	\$553	\$790	\$790	\$790	\$1,527	\$1,527	\$1,616	\$1,773	\$1,773	\$1,935	\$2,140	\$2,281	\$2,483	\$2,617	\$2,840
2017 - 2019	\$591	\$848	\$848	\$848	\$1,533	\$1,533	\$1,631	\$1,791	\$1,791	\$1,955	\$2,164	\$2,290	\$2,512	\$2,648	\$3,124
2020 - 2022	\$658	\$881	\$937	\$937	\$1,539	\$1,539	\$1,646	\$1,808	\$1,808	\$1,975	\$2,187	\$2,300	\$2,540	\$2,678	\$3,282

% Change including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	25%	25%	25%	25%	15%	15%	15%	15%	13%	13%	13%	13%	13%	13%	13%
1983 - 1986	24%	21%	21%	21%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1987	23%	20%	20%	20%	3%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1988 - 1989	23%	20%	20%	20%	4%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1990 - 1992	23%	20%	20%	20%	4%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1993 - 1995	23%	19%	19%	19%	-2%	8%	13%	13%	12%	13%	13%	13%	13%	13%	13%
1996	23%	19%	19%	19%	-1%	10%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1997 - 2000	23%	21%	21%	21%	-11%	-2%	5%	13%	-1%	8%	13%	13%	13%	13%	13%
2001	22%	21%	21%	21%	-16%	-7%	0%	10%	-6%	3%	13%	13%	13%	13%	13%
2002 - 2004	22%	21%	21%	21%	-15%	-6%	2%	11%	-4%	4%	13%	13%	13%	13%	13%
2005 - 2007	22%	20%	20%	20%	-16%	-11%	-4%	5%	-10%	-1%	9%	13%	12%	13%	13%
2008 - 2010	22%	20%	20%	20%	-16%	-15%	-9%	0%	-12%	-4%	6%	13%	13%	13%	13%
2011 - 2013	22%	18%	18%	18%	-16%	-16%	-12%	-3%	-12%	-4%	6%	13%	8%	13%	13%
2014 - 2016	20%	17%	17%	17%	-16%	-16%	-12%	-3%	-12%	-4%	6%	13%	-1%	4%	13%
2017 - 2019	18%	15%	15%	15%	-16%	-16%	-11%	-2%	-12%	-3%	7%	13%	-9%	-4%	13%
2020 - 2022	22%	10%	17%	17%	-16%	-16%	-11%	-2%	-11%	-3%	8%	13%	-16%	-12%	8%

\$ Change including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$95	\$95	\$95	\$95	\$136	\$136	\$136	\$136	\$145	\$145	\$145	\$145	\$164	\$164	\$164
1983 - 1986	\$94	\$93	\$93	\$93	\$143	\$143	\$143	\$143	\$163	\$163	\$163	\$163	\$181	\$181	\$181
1987	\$94	\$93	\$93	\$93	\$31	\$160	\$162	\$162	\$183	\$183	\$183	\$183	\$200	\$200	\$200
1988 - 1989	\$94	\$93	\$93	\$93	\$54	\$162	\$162	\$162	\$183	\$183	\$183	\$183	\$200	\$200	\$200
1990 - 1992	\$94	\$93	\$93	\$93	\$54	\$162	\$162	\$162	\$183	\$183	\$183	\$183	\$200	\$200	\$200
1993 - 1995	\$94	\$92	\$92	\$92	-\$30	\$105	\$172	\$172	\$173	\$196	\$196	\$196	\$219	\$219	\$219
1996	\$94	\$92	\$92	\$92	-\$9	\$131	\$172	\$172	\$196	\$196	\$196	\$196	\$219	\$219	\$219
1997 - 2000	\$94	\$117	\$117	\$117	-\$169	-\$29	\$81	\$194	-\$16	\$136	\$226	\$226	\$252	\$252	\$252
2001	\$94	\$117	\$117	\$117	-\$245	-\$105	\$5	\$154	-\$104	\$48	\$237	\$237	\$261	\$261	\$261
2002 - 2004	\$94	\$117	\$117	\$117	-\$230	-\$86	\$27	\$179	-\$79	\$77	\$237	\$237	\$261	\$261	\$261
2005 - 2007	\$94	\$116	\$116	\$116	-\$271	-\$179	-\$66	\$86	-\$183	-\$27	\$172	\$251	\$267	\$283	\$283
2008 - 2010	\$94	\$116	\$116	\$116	-\$287	-\$265	-\$150	\$4	-\$248	-\$89	\$112	\$262	\$283	\$283	\$283
2011 - 2013	\$94	\$115	\$115	\$115	-\$298	-\$298	-\$213	-\$57	-\$246	-\$86	\$117	\$263	\$183	\$298	\$298
2014 - 2016	\$93	\$114	\$114	\$114	-\$300	-\$300	-\$211	-\$54	-\$244	-\$82	\$123	\$264	-\$28	\$106	\$329
2017 - 2019	\$92	\$113	\$113	\$113	-\$301	-\$301	-\$203	-\$43	-\$234	-\$70	\$139	\$265	-\$250	-\$114	\$362
2020 - 2022	\$117	\$82	\$138	\$138	-\$302	-\$302	-\$195	-\$33	-\$225	-\$58	\$154	\$267	-\$498	-\$360	\$244



**Sport**

Current Rate excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$379	\$390	\$390	\$390	\$966	\$966	\$966	\$966	\$1,211	\$1,211	\$1,211	\$1,211	\$1,266	\$1,266	\$1,266
1983 - 1986	\$441	\$450	\$450	\$450	\$1,205	\$1,205	\$1,205	\$1,205	\$1,410	\$1,410	\$1,410	\$1,410	\$1,659	\$1,659	\$1,659
1987	\$469	\$482	\$482	\$482	\$1,403	\$1,403	\$1,403	\$1,403	\$1,827	\$1,827	\$1,827	\$1,827	\$1,910	\$1,910	\$1,910
1988 - 1989	\$469	\$482	\$482	\$482	\$1,403	\$1,403	\$1,403	\$1,403	\$1,827	\$1,827	\$1,827	\$1,827	\$1,910	\$1,910	\$1,910
1990 - 1992	\$469	\$482	\$482	\$482	\$1,403	\$1,403	\$1,403	\$1,403	\$1,827	\$1,827	\$1,827	\$1,827	\$1,910	\$1,910	\$1,910
1993 - 1995	\$487	\$529	\$529	\$529	\$1,718	\$1,718	\$1,718	\$1,718	\$1,992	\$1,992	\$1,992	\$1,992	\$2,084	\$2,084	\$2,084
1996	\$487	\$529	\$529	\$529	\$1,718	\$1,718	\$1,718	\$1,718	\$1,992	\$1,992	\$1,992	\$1,992	\$2,084	\$2,084	\$2,084
1997 - 2000	\$507	\$604	\$604	\$604	\$2,014	\$2,014	\$2,014	\$2,014	\$2,172	\$2,172	\$2,172	\$2,172	\$2,484	\$2,484	\$2,484
2001	\$538	\$614	\$614	\$614	\$2,113	\$2,113	\$2,113	\$2,113	\$2,281	\$2,281	\$2,281	\$2,281	\$2,614	\$2,614	\$2,614
2002 - 2004	\$538	\$614	\$614	\$614	\$2,113	\$2,113	\$2,113	\$2,113	\$2,281	\$2,281	\$2,281	\$2,281	\$2,614	\$2,614	\$2,614
2005 - 2007	\$538	\$644	\$644	\$644	\$2,238	\$2,238	\$2,238	\$2,238	\$2,416	\$2,416	\$2,416	\$2,416	\$2,769	\$2,769	\$2,769
2008 - 2010	\$539	\$642	\$642	\$642	\$2,359	\$2,359	\$2,359	\$2,359	\$2,559	\$2,559	\$2,559	\$2,559	\$2,862	\$2,862	\$2,862
2011 - 2013	\$557	\$672	\$672	\$672	\$2,482	\$2,482	\$2,482	\$2,482	\$2,702	\$2,702	\$2,702	\$2,702	\$2,954	\$2,954	\$2,954
2014 - 2016	\$622	\$731	\$731	\$731	\$2,731	\$2,731	\$2,731	\$2,731	\$2,973	\$2,973	\$2,973	\$2,973	\$3,250	\$3,250	\$3,250
2017 - 2019	\$695	\$794	\$794	\$794	\$3,006	\$3,006	\$3,006	\$3,006	\$3,271	\$3,271	\$3,271	\$3,271	\$3,574	\$3,574	\$3,574
2020 - 2022	\$778	\$864	\$864	\$864	\$3,309	\$3,309	\$3,309	\$3,309	\$3,600	\$3,600	\$3,600	\$3,600	\$3,931	\$3,931	\$3,931

Proposed Rate excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$479	\$490	\$490	\$490	\$1,116	\$1,116	\$1,116	\$1,116	\$1,392	\$1,392	\$1,392	\$1,392	\$1,455	\$1,455	\$1,455
1983 - 1986	\$541	\$550	\$550	\$550	\$1,385	\$1,385	\$1,385	\$1,385	\$1,621	\$1,621	\$1,621	\$1,621	\$1,907	\$1,907	\$1,907
1987	\$569	\$582	\$582	\$582	\$1,613	\$1,613	\$1,613	\$1,613	\$2,101	\$2,101	\$2,101	\$2,101	\$2,196	\$2,196	\$2,196
1988 - 1989	\$569	\$582	\$582	\$582	\$1,613	\$1,613	\$1,613	\$1,613	\$2,101	\$2,101	\$2,101	\$2,101	\$2,196	\$2,196	\$2,196
1990 - 1992	\$569	\$582	\$582	\$582	\$1,613	\$1,613	\$1,613	\$1,613	\$2,101	\$2,101	\$2,101	\$2,101	\$2,196	\$2,196	\$2,196
1993 - 1995	\$587	\$654	\$654	\$654	\$1,743	\$1,975	\$1,975	\$1,975	\$2,290	\$2,290	\$2,290	\$2,290	\$2,396	\$2,396	\$2,396
1996	\$587	\$654	\$654	\$654	\$1,819	\$1,975	\$1,975	\$1,975	\$2,290	\$2,290	\$2,290	\$2,290	\$2,396	\$2,396	\$2,396
1997 - 2000	\$632	\$729	\$729	\$729	\$1,819	\$2,088	\$2,299	\$2,316	\$2,497	\$2,497	\$2,497	\$2,497	\$2,856	\$2,856	\$2,856
2001	\$663	\$739	\$739	\$739	\$1,819	\$2,088	\$2,299	\$2,429	\$2,584	\$2,623	\$2,623	\$2,623	\$3,006	\$3,006	\$3,006
2002 - 2004	\$663	\$739	\$739	\$739	\$1,873	\$2,154	\$2,375	\$2,429	\$2,623	\$2,623	\$2,623	\$2,623	\$3,006	\$3,006	\$3,006
2005 - 2007	\$663	\$769	\$769	\$769	\$1,902	\$2,154	\$2,375	\$2,573	\$2,672	\$2,778	\$2,778	\$2,778	\$3,184	\$3,184	\$3,184
2008 - 2010	\$664	\$767	\$767	\$767	\$2,005	\$2,194	\$2,420	\$2,712	\$2,726	\$2,942	\$2,942	\$2,942	\$3,291	\$3,291	\$3,291
2011 - 2013	\$682	\$797	\$797	\$797	\$2,109	\$2,222	\$2,453	\$2,763	\$2,763	\$3,082	\$3,107	\$3,107	\$3,397	\$3,397	\$3,397
2014 - 2016	\$747	\$856	\$856	\$856	\$2,321	\$2,321	\$2,484	\$2,800	\$2,800	\$3,123	\$3,418	\$3,418	\$3,737	\$3,737	\$3,737
2017 - 2019	\$820	\$944	\$944	\$944	\$2,555	\$2,555	\$2,555	\$2,864	\$2,864	\$3,197	\$3,620	\$3,761	\$4,110	\$4,110	\$4,110
2020 - 2022	\$927	\$1,013	\$1,013	\$1,013	\$2,812	\$2,812	\$2,812	\$2,924	\$3,059	\$3,266	\$3,700	\$4,057	\$4,421	\$4,520	\$4,520

% Change excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	26%	26%	26%	26%	16%	16%	16%	16%	15%	15%	15%	15%	15%	15%	15%
1983 - 1986	23%	22%	22%	22%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1987	21%	21%	21%	21%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1988 - 1989	21%	21%	21%	21%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1990 - 1992	21%	21%	21%	21%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1993 - 1995	21%	24%	24%	24%	1%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1996	21%	24%	24%	24%	6%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1997 - 2000	25%	21%	21%	21%	-10%	4%	14%	15%	15%	15%	15%	15%	15%	15%	15%
2001	23%	20%	20%	20%	-14%	-1%	9%	15%	13%	15%	15%	15%	15%	15%	15%
2002 - 2004	23%	20%	20%	20%	-11%	2%	12%	15%	15%	15%	15%	15%	15%	15%	15%
2005 - 2007	23%	19%	19%	19%	-15%	-4%	6%	15%	11%	15%	15%	15%	15%	15%	15%
2008 - 2010	23%	19%	19%	19%	-15%	-7%	3%	15%	7%	15%	15%	15%	15%	15%	15%
2011 - 2013	22%	19%	19%	19%	-15%	-10%	-1%	11%	2%	14%	15%	15%	15%	15%	15%
2014 - 2016	20%	17%	17%	17%	-15%	-15%	-9%	3%	-6%	5%	15%	15%	15%	15%	15%
2017 - 2019	18%	19%	19%	19%	-15%	-15%	-15%	-5%	-12%	-2%	11%	15%	15%	15%	15%
2020 - 2022	19%	17%	17%	17%	-15%	-15%	-15%	-12%	-15%	-9%	3%	13%	12%	15%	15%

\$ Change excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$100	\$100	\$100	\$100	\$150	\$150	\$150	\$150	\$181	\$181	\$181	\$181	\$189	\$189	\$189
1983 - 1986	\$100	\$100	\$100	\$100	\$180	\$180	\$180	\$180	\$211	\$211	\$211	\$211	\$248	\$248	\$248
1987	\$100	\$100	\$100	\$100	\$210	\$210	\$210	\$210	\$274	\$274	\$274	\$274	\$286	\$286	\$286
1988 - 1989	\$100	\$100	\$100	\$100	\$210	\$210	\$210	\$210	\$274	\$274	\$274	\$274	\$286	\$286	\$286
1990 - 1992	\$100	\$100	\$100	\$100	\$210	\$210	\$210	\$210	\$274	\$274	\$274	\$274	\$286	\$286	\$286
1993 - 1995	\$100	\$125	\$125	\$125	\$25	\$257	\$257	\$257	\$298	\$298	\$298	\$298	\$312	\$312	\$312
1996	\$100	\$125	\$125	\$125	\$101	\$257	\$257	\$257	\$298	\$298	\$298	\$298	\$312	\$312	\$312
1997 - 2000	\$125	\$125	\$125	\$125	-\$195	\$74	\$285	\$302	\$325	\$325	\$325	\$325	\$372	\$372	\$372
2001	\$125	\$125	\$125	\$125	-\$294	-\$25	\$186	\$316	\$303	\$342	\$342	\$342	\$392	\$392	\$392
2002 - 2004	\$125	\$125	\$125	\$125	-\$240	\$41	\$262	\$316	\$342	\$342	\$342	\$342	\$392	\$392	\$392
2005 - 2007	\$125	\$125	\$125	\$125	-\$336	-\$84	\$137	\$335	\$256	\$362	\$362	\$362	\$415	\$415	\$415
2008 - 2010	\$125	\$125	\$125	\$125	-\$354	-\$165	\$61	\$353	\$167	\$383	\$383	\$383	\$429	\$429	\$429
2011 - 2013	\$125	\$125	\$125	\$125	-\$373	-\$260	-\$29	\$281	\$61	\$380	\$405	\$405	\$443	\$443	\$443
2014 - 2016	\$125	\$125	\$125	\$125	-\$410	-\$410	-\$247	\$69	-\$173	\$150	\$445	\$445	\$487	\$487	\$487
2017 - 2019	\$125	\$150	\$150	\$150	-\$451	-\$451	-\$451	-\$142	-\$407	-\$74	\$349	\$490	\$536	\$536	\$536
2020 - 2022	\$149	\$149	\$149	\$149	-\$497	-\$497	-\$497	-\$385	-\$541	-\$334	\$100	\$457	\$490	\$589	\$589

Current Rate including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$387	\$399	\$399	\$399	\$988	\$988	\$988	\$988	\$1,238	\$1,238	\$1,238	\$1,238	\$1,294	\$1,294	\$1,294
1983 - 1986	\$451	\$460	\$460	\$460	\$1,232	\$1,232	\$1,232	\$1,232	\$1,441	\$1,441	\$1,441	\$1,441	\$1,696	\$1,696	\$1,696
1987	\$479	\$493	\$493	\$493	\$1,434	\$1,434	\$1,434	\$1,434	\$1,868	\$1,868	\$1,868	\$1,868	\$1,953	\$1,953	\$1,953
1988 - 1989	\$479	\$493	\$493	\$493	\$1,434	\$1,434	\$1,434	\$1,434	\$1,868	\$1,868	\$1,868	\$1,868	\$1,953	\$1,953	\$1,953
1990 - 1992	\$479	\$493	\$493	\$493	\$1,434	\$1,434	\$1,434	\$1,434	\$1,868	\$1,868	\$1,868	\$1,868	\$1,953	\$1,953	\$1,953
1993 - 1995	\$498	\$541	\$541	\$541	\$1,756	\$1,756	\$1,756	\$1,756	\$2,036	\$2,036	\$2,036	\$2,036	\$2,130	\$2,130	\$2,130
1996	\$498	\$541	\$541	\$541	\$1,756	\$1,756	\$1,756	\$1,756	\$2,036	\$2,036	\$2,036	\$2,036	\$2,130	\$2,130	\$2,130
1997 - 2000	\$518	\$617	\$617	\$617	\$2,059	\$2,059	\$2,059	\$2,059	\$2,220	\$2,220	\$2,220	\$2,220	\$2,539	\$2,539	\$2,539
2001	\$550	\$628	\$628	\$628	\$2,160	\$2,160	\$2,160	\$2,160	\$2,332	\$2,332	\$2,332	\$2,332	\$2,672	\$2,672	\$2,672
2002 - 2004	\$550	\$628	\$628	\$628	\$2,160	\$2,160	\$2,160	\$2,160	\$2,332	\$2,332	\$2,332	\$2,332	\$2,672	\$2,672	\$2,672
2005 - 2007	\$550	\$658	\$658	\$658	\$2,288	\$2,288	\$2,288	\$2,288	\$2,470	\$2,470	\$2,470	\$2,470	\$2,831	\$2,831	\$2,831
2008 - 2010	\$551	\$656	\$656	\$656	\$2,412	\$2,412	\$2,412	\$2,412	\$2,616	\$2,616	\$2,616	\$2,616	\$2,926	\$2,926	\$2,926
2011 - 2013	\$569	\$687	\$687	\$687	\$2,537	\$2,537	\$2,537	\$2,537	\$2,762	\$2,762	\$2,762	\$2,762	\$3,020	\$3,020	\$3,020
2014 - 2016	\$636	\$747	\$747	\$747	\$2,792	\$2,792	\$2,792	\$2,792	\$3,039	\$3,039	\$3,039	\$3,039	\$3,322	\$3,322	\$3,322
2017 - 2019	\$711	\$812	\$812	\$812	\$3,073	\$3,073	\$3,073	\$3,073	\$3,344	\$3,344	\$3,344	\$3,344	\$3,654	\$3,654	\$3,654
2020 - 2022	\$795	\$883	\$883	\$883	\$3,382	\$3,382	\$3,382	\$3,382	\$3,680	\$3,680	\$3,680	\$3,680	\$4,019	\$4,019	\$4,019

Proposed Rate including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$482	\$493	\$493	\$493	\$1,122	\$1,122	\$1,122	\$1,122	\$1,400	\$1,400	\$1,400	\$1,400	\$1,463	\$1,463	\$1,463
1983 - 1986	\$544	\$553	\$553	\$553	\$1,393	\$1,393	\$1,393	\$1,393	\$1,630	\$1,630	\$1,630	\$1,630	\$1,918	\$1,918	\$1,918
1987	\$572	\$585	\$585	\$585	\$1,622	\$1,622	\$1,622	\$1,622	\$2,113	\$2,113	\$2,113	\$2,113	\$2,208	\$2,208	\$2,208
1988 - 1989	\$572	\$585	\$585	\$585	\$1,622	\$1,622	\$1,622	\$1,622	\$2,113	\$2,113	\$2,113	\$2,113	\$2,208	\$2,208	\$2,208
1990 - 1992	\$572	\$585	\$585	\$585	\$1,622	\$1,622	\$1,622	\$1,622	\$2,113	\$2,113	\$2,113	\$2,113	\$2,208	\$2,208	\$2,208
1993 - 1995	\$590	\$658	\$658	\$658	\$1,753	\$1,986	\$1,986	\$1,986	\$2,303	\$2,303	\$2,303	\$2,303	\$2,409	\$2,409	\$2,409
1996	\$590	\$658	\$658	\$658	\$1,829	\$1,986	\$1,986	\$1,986	\$2,303	\$2,303	\$2,303	\$2,303	\$2,409	\$2,409	\$2,409
1997 - 2000	\$636	\$733	\$733	\$733	\$1,829	\$2,100	\$2,312	\$2,329	\$2,511	\$2,511	\$2,511	\$2,511	\$2,872	\$2,872	\$2,872
2001	\$667	\$743	\$743	\$743	\$1,829	\$2,100	\$2,312	\$2,443	\$2,599	\$2,638	\$2,638	\$2,638	\$3,023	\$3,023	\$3,023
2002 - 2004	\$667	\$743	\$743	\$743	\$1,884	\$2,166	\$2,388	\$2,443	\$2,638	\$2,638	\$2,638	\$2,638	\$3,023	\$3,023	\$3,023
2005 - 2007	\$667	\$773	\$773	\$773	\$1,913	\$2,166	\$2,388	\$2,587	\$2,687	\$2,794	\$2,794	\$2,794	\$3,202	\$3,202	\$3,202
2008 - 2010	\$668	\$771	\$771	\$771	\$2,016	\$2,206	\$2,434	\$2,727	\$2,741	\$2,959	\$2,959	\$2,959	\$3,309	\$3,309	\$3,309
2011 - 2013	\$686	\$801	\$801	\$801	\$2,121	\$2,234	\$2,467	\$2,779	\$2,779	\$3,099	\$3,124	\$3,124	\$3,416	\$3,416	\$3,416
2014 - 2016	\$751	\$861	\$861	\$861	\$2,334	\$2,334	\$2,498	\$2,816	\$2,816	\$3,141	\$3,437	\$3,437	\$3,758	\$3,758	\$3,758
2017 - 2019	\$825	\$949	\$949	\$949	\$2,569	\$2,569	\$2,569	\$2,880	\$2,880	\$3,215	\$3,640	\$3,782	\$4,133	\$4,133	\$4,133
2020 - 2022	\$932	\$1,019	\$1,019	\$1,019	\$2,828	\$2,828	\$2,828	\$2,940	\$3,076	\$3,284	\$3,721	\$4,080	\$4,446	\$4,545	\$4,545

% Change including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	25%	24%	24%	24%	14%	14%	14%	14%	13%	13%	13%	13%	13%	13%	13%
1983 - 1986	21%	20%	20%	20%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1987	19%	19%	19%	19%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1988 - 1989	19%	19%	19%	19%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1990 - 1992	19%	19%	19%	19%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1993 - 1995	18%	22%	22%	22%	0%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1996	18%	22%	22%	22%	4%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1997 - 2000	23%	19%	19%	19%	-11%	2%	12%	13%	13%	13%	13%	13%	13%	13%	13%
2001	21%	18%	18%	18%	-15%	-3%	7%	13%	11%	13%	13%	13%	13%	13%	13%
2002 - 2004	21%	18%	18%	18%	-13%	0%	11%	13%	13%	13%	13%	13%	13%	13%	13%
2005 - 2007	21%	17%	17%	17%	-16%	-5%	4%	13%	9%	13%	13%	13%	13%	13%	13%
2008 - 2010	21%	18%	18%	18%	-16%	-9%	1%	13%	5%	13%	13%	13%	13%	13%	13%
2011 - 2013	21%	17%	17%	17%	-16%	-12%	-3%	10%	1%	12%	13%	13%	13%	13%	13%
2014 - 2016	18%	15%	15%	15%	-16%	-16%	-11%	1%	-7%	3%	13%	13%	13%	13%	13%
2017 - 2019	16%	17%	17%	17%	-16%	-16%	-16%	-6%	-14%	-4%	9%	13%	13%	13%	13%
2020 - 2022	17%	15%	15%	15%	-16%	-16%	-16%	-13%	-16%	-11%	1%	11%	11%	13%	13%

\$ Change including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$95	\$94	\$94	\$94	\$134	\$134	\$134	\$134	\$162	\$162	\$162	\$162	\$169	\$169	\$169
1983 - 1986	\$93	\$93	\$93	\$93	\$161	\$161	\$161	\$161	\$189	\$189	\$189	\$189	\$222	\$222	\$222
1987	\$93	\$92	\$92	\$92	\$188	\$188	\$188	\$188	\$245	\$245	\$245	\$245	\$255	\$255	\$255
1988 - 1989	\$93	\$92	\$92	\$92	\$188	\$188	\$188	\$188	\$245	\$245	\$245	\$245	\$255	\$255	\$255
1990 - 1992	\$93	\$92	\$92	\$92	\$188	\$188	\$188	\$188	\$245	\$245	\$245	\$245	\$255	\$255	\$255
1993 - 1995	\$92	\$117	\$117	\$117	-\$3	\$230	\$230	\$230	\$267	\$267	\$267	\$267	\$279	\$279	\$279
1996	\$92	\$117	\$117	\$117	\$73	\$230	\$230	\$230	\$267	\$267	\$267	\$267	\$279	\$279	\$279
1997 - 2000	\$118	\$116	\$116	\$116	-\$230	\$41	\$253	\$270	\$291	\$291	\$291	\$291	\$333	\$333	\$333
2001	\$117	\$115	\$115	\$115	-\$331	-\$60	\$152	\$283	\$267	\$306	\$306	\$306	\$351	\$351	\$351
2002 - 2004	\$117	\$115	\$115	\$115	-\$276	\$6	\$228	\$283	\$306	\$306	\$306	\$306	\$351	\$351	\$351
2005 - 2007	\$117	\$115	\$115	\$115	-\$375	-\$122	\$100	\$299	\$217	\$324	\$324	\$324	\$371	\$371	\$371
2008 - 2010	\$117	\$115	\$115	\$115	-\$396	-\$206	\$22	\$315	\$125	\$343	\$343	\$343	\$383	\$383	\$383
2011 - 2013	\$117	\$114	\$114	\$114	-\$416	-\$303	-\$70	\$242	\$17	\$337	\$362	\$362	\$396	\$396	\$396
2014 - 2016	\$115	\$114	\$114	\$114	-\$458	-\$458	-\$294	\$24	-\$223	\$102	\$398	\$398	\$436	\$436	\$436
2017 - 2019	\$114	\$137	\$137	\$137	-\$504	-\$504	-\$504	-\$193	-\$464	-\$129	\$296	\$438	\$479	\$479	\$479
2020 - 2022	\$137	\$136	\$136	\$136	-\$554	-\$554	-\$554	-\$442	-\$604	-\$396	\$41	\$400	\$427	\$526	\$526

**Dual Purpose/Other**

Current Rate excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$358	\$358	\$358	\$358	\$801	\$801	\$801	\$801	\$1,019	\$1,019	\$1,019	\$1,019	\$1,116	\$1,116	\$1,116
1983 - 1986	\$389	\$390	\$390	\$390	\$948	\$948	\$948	\$948	\$1,190	\$1,190	\$1,190	\$1,190	\$1,299	\$1,299	\$1,299
1987	\$397	\$440	\$440	\$440	\$1,101	\$1,101	\$1,101	\$1,101	\$1,248	\$1,248	\$1,248	\$1,248	\$1,394	\$1,394	\$1,394
1988 - 1989	\$397	\$440	\$440	\$440	\$1,101	\$1,101	\$1,101	\$1,101	\$1,248	\$1,248	\$1,248	\$1,248	\$1,394	\$1,394	\$1,394
1990 - 1992	\$397	\$440	\$440	\$440	\$1,101	\$1,101	\$1,101	\$1,101	\$1,248	\$1,248	\$1,248	\$1,248	\$1,394	\$1,394	\$1,394
1993 - 1995	\$399	\$461	\$461	\$461	\$1,223	\$1,223	\$1,223	\$1,223	\$1,345	\$1,345	\$1,345	\$1,345	\$1,494	\$1,494	\$1,494
1996	\$399	\$461	\$461	\$461	\$1,223	\$1,223	\$1,223	\$1,223	\$1,345	\$1,345	\$1,345	\$1,345	\$1,494	\$1,494	\$1,494
1997 - 2000	\$403	\$482	\$482	\$482	\$1,355	\$1,355	\$1,355	\$1,355	\$1,537	\$1,537	\$1,537	\$1,537	\$1,623	\$1,623	\$1,623
2001	\$410	\$521	\$521	\$521	\$1,392	\$1,392	\$1,392	\$1,392	\$1,602	\$1,602	\$1,602	\$1,602	\$1,689	\$1,689	\$1,689
2002 - 2004	\$410	\$521	\$521	\$521	\$1,392	\$1,392	\$1,392	\$1,392	\$1,602	\$1,602	\$1,602	\$1,602	\$1,689	\$1,689	\$1,689
2005 - 2007	\$410	\$535	\$535	\$535	\$1,507	\$1,507	\$1,507	\$1,507	\$1,709	\$1,709	\$1,709	\$1,709	\$1,827	\$1,827	\$1,827
2008 - 2010	\$410	\$551	\$551	\$551	\$1,533	\$1,533	\$1,533	\$1,533	\$1,738	\$1,738	\$1,738	\$1,738	\$1,895	\$1,895	\$1,895
2011 - 2013	\$413	\$567	\$567	\$567	\$1,558	\$1,558	\$1,558	\$1,558	\$1,765	\$1,765	\$1,765	\$1,765	\$1,963	\$1,963	\$1,963
2014 - 2016	\$448	\$633	\$633	\$633	\$1,714	\$1,714	\$1,714	\$1,714	\$1,918	\$1,918	\$1,918	\$1,918	\$2,160	\$2,160	\$2,160
2017 - 2019	\$486	\$706	\$706	\$706	\$1,788	\$1,788	\$1,788	\$1,788	\$1,967	\$1,967	\$1,967	\$1,967	\$2,376	\$2,376	\$2,376
2020 - 2022	\$528	\$788	\$788	\$788	\$1,865	\$1,865	\$1,865	\$1,865	\$2,017	\$2,017	\$2,017	\$2,017	\$2,614	\$2,614	\$2,614

Proposed Rate excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$458	\$458	\$458	\$458	\$951	\$951	\$951	\$951	\$1,171	\$1,171	\$1,171	\$1,171	\$1,283	\$1,283	\$1,283
1983 - 1986	\$489	\$490	\$490	\$490	\$1,098	\$1,098	\$1,098	\$1,098	\$1,368	\$1,368	\$1,368	\$1,368	\$1,493	\$1,493	\$1,493
1987	\$497	\$540	\$540	\$540	\$1,151	\$1,250	\$1,266	\$1,266	\$1,434	\$1,435	\$1,435	\$1,435	\$1,603	\$1,603	\$1,603
1988 - 1989	\$497	\$540	\$540	\$540	\$1,184	\$1,266	\$1,266	\$1,266	\$1,435	\$1,435	\$1,435	\$1,435	\$1,603	\$1,603	\$1,603
1990 - 1992	\$497	\$540	\$540	\$540	\$1,184	\$1,266	\$1,266	\$1,266	\$1,435	\$1,435	\$1,435	\$1,435	\$1,603	\$1,603	\$1,603
1993 - 1995	\$499	\$561	\$561	\$561	\$1,184	\$1,291	\$1,375	\$1,406	\$1,489	\$1,546	\$1,546	\$1,546	\$1,718	\$1,718	\$1,718
1996	\$499	\$561	\$561	\$561	\$1,216	\$1,330	\$1,406	\$1,406	\$1,541	\$1,546	\$1,546	\$1,546	\$1,718	\$1,718	\$1,718
1997 - 2000	\$503	\$582	\$582	\$582	\$1,216	\$1,330	\$1,419	\$1,541	\$1,541	\$1,665	\$1,767	\$1,767	\$1,866	\$1,866	\$1,866
2001	\$510	\$646	\$646	\$646	\$1,216	\$1,330	\$1,419	\$1,541	\$1,541	\$1,665	\$1,823	\$1,842	\$1,942	\$1,942	\$1,942
2002 - 2004	\$510	\$646	\$646	\$646	\$1,238	\$1,357	\$1,451	\$1,577	\$1,577	\$1,707	\$1,842	\$1,842	\$1,942	\$1,942	\$1,942
2005 - 2007	\$510	\$660	\$660	\$660	\$1,280	\$1,357	\$1,451	\$1,577	\$1,577	\$1,707	\$1,872	\$1,965	\$2,101	\$2,101	\$2,101
2008 - 2010	\$510	\$676	\$676	\$676	\$1,303	\$1,374	\$1,470	\$1,599	\$1,599	\$1,732	\$1,901	\$1,998	\$2,179	\$2,179	\$2,179
2011 - 2013	\$513	\$692	\$692	\$692	\$1,324	\$1,385	\$1,483	\$1,615	\$1,615	\$1,750	\$1,922	\$2,029	\$2,207	\$2,257	\$2,257
2014 - 2016	\$548	\$758	\$758	\$758	\$1,456	\$1,456	\$1,496	\$1,630	\$1,630	\$1,767	\$1,941	\$2,085	\$2,232	\$2,344	\$2,484
2017 - 2019	\$586	\$831	\$831	\$831	\$1,519	\$1,519	\$1,519	\$1,656	\$1,672	\$1,797	\$1,977	\$2,124	\$2,275	\$2,391	\$2,732
2020 - 2022	\$652	\$873	\$937	\$937	\$1,585	\$1,585	\$1,585	\$1,681	\$1,714	\$1,826	\$2,010	\$2,161	\$2,315	\$2,434	\$2,954

% Change excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	28%	28%	28%	28%	19%	19%	19%	19%	15%	15%	15%	15%	15%	15%	15%
1983 - 1986	26%	26%	26%	26%	16%	16%	16%	16%	15%	15%	15%	15%	15%	15%	15%
1987	25%	23%	23%	23%	5%	14%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1988 - 1989	25%	23%	23%	23%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1990 - 1992	25%	23%	23%	23%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1993 - 1995	25%	22%	22%	22%	-3%	6%	12%	15%	11%	15%	15%	15%	15%	15%	15%
1996	25%	22%	22%	22%	-1%	9%	15%	15%	15%	15%	15%	15%	15%	15%	15%
1997 - 2000	25%	21%	21%	21%	-10%	-2%	5%	14%	0%	8%	15%	15%	15%	15%	15%
2001	24%	24%	24%	24%	-13%	-4%	2%	11%	-4%	4%	14%	15%	15%	15%	15%
2002 - 2004	24%	24%	24%	24%	-11%	-3%	4%	13%	-2%	7%	15%	15%	15%	15%	15%
2005 - 2007	24%	23%	23%	23%	-15%	-10%	-4%	5%	-8%	0%	10%	15%	15%	15%	15%
2008 - 2010	24%	23%	23%	23%	-15%	-10%	-4%	4%	-8%	0%	9%	15%	15%	15%	15%
2011 - 2013	24%	22%	22%	22%	-15%	-11%	-5%	4%	-8%	-1%	9%	15%	12%	15%	15%
2014 - 2016	22%	20%	20%	20%	-15%	-15%	-13%	-5%	-15%	-8%	1%	9%	3%	9%	15%
2017 - 2019	21%	18%	18%	18%	-15%	-15%	-15%	-7%	-15%	-9%	1%	8%	-4%	1%	15%
2020 - 2022	24%	11%	19%	19%	-15%	-15%	-15%	-10%	-15%	-9%	0%	7%	-11%	-7%	13%

\$ Change excluding Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$100	\$100	\$100	\$100	\$150	\$150	\$150	\$150	\$152	\$152	\$152	\$152	\$167	\$167	\$167
1983 - 1986	\$100	\$100	\$100	\$100	\$150	\$150	\$150	\$150	\$178	\$178	\$178	\$178	\$194	\$194	\$194
1987	\$100	\$100	\$100	\$100	\$50	\$149	\$165	\$165	\$186	\$187	\$187	\$187	\$209	\$209	\$209
1988 - 1989	\$100	\$100	\$100	\$100	\$83	\$165	\$165	\$165	\$187	\$187	\$187	\$187	\$209	\$209	\$209
1990 - 1992	\$100	\$100	\$100	\$100	\$83	\$165	\$165	\$165	\$187	\$187	\$187	\$187	\$209	\$209	\$209
1993 - 1995	\$100	\$100	\$100	\$100	-\$39	\$68	\$152	\$183	\$144	\$201	\$201	\$201	\$224	\$224	\$224
1996	\$100	\$100	\$100	\$100	-\$7	\$107	\$183	\$183	\$196	\$201	\$201	\$201	\$224	\$224	\$224
1997 - 2000	\$100	\$100	\$100	\$100	-\$139	-\$25	\$64	\$186	\$4	\$128	\$230	\$230	\$243	\$243	\$243
2001	\$100	\$125	\$125	\$125	-\$176	-\$62	\$27	\$149	-\$61	\$63	\$221	\$240	\$253	\$253	\$253
2002 - 2004	\$100	\$125	\$125	\$125	-\$154	-\$35	\$59	\$185	-\$25	\$105	\$240	\$240	\$253	\$253	\$253
2005 - 2007	\$100	\$125	\$125	\$125	-\$227	-\$150	-\$56	\$70	-\$132	-\$2	\$163	\$256	\$274	\$274	\$274
2008 - 2010	\$100	\$125	\$125	\$125	-\$230	-\$159	-\$63	\$66	-\$139	-\$6	\$163	\$260	\$284	\$284	\$284
2011 - 2013	\$100	\$125	\$125	\$125	-\$234	-\$173	-\$75	\$57	-\$150	-\$15	\$157	\$264	\$244	\$294	\$294
2014 - 2016	\$100	\$125	\$125	\$125	-\$258	-\$258	-\$218	-\$84	-\$288	-\$151	\$23	\$167	\$72	\$184	\$324
2017 - 2019	\$100	\$125	\$125	\$125	-\$269	-\$269	-\$269	-\$132	-\$295	-\$170	\$10	\$157	-\$101	\$15	\$356
2020 - 2022	\$124	\$85	\$149	\$149	-\$280	-\$280	-\$280	-\$184	-\$303	-\$191	-\$7	\$144	-\$299	-\$180	\$340

Current Rate including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$366	\$366	\$366	\$366	\$819	\$819	\$819	\$819	\$1,042	\$1,042	\$1,042	\$1,042	\$1,141	\$1,141	\$1,141
1983 - 1986	\$398	\$399	\$399	\$399	\$969	\$969	\$969	\$969	\$1,217	\$1,217	\$1,217	\$1,217	\$1,328	\$1,328	\$1,328
1987	\$406	\$450	\$450	\$450	\$1,126	\$1,126	\$1,126	\$1,126	\$1,276	\$1,276	\$1,276	\$1,276	\$1,425	\$1,425	\$1,425
1988 - 1989	\$406	\$450	\$450	\$450	\$1,126	\$1,126	\$1,126	\$1,126	\$1,276	\$1,276	\$1,276	\$1,276	\$1,425	\$1,425	\$1,425
1990 - 1992	\$406	\$450	\$450	\$450	\$1,126	\$1,126	\$1,126	\$1,126	\$1,276	\$1,276	\$1,276	\$1,276	\$1,425	\$1,425	\$1,425
1993 - 1995	\$408	\$471	\$471	\$471	\$1,250	\$1,250	\$1,250	\$1,250	\$1,375	\$1,375	\$1,375	\$1,375	\$1,527	\$1,527	\$1,527
1996	\$408	\$471	\$471	\$471	\$1,250	\$1,250	\$1,250	\$1,250	\$1,375	\$1,375	\$1,375	\$1,375	\$1,527	\$1,527	\$1,527
1997 - 2000	\$412	\$493	\$493	\$493	\$1,385	\$1,385	\$1,385	\$1,385	\$1,571	\$1,571	\$1,571	\$1,571	\$1,659	\$1,659	\$1,659
2001	\$419	\$533	\$533	\$533	\$1,423	\$1,423	\$1,423	\$1,423	\$1,638	\$1,638	\$1,638	\$1,638	\$1,727	\$1,727	\$1,727
2002 - 2004	\$419	\$533	\$533	\$533	\$1,423	\$1,423	\$1,423	\$1,423	\$1,638	\$1,638	\$1,638	\$1,638	\$1,727	\$1,727	\$1,727
2005 - 2007	\$419	\$547	\$547	\$547	\$1,541	\$1,541	\$1,541	\$1,541	\$1,747	\$1,747	\$1,747	\$1,747	\$1,868	\$1,868	\$1,868
2008 - 2010	\$419	\$563	\$563	\$563	\$1,567	\$1,567	\$1,567	\$1,567	\$1,777	\$1,777	\$1,777	\$1,777	\$1,937	\$1,937	\$1,937
2011 - 2013	\$422	\$580	\$580	\$580	\$1,593	\$1,593	\$1,593	\$1,593	\$1,804	\$1,804	\$1,804	\$1,804	\$2,007	\$2,007	\$2,007
2014 - 2016	\$458	\$647	\$647	\$647	\$1,752	\$1,752	\$1,752	\$1,752	\$1,961	\$1,961	\$1,961	\$1,961	\$2,208	\$2,208	\$2,208
2017 - 2019	\$497	\$722	\$722	\$722	\$1,828	\$1,828	\$1,828	\$1,828	\$2,011	\$2,011	\$2,011	\$2,011	\$2,429	\$2,429	\$2,429
2020 - 2022	\$539	\$806	\$806	\$806	\$1,907	\$1,907	\$1,907	\$1,907	\$2,062	\$2,062	\$2,062	\$2,062	\$2,672	\$2,672	\$2,672

Proposed Rate including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$461	\$461	\$461	\$461	\$956	\$956	\$956	\$956	\$1,178	\$1,178	\$1,178	\$1,178	\$1,290	\$1,290	\$1,290
1983 - 1986	\$492	\$493	\$493	\$493	\$1,104	\$1,104	\$1,104	\$1,104	\$1,376	\$1,376	\$1,376	\$1,376	\$1,501	\$1,501	\$1,501
1987	\$500	\$543	\$543	\$543	\$1,157	\$1,257	\$1,273	\$1,273	\$1,442	\$1,443	\$1,443	\$1,443	\$1,612	\$1,612	\$1,612
1988 - 1989	\$500	\$543	\$543	\$543	\$1,191	\$1,273	\$1,273	\$1,273	\$1,443	\$1,443	\$1,443	\$1,443	\$1,612	\$1,612	\$1,612
1990 - 1992	\$500	\$543	\$543	\$543	\$1,191	\$1,273	\$1,273	\$1,273	\$1,443	\$1,443	\$1,443	\$1,443	\$1,612	\$1,612	\$1,612
1993 - 1995	\$502	\$564	\$564	\$564	\$1,191	\$1,298	\$1,383	\$1,414	\$1,497	\$1,555	\$1,555	\$1,555	\$1,728	\$1,728	\$1,728
1996	\$502	\$564	\$564	\$564	\$1,223	\$1,337	\$1,414	\$1,414	\$1,550	\$1,555	\$1,555	\$1,555	\$1,728	\$1,728	\$1,728
1997 - 2000	\$506	\$585	\$585	\$585	\$1,223	\$1,337	\$1,427	\$1,550	\$1,550	\$1,674	\$1,777	\$1,777	\$1,876	\$1,876	\$1,876
2001	\$513	\$650	\$650	\$650	\$1,223	\$1,337	\$1,427	\$1,550	\$1,550	\$1,674	\$1,833	\$1,852	\$1,953	\$1,953	\$1,953
2002 - 2004	\$513	\$650	\$650	\$650	\$1,245	\$1,365	\$1,459	\$1,586	\$1,586	\$1,717	\$1,852	\$1,852	\$1,953	\$1,953	\$1,953
2005 - 2007	\$513	\$664	\$664	\$664	\$1,287	\$1,365	\$1,459	\$1,586	\$1,586	\$1,717	\$1,883	\$1,976	\$2,113	\$2,113	\$2,113
2008 - 2010	\$513	\$680	\$680	\$680	\$1,310	\$1,382	\$1,478	\$1,608	\$1,608	\$1,742	\$1,912	\$2,009	\$2,191	\$2,191	\$2,191
2011 - 2013	\$516	\$696	\$696	\$696	\$1,331	\$1,393	\$1,491	\$1,624	\$1,624	\$1,760	\$1,933	\$2,040	\$2,219	\$2,270	\$2,270
2014 - 2016	\$551	\$762	\$762	\$762	\$1,464	\$1,464	\$1,504	\$1,639	\$1,639	\$1,777	\$1,952	\$2,097	\$2,245	\$2,357	\$2,498
2017 - 2019	\$589	\$836	\$836	\$836	\$1,528	\$1,528	\$1,528	\$1,665	\$1,681	\$1,807	\$1,988	\$2,136	\$2,288	\$2,404	\$2,747
2020 - 2022	\$656	\$878	\$942	\$942	\$1,594	\$1,594	\$1,594	\$1,690	\$1,724	\$1,836	\$2,021	\$2,173	\$2,328	\$2,448	\$2,971

% Change including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	26%	26%	26%	26%	17%	17%	17%	17%	13%	13%	13%	13%	13%	13%	13%
1983 - 1986	24%	24%	24%	24%	14%	14%	14%	14%	13%	13%	13%	13%	13%	13%	13%
1987	23%	21%	21%	21%	3%	12%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1988 - 1989	23%	21%	21%	21%	6%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1990 - 1992	23%	21%	21%	21%	6%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1993 - 1995	23%	20%	20%	20%	-5%	4%	11%	13%	9%	13%	13%	13%	13%	13%	13%
1996	23%	20%	20%	20%	-2%	7%	13%	13%	13%	13%	13%	13%	13%	13%	13%
1997 - 2000	23%	19%	19%	19%	-12%	-3%	3%	12%	-1%	7%	13%	13%	13%	13%	13%
2001	22%	22%	22%	22%	-14%	-6%	0%	9%	-5%	2%	12%	13%	13%	13%	13%
2002 - 2004	22%	22%	22%	22%	-13%	-4%	3%	11%	-3%	5%	13%	13%	13%	13%	13%
2005 - 2007	22%	21%	21%	21%	-16%	-11%	-5%	3%	-9%	-2%	8%	13%	13%	13%	13%
2008 - 2010	22%	21%	21%	21%	-16%	-12%	-6%	3%	-10%	-2%	8%	13%	13%	13%	13%
2011 - 2013	22%	20%	20%	20%	-16%	-13%	-6%	2%	-10%	-2%	7%	13%	11%	13%	13%
2014 - 2016	20%	18%	18%	18%	-16%	-16%	-14%	-6%	-16%	-9%	0%	7%	2%	7%	13%
2017 - 2019	19%	16%	16%	16%	-16%	-16%	-16%	-9%	-16%	-10%	-1%	6%	-6%	-1%	13%
2020 - 2022	22%	9%	17%	17%	-16%	-16%	-16%	-11%	-16%	-11%	-2%	5%	-13%	-8%	11%

\$ Change including Capital Margin	Engine Size														
	0 - 100 CC	101 - 200 CC	201 - 300 CC	301 - 400 CC	401 - 500 CC	501 - 600 CC	601 - 700 CC	701 - 750 CC	751 - 800 CC	801 - 900 CC	901 - 1000 CC	1001 - 1100 CC	1101 - 1200 CC	1201 - 1300 CC	1301 & Greater CC
1982 & Older	\$95	\$95	\$95	\$95	\$137	\$137	\$137	\$137	\$136	\$136	\$136	\$136	\$149	\$149	\$149
1983 - 1986	\$94	\$94	\$94	\$94	\$135	\$135	\$135	\$135	\$159	\$159	\$159	\$159	\$173	\$173	\$173
1987	\$94	\$93	\$93	\$93	\$31	\$131	\$147	\$147	\$166	\$167	\$167	\$167	\$187	\$187	\$187
1988 - 1989	\$94	\$93	\$93	\$93	\$65	\$147	\$147	\$147	\$167	\$167	\$167	\$167	\$187	\$187	\$187
1990 - 1992	\$94	\$93	\$93	\$93	\$65	\$147	\$147	\$147	\$167	\$167	\$167	\$167	\$187	\$187	\$187
1993 - 1995	\$94	\$93	\$93	\$93	-\$59	\$48	\$133	\$164	\$122	\$180	\$180	\$180	\$201	\$201	\$201
1996	\$94	\$93	\$93	\$93	-\$27	\$87	\$164	\$164	\$175	\$180	\$180	\$180	\$201	\$201	\$201
1997 - 2000	\$94	\$92	\$92	\$92	-\$162	-\$48	\$42	\$165	-\$21	\$103	\$206	\$206	\$217	\$217	\$217
2001	\$94	\$117	\$117	\$117	-\$200	-\$86	\$4	\$127	-\$88	\$36	\$195	\$214	\$226	\$226	\$226
2002 - 2004	\$94	\$117	\$117	\$117	-\$178	-\$58	\$36	\$163	-\$52	\$79	\$214	\$214	\$226	\$226	\$226
2005 - 2007	\$94	\$117	\$117	\$117	-\$254	-\$176	-\$82	\$45	-\$161	-\$30	\$136	\$229	\$245	\$245	\$245
2008 - 2010	\$94	\$117	\$117	\$117	-\$257	-\$185	-\$89	\$41	-\$169	-\$35	\$135	\$232	\$254	\$254	\$254
2011 - 2013	\$94	\$116	\$116	\$116	-\$262	-\$200	-\$102	\$31	-\$180	-\$44	\$129	\$236	\$212	\$263	\$263
2014 - 2016	\$93	\$115	\$115	\$115	-\$288	-\$288	-\$248	-\$113	-\$322	-\$184	-\$9	\$136	\$37	\$149	\$290
2017 - 2019	\$92	\$114	\$114	\$114	-\$300	-\$300	-\$300	-\$163	-\$330	-\$204	-\$23	\$125	-\$141	-\$25	\$318
2020-2022	\$117	\$72	\$136	\$136	-\$313	-\$313	-\$313	-\$217	-\$338	-\$226	-\$41	\$111	-\$344	-\$224	\$299



## 6.20 Motorhomes

The rate indication shows that the premiums for these vehicles require a 134.6% rate increase. A relativity analysis was done based on declared value.

**Recommendation:** SGI recommends an overall average rate increase of 21.9% for this class (19.9% with the capital margin applied). All of the current vehicle population will receive increases averaging \$111/year (\$178/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Value	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
\$10,000 & Less	\$272	\$372	37%	\$100	\$278	\$374	35%	\$96
\$10,001- \$20,000	\$352	\$452	28%	\$100	\$360	\$455	26%	\$95
\$20,001- \$30,000	\$630	\$755	20%	\$125	\$644	\$759	18%	\$115
\$30,001- \$50,000	\$647	\$772	19%	\$125	\$661	\$776	17%	\$115
\$50,001- \$75,000	\$831	\$981	18%	\$150	\$850	\$987	16%	\$137
\$75,001- \$100,000	\$879	\$1,029	17%	\$150	\$899	\$1,035	15%	\$136
\$100,001- \$125,000	\$956	\$1,106	16%	\$150	\$977	\$1,112	14%	\$135
\$125,001- \$150,000	\$1,035	\$1,190	15%	\$155	\$1,058	\$1,197	13%	\$139
\$150,001- \$200,000	\$1,121	\$1,289	15%	\$168	\$1,146	\$1,296	13%	\$150
\$200,001- \$250,000	\$1,196	\$1,375	15%	\$179	\$1,223	\$1,383	13%	\$160
\$250,001- \$300,000	\$1,238	\$1,423	15%	\$185	\$1,266	\$1,431	13%	\$165
\$300,001- \$400,000	\$1,261	\$1,450	15%	\$189	\$1,289	\$1,458	13%	\$169
\$400,001- \$500,000	\$1,294	\$1,488	15%	\$194	\$1,323	\$1,496	13%	\$173
> \$500,000	\$1,322	\$1,520	15%	\$198	\$1,351	\$1,529	13%	\$178

**6.21 Class MT – Snowmobiles**

Snowmobiles are currently charged a flat fee of \$77 (\$79 with the capital margin). Snowmobiles have only liability coverage. The rate indication shows that a 6.0% decrease is warranted for this class.

**Recommendation:** SGI recommends an overall rate decrease of 6.5% (8.9% including the capital margin). The premium would decrease to \$72; with rounding the premium becomes \$72 with the capital margin applied.

**6.22 Class PB – Passenger inter-city buses**

The indicated rate change for passenger inter-city buses shows that an increase of 16.2% is required. A relativity analysis was performed on model year and seating capacity.

**Recommendation:** SGI recommends an overall average rate increase of 11.1% for this class (9.3% with the capital margin applied). The average increase for 96% of the current vehicle population in this class is \$204/year (\$227/year maximum); 4% of vehicles will receive an average decrease of \$12 (\$12/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Current Rate excluding Capital Margin	Seating Capacity			
	9 & Less	10 - 15	16 - 24	25 or More
Model Year				
1992 & Older	\$1,112	\$1,112	\$1,112	\$1,516
1993 - 1998	\$1,331	\$1,331	\$1,331	\$2,419
1999 - 2004	\$1,568	\$1,568	\$1,568	\$3,138
2005 - 2008	\$1,597	\$1,597	\$1,597	\$3,327
2009 - 2012	\$1,628	\$1,628	\$1,628	\$3,535
2013 - 2016	\$1,660	\$1,660	\$1,660	\$3,744
2017 - 2021	\$1,694	\$1,694	\$1,694	\$3,914

Proposed Rate excluding Capital Margin	Seating Capacity			
	9 & Less	10 - 15	16 - 24	25 or More
Model Year				
1992 & Older	\$1,278	\$1,278	\$1,278	\$1,743
1993 - 1998	\$1,530	\$1,530	\$1,530	\$2,666
1999 - 2004	\$1,803	\$1,803	\$1,803	\$3,178
2005 - 2008	\$1,836	\$1,836	\$1,836	\$3,529
2009 - 2012	\$1,872	\$1,872	\$1,872	\$3,788
2013 - 2016	\$1,909	\$1,909	\$1,909	\$3,885
2017 - 2021	\$1,948	\$1,948	\$1,948	\$4,014

<b>% Change excluding Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	15%	15%	15%	15%
1993 - 1998	15%	15%	15%	10%
1999 - 2004	15%	15%	15%	1%
2005 - 2008	15%	15%	15%	6%
2009 - 2012	15%	15%	15%	7%
2013 - 2016	15%	15%	15%	4%
2017 - 2021	15%	15%	15%	3%

<b>\$ Change excluding Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	\$166	\$166	\$166	\$227
1993 - 1998	\$199	\$199	\$199	\$247
1999 - 2004	\$235	\$235	\$235	\$40
2005 - 2008	\$239	\$239	\$239	\$202
2009 - 2012	\$244	\$244	\$244	\$253
2013 - 2016	\$249	\$249	\$249	\$141
2017 - 2021	\$254	\$254	\$254	\$100

<b>Current Rate including Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	\$1,137	\$1,137	\$1,137	\$1,550
1993 - 1998	\$1,361	\$1,361	\$1,361	\$2,473
1999 - 2004	\$1,603	\$1,603	\$1,603	\$3,208
2005 - 2008	\$1,633	\$1,633	\$1,633	\$3,401
2009 - 2012	\$1,664	\$1,664	\$1,664	\$3,614
2013 - 2016	\$1,697	\$1,697	\$1,697	\$3,827
2017 - 2021	\$1,732	\$1,732	\$1,732	\$4,001

Proposed Rate including Capital Margin	Seating Capacity			
	9 & Less	10 - 15	16 - 24	25 or More
Model Year				
1992 & Older	\$1,285	\$1,285	\$1,285	\$1,753
1993 - 1998	\$1,539	\$1,539	\$1,539	\$2,681
1999 - 2004	\$1,813	\$1,813	\$1,813	\$3,196
2005 - 2008	\$1,846	\$1,846	\$1,846	\$3,549
2009 - 2012	\$1,883	\$1,883	\$1,883	\$3,809
2013 - 2016	\$1,920	\$1,920	\$1,920	\$3,907
2017 - 2021	\$1,959	\$1,959	\$1,959	\$4,037

% Change including Capital Margin	Seating Capacity			
	9 & Less	10 - 15	16 - 24	25 or More
Model Year				
1992 & Older	13%	13%	13%	13%
1993 - 1998	13%	13%	13%	8%
1999 - 2004	13%	13%	13%	0%
2005 - 2008	13%	13%	13%	4%
2009 - 2012	13%	13%	13%	5%
2013 - 2016	13%	13%	13%	2%
2017 - 2021	13%	13%	13%	1%

\$ Change including Capital Margin	Seating Capacity			
	9 & Less	10 - 15	16 - 24	25 or More
Model Year				
1992 & Older	\$148	\$148	\$148	\$203
1993 - 1998	\$178	\$178	\$178	\$208
1999 - 2004	\$210	\$210	\$210	-\$12
2005 - 2008	\$213	\$213	\$213	\$148
2009 - 2012	\$219	\$219	\$219	\$195
2013 - 2016	\$223	\$223	\$223	\$80
2017 - 2021	\$227	\$227	\$227	\$36

### 6.23 Class PC – Passenger city buses

The indicated rate change for passenger city buses is a 21.2% increase. A relativity analysis was performed on model year and seating capacity.

**Recommendation:** SGI recommends applying the increase, which results in an increase of 4.7% after capping (3.0% increase once the capital margin is applied). Sixty-six per cent of the vehicles will receive increases of \$142/year (\$255/year maximum). Thirty-four per cent will receive decreases of \$98/year (\$153/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

<b>Current Rate excluding Capital Margin</b>	<b>Seating Capacity</b>			
<b>Model Year</b>	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
1992 & Older	\$785	\$1,038	\$1,197	\$1,911
1993 - 2000	\$922	\$1,204	\$1,386	\$2,267
2001 - 2004	\$963	\$1,268	\$1,477	\$2,332
2005 - 2008	\$1,009	\$1,304	\$1,526	\$2,432
2009 - 2012	\$1,041	\$1,360	\$1,603	\$2,534
2013 - 2016	\$1,073	\$1,416	\$1,680	\$2,652
2017 - 2021	\$1,106	\$1,475	\$1,760	\$2,775

<b>Proposed Rate excluding Capital Margin</b>	<b>Seating Capacity</b>			
<b>Model Year</b>	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
1992 & Older	\$935	\$1,193	\$1,376	\$2,197
1993 - 2000	\$1,072	\$1,384	\$1,593	\$2,311
2001 - 2004	\$1,113	\$1,458	\$1,698	\$2,374
2005 - 2008	\$1,160	\$1,499	\$1,754	\$2,473
2009 - 2012	\$1,197	\$1,564	\$1,843	\$2,548
2013 - 2016	\$1,233	\$1,628	\$1,932	\$2,602
2017 - 2021	\$1,271	\$1,696	\$2,024	\$2,669

<b>% Change excluding Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	19%	15%	15%	15%
1993 - 2000	16%	15%	15%	2%
2001 - 2004	16%	15%	15%	2%
2005 - 2008	15%	15%	15%	2%
2009 - 2012	15%	15%	15%	1%
2013 - 2016	15%	15%	15%	-2%
2017 - 2021	15%	15%	15%	-4%

<b>\$ Change excluding Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	\$150	\$155	\$179	\$286
1993 - 2000	\$150	\$180	\$207	\$44
2001 - 2004	\$150	\$190	\$221	\$42
2005 - 2008	\$151	\$195	\$228	\$41
2009 - 2012	\$156	\$204	\$240	\$14
2013 - 2016	\$160	\$212	\$252	-\$50
2017 - 2021	\$165	\$221	\$264	-\$106

<b>Current Rate including Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	\$803	\$1,061	\$1,224	\$1,954
1993 - 2000	\$943	\$1,231	\$1,417	\$2,318
2001 - 2004	\$984	\$1,296	\$1,510	\$2,384
2005 - 2008	\$1,032	\$1,333	\$1,560	\$2,486
2009 - 2012	\$1,064	\$1,390	\$1,639	\$2,591
2013 - 2016	\$1,097	\$1,448	\$1,717	\$2,711
2017 - 2021	\$1,131	\$1,508	\$1,799	\$2,837

<b>Proposed Rate including Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	\$940	\$1,200	\$1,384	\$2,209
1993 - 2000	\$1,078	\$1,392	\$1,602	\$2,324
2001 - 2004	\$1,119	\$1,466	\$1,708	\$2,387
2005 - 2008	\$1,167	\$1,507	\$1,764	\$2,487
2009 - 2012	\$1,204	\$1,573	\$1,853	\$2,562
2013 - 2016	\$1,240	\$1,637	\$1,943	\$2,617
2017 - 2021	\$1,278	\$1,706	\$2,035	\$2,684

<b>% Change including Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	17%	13%	13%	13%
1993 - 2000	14%	13%	13%	0%
2001 - 2004	14%	13%	13%	0%
2005 - 2008	13%	13%	13%	0%
2009 - 2012	13%	13%	13%	-1%
2013 - 2016	13%	13%	13%	-3%
2017 - 2021	13%	13%	13%	-5%

<b>\$ Change including Capital Margin</b>	<b>Seating Capacity</b>			
	<b>9 &amp; Less</b>	<b>10 - 15</b>	<b>16 - 24</b>	<b>25 or More</b>
<b>Model Year</b>				
1992 & Older	\$137	\$139	\$160	\$255
1993 - 2000	\$135	\$161	\$185	\$6
2001 - 2004	\$135	\$170	\$198	\$3
2005 - 2008	\$135	\$174	\$204	\$1
2009 - 2012	\$140	\$183	\$214	-\$29
2013 - 2016	\$143	\$189	\$226	-\$94
2017 - 2021	\$147	\$198	\$236	-\$153

### 6.24 Class PS – Passenger school buses

The passenger school bus rate indication is for a 13.3% rate increase. A relativity analysis was performed on model year and number of seats.

**Recommendation:** SGI recommends an overall average rate increase of 13.3% (11.4% increase with the capital margin). The average increase for school buses will be \$71/year (\$84/year maximum).

The impact on the rates for these vehicles is shown in the tables below.

Model Year	Current Rate excluding Capital Margin		Proposed Rate excluding Capital Margin	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	\$496	\$496	\$549	\$552
1999 - 2002	\$517	\$517	\$570	\$574
2003 - 2006	\$551	\$551	\$619	\$625
2007 - 2010	\$585	\$585	\$651	\$659
2011 - 2014	\$615	\$615	\$694	\$703
2015 - 2018	\$638	\$638	\$710	\$720
2019 - 2022	\$638	\$638	\$722	\$732

Model Year	% Change excluding Capital Margin		\$ Change excluding Capital Margin	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	11%	11%	\$53	\$56
1999 - 2002	10%	11%	\$53	\$57
2003 - 2006	12%	13%	\$68	\$74
2007 - 2010	11%	13%	\$66	\$74
2011 - 2014	13%	14%	\$79	\$88
2015 - 2018	11%	13%	\$72	\$82
2019 - 2022	13%	15%	\$84	\$94



Model Year	Current Rate including Capital Margin		Proposed Rate including Capital Margin	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	\$507	\$507	\$552	\$555
1999 - 2002	\$529	\$529	\$573	\$577
2003 - 2006	\$563	\$563	\$622	\$629
2007 - 2010	\$598	\$598	\$655	\$663
2011 - 2014	\$629	\$629	\$698	\$707
2015 - 2018	\$652	\$652	\$714	\$724
2019 - 2022	\$652	\$652	\$726	\$736

Model Year	% Change including Capital Margin		\$ Change including Capital Margin	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	9%	9%	\$45	\$48
1999 - 2002	8%	9%	\$44	\$48
2003 - 2006	10%	12%	\$59	\$66
2007 - 2010	10%	11%	\$57	\$65
2011 - 2014	11%	12%	\$69	\$78
2015 - 2018	10%	11%	\$62	\$72
2019 - 2022	11%	13%	\$74	\$84

## 6.25 Class PT – Urban taxis

The rate indication for this class shows that a 37.9% rate increase overall is required.

**Recommendation:** SGI recently grouped large and small cities together for rating purposes; however, it will take a number of rate programs for their rates to converge due to the effects of capping. Prince Albert, Regina and Saskatoon have significantly different claims histories than all other locations. For this reason, these cities also have separate damage rates. While the rates will be separate for these three locations, the final premium will incorporate average loss experience for all three locations combined to ensure stable, credible results. Both damage and injury portions of the rates will vary by location.

SGI recommends an overall average rate increase of 15.0% which includes the effects of capping. It becomes a 13.1% increase with the capital margin.

The impact on the rates for these vehicles is shown in the table below.

Location Table	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
Table A	\$2,055	\$2,363	15%	\$308	\$2,101	\$2,376	13%	\$275
Table B	\$3,647	\$4,194	15%	\$547	\$3,728	\$4,218	13%	\$490
Prince Albert	\$3,654	\$4,202	15%	\$548	\$3,735	\$4,226	13%	\$491
Regina	\$4,340	\$4,991	15%	\$651	\$4,437	\$5,019	13%	\$582
Saskatoon	\$4,340	\$4,991	15%	\$651	\$4,437	\$5,019	13%	\$582

## 6.26 Transportation Network Companies (TNCs)

The current rate of 11 cents per kilometer was established Dec. 14, 2018 along with the new ridesharing regulations. As a part of this rate program, no changes are proposed to the TNC rate, but it will be reviewed and included in future rate programs as data is collected on the actual experience of rideshare vehicles.

## Trailers

Typically, the only coverage available to trailers is first-party damage with all other coverages being provided under the towing vehicle.

## 6.27 Class F – Farm trailers

The rate indication shows that a 15.9% increase is warranted for this class. A relativity analysis based on body type was performed.

**Recommendation:** SGI recommends an overall average rate increase of 15.9% for these trailers (13.4% once the capital margin is applied). Ninety-two per cent of the farm trailer population will receive an average increase of \$11/year (\$21/year maximum). The remaining vehicles will receive an average decrease of \$3/year (\$3/year maximum).

The impact on the rates for these trailers is shown in the table below.

Body	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
Utility Trailer	\$44	\$42	-5%	-\$2	\$45	\$42	-7%	-\$3
Semi Trailer	\$91	\$113	24%	\$22	\$93	\$114	23%	\$21
Transport	\$49	\$52	6%	\$3	\$50	\$52	4%	\$2

### 6.28 Class LT – Trailer dealers and movers

The premiums for Class LT are charged based on the highest-rated trailer type selected by the dealership. A new relativity analysis for this class resulted in a credible system with only two rates, one for cabin trailers, and one for non-cabin trailers. The rates of the trailer types below will converge based on this differentiation. The indicated rate change is a decrease of 2.6%.

**Recommendation:** SGI recommends an overall average rate increase of 1.0% due to rebalancing, which becomes a 0.5% decrease with the capital margin. Of the current vehicle population, 41% will increase on average by \$137/year (\$137/year maximum). The remainder will decrease on average by \$100/year (\$108/year maximum).

The impact on the rates for these trailers is shown in the table below.

Trailer Type	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
Utility Trailer	\$154	\$96	-38%	-\$58	\$157	\$97	-38%	-\$60
Tent Trailer	\$154	\$96	-38%	-\$58	\$157	\$97	-38%	-\$60
Semi Trailer	\$428	\$328	-23%	-\$100	\$438	\$330	-25%	-\$108
Transport Trailer	\$428	\$328	-23%	-\$100	\$438	\$330	-25%	-\$108
Cabin Trailer	\$830	\$980	18%	\$150	\$849	\$986	16%	\$137

### 6.29 Class T – Personal trailers

The rate indication suggests that an increase of 76.8% is warranted on the premiums for this class. A relativity analysis was performed on value and body style.

**Recommendation:** SGI recommends an overall average rate increase of 29.7% for this class (27.5% once the capital margin is applied). Almost all of the current trailer population will receive increases averaging \$61/year (\$138/year maximum) with a few having an average decrease of \$6/year (\$6/year maximum).

The impact on the rates for these trailers is shown in the tables below.

Current Rate excluding Capital Margin	Trailer Type			
	Tent	Semi & Transport	Metal Cabin	Fibreglass Cabin
Value				
\$1,000 & Less	\$52	\$47	\$58	\$51
\$1,001 to 3,000	\$68	\$54	\$87	\$67
\$3,001 to 5,000	\$104	\$70	\$153	\$101
\$5,001 to 10,000	\$205	\$112	\$337	\$197
\$10,001 to 15,000	\$299	\$160	\$460	\$304
\$15,001 to 20,000	\$343	\$171	\$522	\$328
\$20,001 to 25,000	\$365	\$180	\$625	\$348
\$25,001 to 40,000	\$382	\$191	\$656	\$364
\$40,001 to 60,000	\$471	\$231	\$778	\$449
\$60,001 to 80,000	\$475	\$251	\$824	\$452
\$80,001 to 100,000	\$518	\$308	\$902	\$493
\$100,001 & More	\$565	\$376	\$988	\$538

Proposed Rate excluding Capital Margin	Trailer Type			
	Tent	Semi & Transport	Metal Cabin	Fibreglass Cabin
Value				
\$1,000 & Less	\$78	\$71	\$87	\$80
\$1,001 to 3,000	\$101	\$79	\$129	\$106
\$3,001 to 5,000	\$150	\$96	\$219	\$164
\$5,001 to 10,000	\$280	\$149	\$437	\$272
\$10,001 to 15,000	\$399	\$221	\$560	\$404
\$15,001 to 20,000	\$443	\$246	\$647	\$428
\$20,001 to 25,000	\$465	\$255	\$750	\$448
\$25,001 to 40,000	\$482	\$266	\$781	\$464
\$40,001 to 60,000	\$571	\$306	\$928	\$549
\$60,001 to 80,000	\$575	\$322	\$974	\$552
\$80,001 to 100,000	\$643	\$348	\$1,052	\$593
\$100,001 & More	\$690	\$376	\$1,138	\$663

% Change excluding Capital Margin	Trailer Type			
	Tent	Semi & Transport	Metal Cabin	Fibreglass Cabin
Value				
\$1,000 & Less	50%	51%	50%	57%
\$1,001 to 3,000	49%	46%	48%	58%
\$3,001 to 5,000	44%	37%	43%	62%
\$5,001 to 10,000	37%	33%	30%	38%
\$10,001 to 15,000	33%	38%	22%	33%
\$15,001 to 20,000	29%	44%	24%	30%
\$20,001 to 25,000	27%	42%	20%	29%
\$25,001 to 40,000	26%	39%	19%	27%
\$40,001 to 60,000	21%	32%	19%	22%
\$60,001 to 80,000	21%	28%	18%	22%
\$80,001 to 100,000	24%	13%	17%	20%
\$100,001 & More	22%	0%	15%	23%

<b>\$ Change excluding Capital Margin</b>	<b>Trailer Type</b>			
	<b>Tent</b>	<b>Semi &amp; Transport</b>	<b>Metal Cabin</b>	<b>Fibreglass Cabin</b>
<b>Value</b>				
\$1,000 & Less	\$26	\$24	\$29	\$29
\$1,001 to 3,000	\$33	\$25	\$42	\$39
\$3,001 to 5,000	\$46	\$26	\$66	\$63
\$5,001 to 10,000	\$75	\$37	\$100	\$75
\$10,001 to 15,000	\$100	\$61	\$100	\$100
\$15,001 to 20,000	\$100	\$75	\$125	\$100
\$20,001 to 25,000	\$100	\$75	\$125	\$100
\$25,001 to 40,000	\$100	\$75	\$125	\$100
\$40,001 to 60,000	\$100	\$75	\$150	\$100
\$60,001 to 80,000	\$100	\$71	\$150	\$100
\$80,001 to 100,000	\$125	\$40	\$150	\$100
\$100,001 & More	\$125	\$0	\$150	\$125

<b>Current Rate including Capital Margin</b>	<b>Trailer Type</b>			
	<b>Tent</b>	<b>Semi &amp; Transport</b>	<b>Metal Cabin</b>	<b>Fibreglass Cabin</b>
<b>Value</b>				
\$1,000 & Less	\$53	\$48	\$59	\$52
\$1,001 to 3,000	\$70	\$55	\$89	\$68
\$3,001 to 5,000	\$106	\$72	\$156	\$103
\$5,001 to 10,000	\$210	\$114	\$345	\$201
\$10,001 to 15,000	\$306	\$164	\$470	\$311
\$15,001 to 20,000	\$351	\$175	\$534	\$335
\$20,001 to 25,000	\$373	\$184	\$639	\$356
\$25,001 to 40,000	\$391	\$195	\$671	\$372
\$40,001 to 60,000	\$482	\$236	\$795	\$459
\$60,001 to 80,000	\$486	\$257	\$842	\$462
\$80,001 to 100,000	\$530	\$315	\$922	\$504
\$100,001 & More	\$578	\$384	\$1,010	\$550

Proposed Rate including Capital Margin	Trailer Type			
	Tent	Semi & Transport	Metal Cabin	Fibreglass Cabin
Value				
\$1,000 & Less	\$78	\$71	\$87	\$80
\$1,001 to 3,000	\$102	\$79	\$130	\$107
\$3,001 to 5,000	\$151	\$97	\$220	\$165
\$5,001 to 10,000	\$282	\$150	\$439	\$274
\$10,001 to 15,000	\$401	\$222	\$563	\$406
\$15,001 to 20,000	\$445	\$247	\$651	\$430
\$20,001 to 25,000	\$468	\$256	\$754	\$451
\$25,001 to 40,000	\$485	\$267	\$785	\$467
\$40,001 to 60,000	\$574	\$308	\$933	\$552
\$60,001 to 80,000	\$578	\$324	\$979	\$555
\$80,001 to 100,000	\$647	\$350	\$1,058	\$596
\$100,001 & More	\$694	\$378	\$1,144	\$667

% Change including Capital Margin	Trailer Type			
	Tent	Semi & Transport	Metal Cabin	Fibreglass Cabin
Value				
\$1,000 & Less	47%	48%	47%	54%
\$1,001 to 3,000	46%	44%	46%	57%
\$3,001 to 5,000	42%	35%	41%	60%
\$5,001 to 10,000	34%	32%	27%	36%
\$10,001 to 15,000	31%	35%	20%	31%
\$15,001 to 20,000	27%	41%	22%	28%
\$20,001 to 25,000	25%	39%	18%	27%
\$25,001 to 40,000	24%	37%	17%	26%
\$40,001 to 60,000	19%	31%	17%	20%
\$60,001 to 80,000	19%	26%	16%	20%
\$80,001 to 100,000	22%	11%	15%	18%
\$100,001 & More	20%	-2%	13%	21%

\$ Change including Capital Margin	Trailer Type			
	Tent	Semi & Transport	Metal Cabin	Fibreglass Cabin
Value				
\$1,000 & Less	\$25	\$23	\$28	\$28
\$1,001 to 3,000	\$32	\$24	\$41	\$39
\$3,001 to 5,000	\$45	\$25	\$64	\$62
\$5,001 to 10,000	\$72	\$36	\$94	\$73
\$10,001 to 15,000	\$95	\$58	\$93	\$95
\$15,001 to 20,000	\$94	\$72	\$117	\$95
\$20,001 to 25,000	\$95	\$72	\$115	\$95
\$25,001 to 40,000	\$94	\$72	\$114	\$95
\$40,001 to 60,000	\$92	\$72	\$138	\$93
\$60,001 to 80,000	\$92	\$67	\$137	\$93
\$80,001 to 100,000	\$117	\$35	\$136	\$92
\$100,001 & More	\$116	-\$6	\$134	\$117

### 6.30 Class T – Utility trailers

The indication shows that utility trailers require a 7.5% decrease to their rate. Currently utility trailers are charged a flat rate of \$40 per trailer.

**Recommendation:** SGI recommends a 7.7% decrease to utility trailers (10.0% with the capital margin). The proposed rate for utility trailers with capital margin is \$36.

### 6.31 Class TS – Commercial trailers

The rate indication for this class is for a 2.1% rate increase. These trailers are rated by value up to a limit of \$15,000. Customers have the option to purchase excess value coverage through either the Auto Fund or the competitive market. A relativity analysis was completed for the declared value bands up to \$15,000.

**Recommendation:** SGI recommends an overall rate increase of 2.1% (0.2% decrease with the capital margin). Of the current commercial trailer population, 29% will receive increases averaging \$44/year (\$45/year maximum). The remaining 71% of the population will receive decreases averaging \$17/year (\$31/year maximum).

The table below shows the impact on the rates for these trailers.

Value	Current Rate excluding Capital Margin	Proposed Rate excluding Capital Margin	% Change excluding Capital Margin	\$ Change excluding Capital Margin	Current Rate including Capital Margin	Proposed Rate including Capital Margin	% Change including Capital Margin	\$ Change including Capital Margin
2,000 & Less	\$48	\$42	-13%	-\$6	\$49	\$42	-14%	-\$7
2,001 - 5,000	\$90	\$78	-13%	-\$12	\$92	\$78	-15%	-\$14
5,001 - 7,000	\$103	\$80	-22%	-\$23	\$105	\$80	-24%	-\$25
7,001 - 10,000	\$120	\$91	-24%	-\$29	\$123	\$92	-25%	-\$31
10,001 - 12,000	\$155	\$198	28%	\$43	\$158	\$199	26%	\$41
12,001 - 15,000	\$205	\$254	24%	\$49	\$210	\$255	21%	\$45

## Miscellaneous classes

### 6.32 Class A – Heavy trucks, heavy vans and power units non-IRP excess value

For Class A non-IRP commercial vehicles, the Auto Fund provides damage coverage up to a limit of \$15,000 for damage to a customer's own vehicle. A customer has the option of purchasing excess value coverage either through the Auto Fund or a competitive insurer. The current charge for excess value through the Auto Fund is \$17 per \$1,000 of excess value. The rate indication shows that a 6.2% decrease is warranted for this class.

**Recommendation:** SGI is recommending no rate change for Class A excess value at this time. The Auto Fund is looking into removing this coverage in the future and, as such, would like to keep the rate unchanged for the time being in order to provide some stability to customers.

### 6.33 Class C and D – Heavy trucks, heavy vans and power units excess value

For Class C and D commercial vehicles, the Auto Fund provides damage coverage up to a limit of \$15,000 for damage to a customer's own vehicle. A customer has the option of purchasing excess value coverage either through the Auto Fund or a competitive insurer. The current charge for excess value through the Auto Fund is \$17 per \$1,000 of excess value. The rate indication shows that a 17.4% decrease is warranted for this class.

**Recommendation:** SGI is recommending no rate change for Class C and D excess value at this time. The Auto Fund is looking into removing this coverage in the future and, as such, would like to keep the rate unchanged for the time being in order to provide some stability to customers.

### 6.34 Class C and D – Non-resident

Vehicles fully registered and insured in another jurisdiction, operating in Saskatchewan for less than one year with certain vehicle industry types, are charged a flat fee of \$75 annually (\$77 with the capital amount) and are only provided with injury coverage. The certain vehicle industry types are mineral exploration or transportation of passengers, dangerous goods, general merchandise or other. As these vehicles are fully registered and insured in another jurisdiction, they are referred to as "non-resident" vehicles. The rate indication shows that no change is required for this class.

**Recommendation:** Due to the capital margin reduction SGI recommends a 2.6% rate decrease. The proposed rate is \$75 annually.

### 6.35 Industrial tracked vehicles

These vehicles run on tracks rather than wheels, such as a snow-groomer. The data for this class is very thin. Industrial tracked vehicles from all classes have been pooled together for the analysis. The indication shows that no rate change is necessary for these vehicles. The current flat fee for this type of vehicle is \$275 (\$281 including the capital amount).

**Recommendation:** SGI recommends that the fee be changed by the amount of the capital margin reduction. The proposed annual fee is \$277.

### 6.36 Class LV – Motorized bicycle

Motorized pedal bikes are currently charged a flat rate of \$61 (\$62 with the capital amount). The rate indication shows that the rate does not require a change.

**Recommendation:** Due to the capital margin reduction SGI recommends an 1.6% rate decrease. The proposed rate is \$61 annually.



### 6.37 Permits

Permits are currently charged a flat rate that varies by permit type. Eight-day and 24-hour permits provide insurance coverage while the vehicle is being operated in Saskatchewan. They are also recognized up to 17 km beyond the Saskatchewan-Alberta border and up to 16 km beyond the Saskatchewan-Manitoba border. Permits are available for light passenger vehicles but cannot be used for the transportation of passengers for compensation in a taxi or bus operation, or transportation of more than eight students to and from school.

**Recommendation:** SGI recommends capped rate increases for all permits. Permit fees have not been adjusted in more than 20 years. The following table summarizes the indicated and proposed rate changes by permit type.

Permit Type	Current Rate	Proposed Rate	% Indicated Rate Change	% Proposed Rate Change	\$ Change
24-Hour	\$5	\$11	123.7%	120.0%	\$6
8-Day	\$24	\$49	180.0%	104.2%	\$25
In-transit	\$17	\$30	76.6%	76.5%	\$13
TIC	\$11	\$27	149.7%	145.5%	\$16

## Private Vehicle (PV) class

Currently, private vehicles include heavy trucks, power units and vans that are greater than one tonne that are not being used for conducting a business or commercial undertaking. This class also includes vehicles that are used to conduct a primary farming activity, if the registered owner of the vehicle is not eligible for Class F.

### 6.38 Class PV – Converted vehicles

Converted vehicles are those vehicles that were originally manufactured for one use, but a customer has modified it for another use. An example of this would be a school bus that has all the seats behind the driver seat removed and is now being used for hauling.

The indication for Class PV converted vehicles is a 1.4% rate decrease.

**Recommendation:** SGI recommends the indicated overall average decrease of 1.4% (3.0% with the capital margin). All of the current vehicles will receive decreases averaging \$26/year (\$43/year maximum).

The tables below show the impact on rates.

Current Rate excluding Capital Margin	Model Year						
	<1992	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>							
5,000 or less	\$721	\$773	\$823	\$846	\$881	\$893	\$893
5,001-11,000	\$730	\$784	\$837	\$861	\$898	\$917	\$917
11,001-13,000	\$739	\$796	\$852	\$877	\$917	\$946	\$946
13,001-22,000	\$749	\$809	\$868	\$894	\$945	\$977	\$977
22,001-34,000	\$759	\$822	\$884	\$912	\$973	\$1,007	\$1,007
34,001-40,000	\$770	\$836	\$901	\$930	\$987	\$1,022	\$1,022
40,001-50,000	\$781	\$851	\$919	\$949	\$1,001	\$1,037	\$1,037
50,001-63,500	\$793	\$867	\$938	\$970	\$1,018	\$1,053	\$1,053

Proposed Rate excluding Capital Margin	Model Year						
	<1992	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>							
5,000 or less	\$694	\$745	\$819	\$856	\$919	\$1,017	\$1,043
5,001-11,000	\$703	\$758	\$836	\$875	\$942	\$1,045	\$1,067
11,001-13,000	\$713	\$770	\$853	\$894	\$965	\$1,074	\$1,096
13,001-22,000	\$719	\$779	\$865	\$907	\$981	\$1,094	\$1,127
22,001-34,000	\$760	\$833	\$938	\$990	\$1,080	\$1,158	\$1,158
34,001-40,000	\$811	\$900	\$1,029	\$1,080	\$1,137	\$1,175	\$1,175
40,001-50,000	\$834	\$931	\$1,069	\$1,099	\$1,151	\$1,192	\$1,192
50,001-63,500	\$890	\$1,005	\$1,088	\$1,120	\$1,170	\$1,210	\$1,210

% Change excluding Capital Margin	Model Year						
	<1992	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>							
5,000 or less	-4%	-4%	0%	1%	4%	14%	17%
5,001-11,000	-4%	-3%	0%	2%	5%	14%	16%
11,001-13,000	-4%	-3%	0%	2%	5%	14%	16%
13,001-22,000	-4%	-4%	0%	1%	4%	12%	15%
22,001-34,000	0%	1%	6%	9%	11%	15%	15%
34,001-40,000	5%	8%	14%	16%	15%	15%	15%
40,001-50,000	7%	9%	16%	16%	15%	15%	15%
50,001-63,500	12%	16%	16%	15%	15%	15%	15%

\$ Change excluding Capital Margin	Model Year						
	<1992	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>							
5,000 or less	-\$27	-\$28	-\$4	\$10	\$38	\$124	\$150
5,001-11,000	-\$27	-\$26	-\$1	\$14	\$44	\$128	\$150
11,001-13,000	-\$26	-\$26	\$1	\$17	\$48	\$128	\$150
13,001-22,000	-\$30	-\$30	-\$3	\$13	\$36	\$117	\$150
22,001-34,000	\$1	\$11	\$54	\$78	\$107	\$151	\$151
34,001-40,000	\$41	\$64	\$128	\$150	\$150	\$153	\$153
40,001-50,000	\$53	\$80	\$150	\$150	\$150	\$155	\$155
50,001-63,500	\$97	\$138	\$150	\$150	\$152	\$157	\$157

Current Rate including Capital Margin	Model Year						
	<1992	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>							
5,000 or less	\$737	\$790	\$841	\$865	\$901	\$913	\$913
5,001-11,000	\$746	\$801	\$856	\$880	\$918	\$937	\$937
11,001-13,000	\$755	\$814	\$871	\$897	\$937	\$967	\$967
13,001-22,000	\$766	\$827	\$887	\$914	\$966	\$999	\$999
22,001-34,000	\$776	\$840	\$904	\$932	\$995	\$1,029	\$1,029
34,001-40,000	\$787	\$855	\$921	\$951	\$1,009	\$1,045	\$1,045
40,001-50,000	\$798	\$870	\$939	\$970	\$1,023	\$1,060	\$1,060
50,001-63,500	\$811	\$886	\$959	\$992	\$1,041	\$1,076	\$1,076

Proposed Rate including Capital Margin	Model Year						
	<1992	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>							
5,000 or less	\$698	\$749	\$824	\$861	\$924	\$1,023	\$1,049
5,001-11,000	\$707	\$762	\$841	\$880	\$947	\$1,051	\$1,073
11,001-13,000	\$717	\$774	\$858	\$899	\$970	\$1,080	\$1,102
13,001-22,000	\$723	\$783	\$870	\$912	\$987	\$1,100	\$1,133
22,001-34,000	\$764	\$838	\$943	\$996	\$1,086	\$1,165	\$1,165
34,001-40,000	\$816	\$905	\$1,035	\$1,086	\$1,143	\$1,182	\$1,182
40,001-50,000	\$839	\$936	\$1,075	\$1,105	\$1,157	\$1,199	\$1,199
50,001-63,500	\$895	\$1,011	\$1,094	\$1,126	\$1,177	\$1,217	\$1,217

% Change including Capital Margin	Model Year						
	<1992	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>							
5,000 or less	-5%	-5%	-2%	0%	3%	12%	15%
5,001-11,000	-5%	-5%	-2%	0%	3%	12%	15%
11,001-13,000	-5%	-5%	-1%	0%	4%	12%	14%
13,001-22,000	-6%	-5%	-2%	0%	2%	10%	13%
22,001-34,000	-2%	0%	4%	7%	9%	13%	13%
34,001-40,000	4%	6%	12%	14%	13%	13%	13%
40,001-50,000	5%	8%	14%	14%	13%	13%	13%
50,001-63,500	10%	14%	14%	14%	13%	13%	13%

\$ Change including Capital Margin	Model Year						
	<1992	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>							
5,000 or less	-\$39	-\$41	-\$17	-\$4	\$23	\$110	\$136
5,001-11,000	-\$39	-\$39	-\$15	\$0	\$29	\$114	\$136
11,001-13,000	-\$38	-\$40	-\$13	\$2	\$33	\$113	\$135
13,001-22,000	-\$43	-\$44	-\$17	-\$2	\$21	\$101	\$134
22,001-34,000	-\$12	-\$2	\$39	\$64	\$91	\$136	\$136
34,001-40,000	\$29	\$50	\$114	\$135	\$134	\$137	\$137
40,001-50,000	\$41	\$66	\$136	\$135	\$134	\$139	\$139
50,001-63,500	\$84	\$125	\$135	\$134	\$136	\$141	\$141

### 6.39 Class PV – Heavy trucks and heavy vans

The indicated rate change for Class PV heavy trucks and vans is an 7.9% rate decrease.

**Recommendation:** After capping, SGI recommends an overall rate decrease of 7.0% (8.6% with the capital margin). Nearly all vehicles within this class will see decreases averaging \$73/year (\$201/year maximum). The remaining vehicles will see increases averaging \$51/year (\$51/year maximum).

The tables below show the impact on rates.

Current Rate excluding Capital Margin	Model Year										
	<1972	1972- 1976	1977- 1981	1982- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>											
5,000 or less	\$538	\$554	\$576	\$604	\$640	\$686	\$731	\$754	\$818	\$854	\$854
5,001-11,000	\$540	\$558	\$580	\$610	\$648	\$697	\$744	\$788	\$943	\$980	\$980
11,001-13,000	\$543	\$562	\$585	\$616	\$657	\$707	\$757	\$887	\$1,050	\$1,092	\$1,092
13,001-22,000	\$546	\$565	\$590	\$623	\$665	\$719	\$786	\$917	\$1,156	\$1,202	\$1,202
22,001-34,000	\$549	\$570	\$596	\$630	\$674	\$730	\$910	\$1,034	\$1,156	\$1,202	\$1,202
34,001-40,000	\$553	\$574	\$602	\$637	\$684	\$743	\$910	\$1,034	\$1,156	\$1,202	\$1,202
40,001-50,000	\$556	\$579	\$608	\$645	\$694	\$756	\$910	\$1,034	\$1,156	\$1,202	\$1,202
50,001-63,500	\$560	\$583	\$614	\$653	\$705	\$770	\$910	\$1,034	\$1,156	\$1,202	\$1,202

Proposed Rate excluding Capital Margin	Model Year										
	<1972	1972- 1976	1977- 1981	1982- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>											
5,000 or less	\$530	\$530	\$530	\$530	\$590	\$628	\$684	\$711	\$759	\$832	\$919
5,001-11,000	\$533	\$533	\$533	\$533	\$597	\$638	\$697	\$726	\$793	\$854	\$945
11,001-13,000	\$537	\$537	\$537	\$537	\$604	\$647	\$709	\$740	\$893	\$929	\$972
13,001-22,000	\$539	\$539	\$539	\$539	\$609	\$654	\$718	\$767	\$983	\$1,022	\$1,022
22,001-34,000	\$555	\$555	\$555	\$555	\$640	\$694	\$773	\$879	\$983	\$1,022	\$1,106
34,001-40,000	\$574	\$574	\$574	\$574	\$678	\$745	\$841	\$889	\$983	\$1,099	\$1,249
40,001-50,000	\$583	\$583	\$583	\$583	\$695	\$768	\$873	\$924	\$1,014	\$1,152	\$1,315
50,001-63,500	\$604	\$604	\$604	\$604	\$737	\$824	\$948	\$1,009	\$1,116	\$1,280	\$1,382

% Change excluding Capital Margin	Model Year										
	<1972	1972- 1976	1977- 1981	1982- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>											
5,000 or less	-1%	-4%	-8%	-12%	-8%	-8%	-6%	-6%	-7%	-3%	8%
5,001-11,000	-1%	-4%	-8%	-13%	-8%	-8%	-6%	-8%	-16%	-13%	-4%
11,001-13,000	-1%	-4%	-8%	-13%	-8%	-8%	-6%	-17%	-15%	-15%	-11%
13,001-22,000	-1%	-5%	-9%	-13%	-8%	-9%	-9%	-16%	-15%	-15%	-15%
22,001-34,000	1%	-3%	-7%	-12%	-5%	-5%	-15%	-15%	-15%	-15%	-8%
34,001-40,000	4%	0%	-5%	-10%	-1%	0%	-8%	-14%	-15%	-9%	4%
40,001-50,000	5%	1%	-4%	-10%	0%	2%	-4%	-11%	-12%	-4%	9%
50,001-63,500	8%	4%	-2%	-8%	5%	7%	4%	-2%	-3%	6%	15%

\$ Change excluding Capital Margin	Model Year										
	<1972	1972- 1976	1977- 1981	1982- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>											
5,000 or less	-\$8	-\$24	-\$46	-\$74	-\$50	-\$58	-\$47	-\$43	-\$59	-\$22	\$65
5,001-11,000	-\$7	-\$25	-\$47	-\$77	-\$51	-\$59	-\$47	-\$62	-\$150	-\$126	-\$35
11,001-13,000	-\$6	-\$25	-\$48	-\$79	-\$53	-\$60	-\$48	-\$147	-\$157	-\$163	-\$120
13,001-22,000	-\$7	-\$26	-\$51	-\$84	-\$56	-\$65	-\$68	-\$150	-\$173	-\$180	-\$180
22,001-34,000	\$6	-\$15	-\$41	-\$75	-\$34	-\$36	-\$137	-\$155	-\$173	-\$180	-\$96
34,001-40,000	\$21	\$0	-\$28	-\$63	-\$6	\$2	-\$69	-\$145	-\$173	-\$103	\$47
40,001-50,000	\$27	\$4	-\$25	-\$62	\$1	\$12	-\$37	-\$110	-\$142	-\$50	\$113
50,001-63,500	\$44	\$21	-\$10	-\$49	\$32	\$54	\$38	-\$25	-\$40	\$78	\$180

Current Rate including Capital Margin	Model Year										
	<1972	1972- 1976	1977- 1981	1982- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>											
5,000 or less	\$550	\$566	\$589	\$617	\$654	\$701	\$747	\$771	\$836	\$873	\$873
5,001-11,000	\$552	\$570	\$593	\$624	\$662	\$713	\$761	\$806	\$964	\$1,002	\$1,002
11,001-13,000	\$555	\$575	\$598	\$630	\$672	\$723	\$774	\$907	\$1,073	\$1,116	\$1,116
13,001-22,000	\$558	\$578	\$603	\$637	\$680	\$735	\$804	\$937	\$1,182	\$1,229	\$1,229
22,001-34,000	\$561	\$583	\$609	\$644	\$689	\$746	\$930	\$1,057	\$1,182	\$1,229	\$1,229
34,001-40,000	\$565	\$587	\$615	\$651	\$699	\$760	\$930	\$1,057	\$1,182	\$1,229	\$1,229
40,001-50,000	\$568	\$592	\$622	\$659	\$709	\$773	\$930	\$1,057	\$1,182	\$1,229	\$1,229
50,001-63,500	\$572	\$596	\$628	\$668	\$721	\$787	\$930	\$1,057	\$1,182	\$1,229	\$1,229

Proposed Rate including Capital Margin	Model Year										
	<1972	1972- 1976	1977- 1981	1982- 1986	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>											
5,000 or less	\$533	\$533	\$533	\$533	\$593	\$632	\$688	\$715	\$763	\$837	\$924
5,001-11,000	\$536	\$536	\$536	\$536	\$600	\$642	\$701	\$730	\$797	\$859	\$950
11,001-13,000	\$540	\$540	\$540	\$540	\$607	\$651	\$713	\$744	\$898	\$934	\$977
13,001-22,000	\$542	\$542	\$542	\$542	\$612	\$658	\$722	\$771	\$989	\$1,028	\$1,028
22,001-34,000	\$558	\$558	\$558	\$558	\$644	\$698	\$777	\$884	\$989	\$1,028	\$1,112
34,001-40,000	\$577	\$577	\$577	\$577	\$682	\$749	\$846	\$894	\$989	\$1,105	\$1,256
40,001-50,000	\$586	\$586	\$586	\$586	\$699	\$772	\$878	\$929	\$1,020	\$1,158	\$1,322
50,001-63,500	\$607	\$607	\$607	\$607	\$741	\$829	\$953	\$1,015	\$1,122	\$1,287	\$1,390

% Change including Capital Margin	Model Year										
	<1972	1972-1976	1977-1981	1982-1986	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>											
5,000 or less	-3%	-6%	-10%	-14%	-9%	-10%	-8%	-7%	-9%	-4%	6%
5,001-11,000	-3%	-6%	-10%	-14%	-9%	-10%	-8%	-9%	-17%	-14%	-5%
11,001-13,000	-3%	-6%	-10%	-14%	-10%	-10%	-8%	-18%	-16%	-16%	-12%
13,001-22,000	-3%	-6%	-10%	-15%	-10%	-10%	-10%	-18%	-16%	-16%	-16%
22,001-34,000	-1%	-4%	-8%	-13%	-7%	-6%	-16%	-16%	-16%	-16%	-10%
34,001-40,000	2%	-2%	-6%	-11%	-2%	-1%	-9%	-15%	-16%	-10%	2%
40,001-50,000	3%	-1%	-6%	-11%	-1%	0%	-6%	-12%	-14%	-6%	8%
50,001-63,500	6%	2%	-3%	-9%	3%	5%	2%	-4%	-5%	5%	13%

\$ Change including Capital Margin	Model Year										
	<1972	1972-1976	1977-1981	1982-1986	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021
<b>GVW</b>											
5,000 or less	-\$17	-\$33	-\$56	-\$84	-\$61	-\$69	-\$59	-\$56	-\$73	-\$36	\$51
5,001-11,000	-\$16	-\$34	-\$57	-\$88	-\$62	-\$71	-\$60	-\$76	-\$167	-\$143	-\$52
11,001-13,000	-\$15	-\$35	-\$58	-\$90	-\$65	-\$72	-\$61	-\$163	-\$175	-\$182	-\$139
13,001-22,000	-\$16	-\$36	-\$61	-\$95	-\$68	-\$77	-\$82	-\$166	-\$193	-\$201	-\$201
22,001-34,000	-\$3	-\$25	-\$51	-\$86	-\$45	-\$48	-\$153	-\$173	-\$193	-\$201	-\$117
34,001-40,000	\$12	-\$10	-\$38	-\$74	-\$17	-\$11	-\$84	-\$163	-\$193	-\$124	\$27
40,001-50,000	\$18	-\$6	-\$36	-\$73	-\$10	-\$1	-\$52	-\$128	-\$162	-\$71	\$93
50,001-63,500	\$35	\$11	-\$21	-\$61	\$20	\$42	\$23	-\$42	-\$60	\$58	\$161

#### 6.40 Class PV – Power units

The indicated rate change shows a 5.0% decrease is warranted for this class.

**Recommendation:** After Capping, SGI recommends a decrease of 4.6% (6.1% with the capital amount). Of the vehicles within this class, 74% will see a decrease averaging \$137/year (\$185/year maximum) and the rest of them will receive an average increase of \$127/year (maximum \$224/year).

The tables below show the impact on rates.

Current Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$559	\$715	\$871	\$1,004	\$1,093	\$1,191	\$1,299	\$1,417
11,001-13,000	\$582	\$746	\$910	\$1,051	\$1,145	\$1,248	\$1,361	\$1,486
13,001-22,000	\$607	\$780	\$952	\$1,100	\$1,199	\$1,307	\$1,427	\$1,558
22,001-34,000	\$633	\$815	\$996	\$1,152	\$1,256	\$1,370	\$1,496	\$1,635
34,001-40,000	\$654	\$843	\$1,032	\$1,194	\$1,302	\$1,421	\$1,551	\$1,695
40,001-55,000	\$675	\$872	\$1,068	\$1,237	\$1,349	\$1,473	\$1,609	\$1,758
55,001-63,500	\$698	\$906	\$1,107	\$1,282	\$1,399	\$1,527	\$1,669	\$1,824

Proposed Rate excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$434	\$590	\$721	\$854	\$949	\$1,124	\$1,340	\$1,541
11,001-13,000	\$457	\$621	\$760	\$894	\$1,000	\$1,186	\$1,415	\$1,629
13,001-22,000	\$482	\$630	\$802	\$935	\$1,075	\$1,277	\$1,525	\$1,758
22,001-34,000	\$508	\$716	\$846	\$1,006	\$1,237	\$1,473	\$1,720	\$1,880
34,001-40,000	\$529	\$802	\$911	\$1,133	\$1,397	\$1,634	\$1,783	\$1,949
40,001-55,000	\$550	\$917	\$1,044	\$1,305	\$1,551	\$1,693	\$1,850	\$2,021
55,001-63,500	\$573	\$1,056	\$1,217	\$1,474	\$1,608	\$1,756	\$1,919	\$2,097

% Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	-22%	-17%	-17%	-15%	-13%	-6%	3%	9%
11,001-13,000	-21%	-17%	-16%	-15%	-13%	-5%	4%	10%
13,001-22,000	-21%	-19%	-16%	-15%	-10%	-2%	7%	13%
22,001-34,000	-20%	-12%	-15%	-13%	-2%	8%	15%	15%
34,001-40,000	-19%	-5%	-12%	-5%	7%	15%	15%	15%
40,001-55,000	-19%	5%	-2%	5%	15%	15%	15%	15%
55,001-63,500	-18%	17%	10%	15%	15%	15%	15%	15%



\$ Change excluding Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	-\$125	-\$125	-\$150	-\$150	-\$144	-\$67	\$41	\$124
11,001-13,000	-\$125	-\$125	-\$150	-\$157	-\$145	-\$62	\$54	\$143
13,001-22,000	-\$125	-\$150	-\$150	-\$165	-\$124	-\$30	\$98	\$200
22,001-34,000	-\$125	-\$99	-\$150	-\$146	-\$19	\$103	\$224	\$245
34,001-40,000	-\$125	-\$41	-\$121	-\$61	\$95	\$213	\$232	\$254
40,001-55,000	-\$125	\$45	-\$24	\$68	\$202	\$220	\$241	\$263
55,001-63,500	-\$125	\$150	\$110	\$192	\$209	\$229	\$250	\$273

Current Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$571	\$731	\$890	\$1,026	\$1,117	\$1,218	\$1,328	\$1,449
11,001-13,000	\$595	\$763	\$930	\$1,074	\$1,171	\$1,276	\$1,391	\$1,519
13,001-22,000	\$621	\$797	\$973	\$1,125	\$1,226	\$1,336	\$1,459	\$1,593
22,001-34,000	\$647	\$833	\$1,018	\$1,178	\$1,284	\$1,401	\$1,529	\$1,671
34,001-40,000	\$669	\$862	\$1,055	\$1,221	\$1,331	\$1,453	\$1,586	\$1,733
40,001-55,000	\$690	\$891	\$1,092	\$1,265	\$1,379	\$1,506	\$1,645	\$1,797
55,001-63,500	\$714	\$926	\$1,132	\$1,311	\$1,430	\$1,561	\$1,706	\$1,865

Proposed Rate including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	\$436	\$593	\$725	\$859	\$954	\$1,130	\$1,348	\$1,550
11,001-13,000	\$460	\$624	\$764	\$899	\$1,006	\$1,193	\$1,423	\$1,638
13,001-22,000	\$485	\$634	\$807	\$940	\$1,081	\$1,284	\$1,534	\$1,768
22,001-34,000	\$511	\$720	\$851	\$1,012	\$1,244	\$1,481	\$1,730	\$1,891
34,001-40,000	\$532	\$807	\$916	\$1,139	\$1,405	\$1,643	\$1,793	\$1,960
40,001-55,000	\$553	\$922	\$1,050	\$1,312	\$1,560	\$1,703	\$1,860	\$2,032
55,001-63,500	\$576	\$1,062	\$1,224	\$1,482	\$1,617	\$1,766	\$1,930	\$2,109

% Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	-24%	-19%	-19%	-16%	-15%	-7%	2%	7%
11,001-13,000	-23%	-18%	-18%	-16%	-14%	-7%	2%	8%
13,001-22,000	-22%	-20%	-17%	-16%	-12%	-4%	5%	11%
22,001-34,000	-21%	-14%	-16%	-14%	-3%	6%	13%	13%
34,001-40,000	-20%	-6%	-13%	-7%	6%	13%	13%	13%
40,001-55,000	-20%	3%	-4%	4%	13%	13%	13%	13%
55,001-63,500	-19%	15%	8%	13%	13%	13%	13%	13%

\$ Change including Capital Margin	Model Year							
	<1987	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021
<b>GVW</b>								
5,001-11,000	-\$135	-\$138	-\$165	-\$167	-\$163	-\$88	\$20	\$101
11,001-13,000	-\$135	-\$139	-\$166	-\$175	-\$165	-\$83	\$32	\$119
13,001-22,000	-\$136	-\$163	-\$166	-\$185	-\$145	-\$52	\$75	\$175
22,001-34,000	-\$136	-\$113	-\$167	-\$166	-\$40	\$80	\$201	\$220
34,001-40,000	-\$137	-\$55	-\$139	-\$82	\$74	\$190	\$207	\$227
40,001-55,000	-\$137	\$31	-\$42	\$47	\$181	\$197	\$215	\$235
55,001-63,500	-\$138	\$136	\$92	\$171	\$187	\$205	\$224	\$244

#### 6.41 Class TS – Excess value

For Class TS commercial trailers, the Auto Fund provides damage coverage up to a limit of \$15,000 for damage to a customer's own trailer. A customer has the option of purchasing excess value coverage either through the Auto Fund or a competitive insurer. The current charge for excess value through the Auto Fund is \$17 per \$1,000 of excess value. The rate indication shows that a 12.0% decrease is warranted for this class.

**Recommendation:** SGI is recommending no rate change for Class TS excess value at this time. The Auto Fund is looking into removing this coverage in the future and, as such, would like to keep the rate unchanged for the time being in order to provide some stability to customers.

## 7. Proposed Timelines

The Auto Fund will be in a position to implement rate changes Jan. 21, 2022. Time is required to test new rate tables and ensure system integrity.

Tentative implementation dates are as follows:

Submission to SRRP	June 1, 2021
Recommendations from SRRP	Oct. 20, 2021
Final Cabinet approval	Nov. 4, 2021
Rate changes implemented	Nov. 11, 2021
January 21, 2022 renewals mailed	Dec. 21, 2021
Re-rate registrations	Jan. 21, 2022

## 8. Summary and Conclusion

The Auto Fund requires a 1.7% increase to the overall premium collected in order to cover claims and other expenses and break even in the upcoming rating year. A capital margin of 0.6% is required to release capital in the RSR, which is a decrease of 1.6% from the current 2.23% capital margin.

SGI is committed to fairness in vehicle rating. Customers will not see an across-the-board decrease. While the net result for the Auto Fund is a 0.0% change, with rebalancing some customers will see increases and some will see decreases, of varying degrees. Overall, 52% of SGI customers will see a decrease, 48% will see an increase and the remaining vehicles will see no change to their rates.

Rates are determined based on the actual risk each vehicle make, model and year represents for being involved in a claim, and the anticipated costs of paying that claim. To reduce rate shock for customers, increases and decreases will be capped for all vehicles.

One of SGI's key operating philosophies is to keep rates as low as possible. Over the last 15 years, the Saskatchewan Consumer Price Index has increased by 34.2%, while the Auto Fund's rates, including capital amounts, increased by only 5.0%.

# Appendix A – Summary of Indicated and Proposed Rate Changes

## By Class Indicated and Proposed Rate Changes with Dollar Impact

Vehicle Class	Required Rate Change	Proposed Change	Proposed Rate Change Incl CM	Weighted Avg Current Premium Incl CM	Weighted Avg Proposed Premium Incl CM	Avg \$ Change	Max \$ Increase	Max \$ Decrease	Avg \$ Increase	Avg \$ Decrease
<b>CLEAR-Rated Vehicles</b>	-0.7%	0.8%	-0.9%	\$1,238	\$1,227	-\$11	\$501	-\$580	\$98	-\$104
A – Commercial Light Trucks		19.1%	17.1%	\$2,277	\$2,667	\$390	\$501	-\$223	\$395	-\$223
F – Farm Light Truck – 1994-2003		-17.8%	-19.2%	\$791	\$639	-\$152	\$0	-\$317	\$0	-\$152
F – Farm Light Truck – 2004 & Newer		4.0%	2.3%	\$1,055	\$1,079	\$24	\$144	-\$226	\$74	-\$67
LV – Private Passenger Vehicles (PPV)		0.7%	-1.0%	\$1,257	\$1,245	-\$12	\$424	-\$468	\$102	-\$105
LV – PPV – Farm Cars, SUVs and Vans		7.1%	5.3%	\$1,013	\$1,067	\$54	\$433	-\$213	\$120	-\$60
LV – Police Cars		-10.8%	-12.2%	\$2,253	\$1,977	-\$276	\$0	-\$580	\$0	-\$276
LV – Police Trucks, Vans and SUVs		22.5%	20.5%	\$1,131	\$1,363	\$232	\$381	-\$38	\$244	-\$27
LV – U-Drives		5.6%	3.9%	\$1,710	\$1,777	\$67	\$310	-\$289	\$125	-\$110
PT – Taxis (Rural)		0.9%	-0.7%	\$1,902	\$1,888	-\$14	\$308	-\$315	\$127	-\$146
<b>Conventionally Rated Vehicles</b>										
Ambulances	18.3%	15.1%	13.2%	\$1,016	\$1,150	\$134	\$134	\$0	\$134	\$0
A – Commercial Vehicles:										
Heavy Trucks and Vans IRP	8.3%	7.1%	5.4%	\$826	\$871	\$44	\$141	-\$124	\$72	-\$32
Heavy Trucks and Vans IRP \$15K Ded.	8.9%	8.9%	7.0%	\$401	\$429	\$28	\$66	-\$120	\$62	-\$62
Heavy Trucks and Vans Non-IRP	12.0%	10.4%	8.5%	\$1,003	\$1,089	\$86	\$164	-\$26	\$91	-\$12
Power Units IRP	36.6%	15.0%	13.1%	\$2,487	\$2,813	\$326	\$340	\$0	\$326	\$0
Power Units IRP \$15K Ded.	73.3%	15.0%	13.1%	\$1,223	\$1,384	\$161	\$163	\$0	\$161	\$0
Power Units Non-IRP	10.6%	8.9%	7.1%	\$1,454	\$1,558	\$104	\$208	-\$213	\$108	-\$53
C & D – Commercial Vehicles:										
Heavy Trucks and Vans	-6.6%	-6.5%	-8.0%	\$757	\$696	-\$61	\$47	-\$169	\$43	-\$69
Power Units	-8.2%	-8.1%	-9.7%	\$1,431	\$1,293	-\$138	\$158	-\$270	\$62	-\$200
F - Farm Vehicles:										
Heavy Trucks and Vans	-5.1%	-0.3%	-2.0%	\$241	\$236	-\$5	\$36	-\$164	\$26	-\$98
Light Trucks – 1993 & Older	-14.5%	-14.5%	-15.9%	\$208	\$175	-\$33	\$0	-\$45	\$0	-\$33
Power Units	14.3%	12.1%	10.3%	\$535	\$590	55	116	-56	77	-27

Vehicle Class	Required Rate Change	Proposed Change	Proposed Rate Change Incl CM	Weighted Avg Current Premium Incl CM	Weighted Avg Proposed Premium Incl CM	Avg \$ Change	Max \$ Increase	Max \$ Decrease	Avg \$ Increase	Avg \$ Decrease
Hearses	6.0%	6.1%	4.3%	\$421	\$439	\$18	\$18	\$0	\$18	\$0
L – Dealer Plates	5.9%	5.9%	4.1%	\$716	\$745	\$29	\$40	\$0	\$29	\$0
L – Snowmobile Dealers	0.0%	0.0%	-1.6%	\$61	\$60	-\$1	\$0	-\$1	\$0	-\$1
LV – Antiques	11.2%	10.8%	9.4%	\$85	\$93	\$8	\$8	\$0	\$8	\$0
LV – Buses	2.8%	2.7%	1.1%	\$566	\$572	\$5	\$38	-\$55	\$38	-\$34
LV – Buses (Restricted)	12.2%	12.2%	10.3%	\$368	\$406	\$38	\$40	\$0	\$38	\$0
LV – Motorcycles	34.2%	11.9%	10.1%	\$1,747	\$1,924	\$176	\$479	-\$504	\$220	-\$131
LV – Motorhomes	134.6%	21.9%	19.9%	\$559	\$670	\$111	\$178	\$0	\$111	\$0
MT – Snowmobiles	-6.0%	-6.5%	-8.9%	\$79	\$72	-\$7	\$0	-\$7	\$0	-\$7
PB – Passenger Inter-city Buses	16.2%	11.1%	9.3%	\$2,083	\$2,277	\$194	\$227	-\$12	\$204	-\$12
PC – Passenger City Buses	21.2%	4.7%	3.0%	\$2,024	\$2,085	\$61	\$255	-\$153	\$142	-\$98
PS – Passenger School Buses	13.3%	13.3%	11.4%	\$623	\$694	\$71	\$84	\$0	\$71	\$0
PT – Taxis	37.9%	15.0%	13.1%	\$3,727	\$4,216	\$489	\$582	\$0	\$489	\$0
<b>Trailers</b>										
F – Trailers	15.9%	15.9%	13.4%	\$68	\$77	\$10	\$21	-\$3	\$11	-\$3
LT – Trailer Dealers/Movers	-2.6%	1.0%	-0.5%	\$575	\$572	-\$4	\$137	-\$108	\$137	-\$100
T – Personal Trailers	76.8%	29.7%	27.5%	\$222	\$283	\$61	\$138	-\$6	\$61	-\$6
T – Utility	-7.5%	-7.7%	-10.0%	\$40	\$36	-\$4	\$0	-\$4	\$0	-\$4
TS – Commercial Trailers	2.1%	2.1%	-0.2%	\$120	\$120	\$0	\$45	-\$31	\$44	-\$17
<b>Miscellaneous Classes</b>										
A – Excess Value	-6.2%	0.0%	0.0%	\$17	\$17	\$0	\$0	\$0	\$0	\$0
C&D – Non-Resident	0.0%	0.0%	-2.6%	\$77	\$75	-\$2	\$0	-\$2	\$0	-\$2
C&D – Excess Value	-17.3%	0.0%	0.0%	\$17	\$17	\$0	\$0	\$0	\$0	\$0
Industrial Tracked Vehicles	0.0%	0.0%	-1.4%	\$281	\$277	-\$4	\$0	-\$4	\$0	-\$4
LV – Motorized Bicycle	0.0%	0.0%	-1.6%	\$62	\$61	-\$1	\$0	-\$1	\$0	-\$1
PV – Converted Vehicles	-1.4%	-1.4%	-3.0%	\$809	\$785	-\$24	\$39	-\$43	\$39	-\$26
PV – Heavy Trucks and Vans	-7.9%	-7.0%	-8.6%	\$753	\$688	-\$64	\$51	-\$201	\$51	-\$73
PV – Power Units	-5.0%	-4.6%	-6.1%	\$1,120	\$1,052	-\$68	\$224	-\$185	\$127	-\$137
TS – Excess Value	-12.0%	0.0%	0.0%	\$17	\$17	\$0	\$0	\$0	\$0	\$0

Vehicle Class	Required Rate Change	Proposed Change	Proposed Rate Change Incl CM	Weighted Avg Current Premium Incl CM	Weighted Avg Proposed Premium Incl CM	Avg \$ Change	Max \$ Increase	Max \$ Decrease	Avg \$ Increase	Avg \$ Decrease
24-Hour Permit	123.7%	120.0%	120.0%	\$5	\$11	\$6	\$6	\$0	\$6	\$0
8-Day Permit	180.0%	104.2%	104.2%	\$24	\$49	\$25	\$25	\$0	\$25	\$0
In-transit Permit	76.6%	76.5%	76.5%	\$17	\$30	\$13	\$13	\$0	\$13	\$0
TIC	149.7%	145.5%	145.5%	\$11	\$27	\$16	\$16	\$0	\$16	\$0
<b>All Including Trailers</b>	1.7%	1.7%	0.0%			-\$3	\$582	-\$580	\$84	-\$85
<b>All Excluding Trailers &amp; Misc</b>	0.8%	1.3%	-0.3%			-\$8	\$582	-\$580	\$95	-\$102

\*Based on written exposures from the 2019-20 fiscal year

# Appendix A – Summary of Indicated and Proposed Rate Changes

## By Class Per Cent Impact and Number of Vehicles Changing

Vehicle Class	Average % Change	Average % Increase	Average % Decrease	# of Vehicles* Increasing	# of Vehicles* Decreasing	# of Vehicles* Unchanged	# of Vehicles* with Capped Increases	# of Vehicles* with Capped Decreases	# of Vehicles* Within Caps
<b>CLEAR-Rated Vehicles</b>	-0.9%	0.0%	-9.9%	385,167	457,009	859	17,018	24,826	801,190
A – Commercial Light Trucks	17.1%	17.2%	-11.4%	114	1	0	98	0	18
F – Farm Light Truck – 1994-2003	-19.2%	0.0%	-19.8%	0	14,578	0	0	7,524	7,054
F – Farm Light Truck – 2004 & Newer	2.3%	6.8%	-7.1%	27,151	14,843	2	0	253	41,743
LV – Private Passenger Vehicles (PPV)	-1.0%	7.2%	-9.7%	343,270	420,191	842	13,114	16,975	734,215
LV – PPV – Farm Cars, SUVs and Vans	5.3%	10.7%	-7.2%	9,930	5,801	15	3,373	0	12,373
LV – Police Cars	-12.2%	0.0%	-13.2%	0	108	0	0	41	67
LV – Police Trucks, Vans & SUVs	20.5%	21.1%	-3.2%	440	19	0	382	0	77
LV – U-Drives	3.9%	7.2%	-7.4%	4,191	1,392	0	52	28	5,503
PT – Taxis (Rural)	-0.7%	6.1%	-8.7%	70	75	0	0	5	141
<b>Conventionally Rated Vehicles</b>									
Ambulances	13.2%	13.2%	0.0%	292	0	0	292	0	0
A – Commercial Vehicles:									
Heavy Trucks & Vans IRP	5.4%	8.8%	-3.8%	301	91	34	65	0	360
Heavy Trucks & Vans IRP \$15K Ded.	7.0%	16.8%	-11.9%	124	46	0	0	0	170
Heavy Trucks and Vans Non-IRP	8.5%	9.4%	-1.2%	1,354	70	0	552	0	872
Power Units IRP	13.1%	13.1%	0.0%	3,142	0	0	3,142	0	0
Power Units IRP \$15K Ded.	13.1%	13.1%	0.0%	2,025	0	0	2,025	0	0
Power Units Non-IRP	7.1%	7.5%	-4.0%	1,596	41	0	350	0	1,286
C & D – Commercial Vehicles:									
Heavy Trucks and Vans	-8.0%	5.8%	-9.2%	1,017	12,792	0	0	563	13,246
Power Units	-9.7%	6.7%	-12.9%	1,515	4,867	0	331	1,690	4,361
F – Farm Vehicles:									
Heavy Trucks and Vans	-2.0%	16.3%	-18.8%	14,486	4,669	0	0	3,354	15,801
Light Trucks – 1993 & Older	-15.9%	0.0%	-16.0%	0	5,927	0	0	0	5,927
Power Units	10.3%	12.9%	-6.7%	12,228	3,314	0	2,826	0	12,716

Vehicle Class	Average % Change	Average % Increase	Average % Decrease	# of Vehicles* Increasing	# of Vehicles* Decreasing	# of Vehicles* Unchanged	# of Vehicles* with Capped Increases	# of Vehicles* with Capped Decreases	# of Vehicles* Within Caps
Hearses	4.3%	4.3%	0.0%	123	0	0	0	0	123
L – Dealer Plates	4.1%	4.1%	0.0%	3,896	0	0	0	0	3,896
L – Snowmobile Dealers	-1.6%	0.0%	-1.6%	0	25	0	0	0	25
LV – Antiques	9.4%	9.4%	0.0%	21,387	0	0	0	0	21,387
LV – Buses	1.1%	7.1%	-5.4%	194	163	0	0	0	357
LV – Buses (Restricted)	10.3%	10.3%	0.0%	15	0	0	0	0	15
LV – Motorcycles	10.8%	13.3%	-7.3%	4,791	678	0	4,254	84	1,131
LV – Motorhomes	19.9%	23.7%	0.0%	4,073	0	0	4,073	0	0
MT – Snowmobiles	-8.9%	0.0%	-8.9%	0	4,580	0	0	0	4,580
PB – Passenger Inter-city Buses	9.3%	11.3%	-0.4%	426	19	0	337	0	108
PC – Passenger City Buses	3.0%	10.0%	-3.5%	371	190	0	283	0	277
PS – Passenger School Buses	11.4%	11.4%	0.0%	3,081	0	0	0	0	3,081
PT – Taxis	13.1%	13.1%	0.0%	517	0	0	517	0	0
<b>Trailers</b>									
F – Trailers	13.4%	12.4%	-6.7%	39,719	3,419	0	0	0	43,139
LT – Trailer Dealers/Movers	-0.5%	16.1%	-27.0%	197	289	0	197	239	50
T – Personal Trailers	27.5%	33.5%	-1.6%	52,569	11	0	23,961	0	28,619
T – Utility	-10.0%	0.0%	-10.0%	0	72,379	0	0	0	72,379
TS – Commercial Trailers	-0.2%	23.0%	-18.1%	15,520	38,457	0	0	0	53,977
<b>Miscellaneous Classes</b>									
A – Excess Value	0.0%	0.0%	0.0%	0	0	260	0	0	260
C&D – Non-Resident	-2.6%	0.0%	-2.6%	0	2	0	0	0	2
C&D – Excess Value	0.0%	0.0%	0.0%	0	0	1,976	0	0	1,976
Industrial Tracked Vehicles	-1.4%	0.0%	-1.4%	0	0	0	0	0	0
LV – Motorized Bicycle	-1.6%	0.0%	-1.6%	0	7	0	0	0	7
PV – Converted Vehicles	-3.0%	4.3%	-3.3%	0	9	0	0	0	10
PV – Heavy Trucks and Vans	-8.6%	5.8%	-9.2%	45	612	0	0	69	588
PV – Power Units	-6.1%	8.6%	-14.5%	22	62	0	9	32	43
TS – Excess Value	0.0%	0.0%	0.0%	0	0	2,923	0	0	2,923



Vehicle Class	Average % Change	Average % Increase	Average % Decrease	# of Vehicles* Increasing	# of Vehicles* Decreasing	# of Vehicles* Unchanged	# of Vehicles* with Capped Increases	# of Vehicles* with Capped Decreases	# of Vehicles* Within Caps
24-Hour Permit	120.0%	120.0%	0.0%	197	0	0	0	0	197
8-Day Permit	104.2%	104.2%	0.0%	1,506	0	0	1,506	0	0
In-transit Permit	76.5%	76.5%	0.0%	64	0	0	0	0	64
TIC	145.5%	145.5%	0.0%	119	0	0	0	0	119
<b>All Including Trailers</b>				572,078	609,726	893	44,720	6,031	1,131,946
<b>All Excluding Trailers &amp; Misc</b>				462,120	494,479	893	20,553	5,691	931,247

\*Based on written exposures from the 2019-20 fiscal year

# Appendix B – Glossary of Terms and Abbreviations

## Rating Terminology

<b>Administrative expenses</b>	Operating expenses such as salaries, infrastructure costs, system support costs and traffic safety program costs. Administrative expenses in relation to total revenue are approximately 9%. Traffic safety program costs consist of programs, sponsorship and advertising associated with promoting traffic safety. The goal of this investment is to provide social and economic benefits through the promotion of safe driving to reduce collisions.
<b>Base rates</b>	The base rate is the premium for the base group. The base group is typically chosen to be the group with the largest number of registrations because the larger the numbers, the more credible the data. As an example, for the LV – Motorhomes class, the base group is motorhomes valued between \$10,001 and \$20,000. Premiums for groups, other than the base group, are derived by adjusting the base rate by a ratio that reflects the variance in loss experience between the groups (see Relativities definition).
<b>Business Recognition (BR) program</b>	A program that rewards businesses with safe driving records. Currently, companies that own and operate commercial vehicles and have a loss ratio of less than 60% in the past five years are eligible for a discount, to a maximum of 15%, on their vehicle insurance premiums. Any operator with a loss ratio greater than 70% is subject to financial penalties. However, relative to the size of the vehicle fleet, losses are capped to ensure premium increases are fair and reasonable. A capped five-year loss ratio determines how much a customer saves or is surcharged on their vehicle insurance. See section 5.2 for further details.
<b>Claim frequency</b>	The number of occurrences (or claims) per exposure (registration).
<b>Claim severity</b>	Average amount of loss per claim (or per occurrence).
<b>CLEAR</b>	An acronym for the industry-wide Canadian Loss Experience Automobile Rating system. The Insurance Bureau of Canada (IBC), captures Canada-wide loss experience for light passenger vehicles 36 years of age or newer. CLEAR analyzes historical records of collision frequency and repair costs of each vehicle make and model in order to predict future losses. Through statistical analysis, relationships are established between vehicle characteristics and insurance claims. These relationships are then adjusted according to the actual claim history of individual models in order to predict future losses for each model. Other rating factors, such as a person's driving record or where they live, are not affected by CLEAR. As part of its analysis, IBC considers several factors, including vehicle construction, safety equipment and susceptibility to damage. IBC also works closely with vehicle manufacturers to monitor new developments. CLEAR is used by insurance companies Canada-wide to rate damage and injury coverage for light passenger vehicles.
<b>Credibility</b>	<p>Credibility is a way to measure if there is enough past experience to use in predicting the rating year. The weight assigned to a forecast using past experience is commonly denoted by Z (a number between 0 and 1). The balance of the weight, 1 - Z, will be assigned to what is called the complement of credibility. This complement will be another valid estimate for the prediction and could come from a larger separate source of past data or could assume "no change" in the forecast variable. Together, the weights and two sources develop a weighted average for the forecast, which becomes the indicated forecast.</p> <p>Generally, because of the higher risk and volatility in the volume and size of claims, the credibility of a forecast is measured using the number of past claim counts included in the forecast. It's possible that all weight is assigned to the past experience (i.e., Z = 1), if it's deemed fully credible. This is the case if there are at least as many past claim counts used in the forecast as the Standard of Full Credibility. If the past claim counts used in the forecast are less than the Standard of Full Credibility, the credibility is calculated as:</p> $Z = \sqrt{\text{Claim Counts} / \text{Standard of Full Credibility}}$

<b>Deductible</b>	An agreed specified sum to be deducted from the amount of loss and assumed by the insured. It is the amount the insured must pay before their insurance benefits begin to cover remaining costs.
<b>Exposures</b>	Rating units on which insurance premium is based or units by which the probability and size of loss are measured. For the purposes of this report, an exposure is equivalent to a vehicle written on an annual policy. For example, one car insured for an entire year equals one exposure. A motorcycle insured for half a year equals half an exposure.
<b>Fiscal Year</b>	SGL reports its financial results based on a year starting April 1 and ending March 31 of the next year. Analysis in the rate program also follows this practice of measuring each full year from April to March.
<b>Relativities</b>	One plus the per cent difference between rating groups that reflect the variance in loss experience. For example, when looking at the motorhome class, the base group is motorhomes with a value between \$10,001 and \$20,000. To determine the premium for other values of vehicles, the base group rate is multiplied by the calculated relativity for the specified group. If the specified group's experience is worse than the base group's, then the premium charged will be higher than the base group's. The reverse is also true.
<b>Safe Driver Recognition (SDR) program</b>	<p>A program designed to reward safe drivers with a discount on their vehicle insurance. The program also ensures drivers who demonstrate risky behaviour pay their share, as drivers with at-fault collisions and/or more serious traffic convictions are assessed demerit points which could lead to a financial penalty for each incident they are involved in.</p> <p>These financial penalties are assessed immediately after an incident and help offset the cost of discounts for safe drivers. For details on the 2016 changes to the SDR program, see section 5.1.</p>

## Acronyms

<b>AAIA</b>	<i>The Automobile Accident Insurance Act</i>
<b>BR</b>	Business Recognition program
<b>CIC</b>	Crown Investments Corporation
<b>CM</b>	Capital Margin
<b>CLEAR</b>	Canadian Loss Experience Automobile Rating
<b>CPI</b>	Consumer Price Index
<b>GVW</b>	Gross Vehicle Weight
<b>HHI</b>	Herfindahl Hirschman Index
<b>IBC</b>	Insurance Bureau of Canada
<b>IRP</b>	International Registration Plan
<b>LAE</b>	Loss Adjusting Expenses
<b>MCT</b>	Minimum Capital Test
<b>MRC</b>	Motorcycle Review Committee
<b>RSR</b>	Rate Stabilization Reserve
<b>SDR</b>	Safe Driver Recognition program
<b>SRRP</b>	Saskatchewan Rate Review Panel
<b>Z</b>	Credibility

