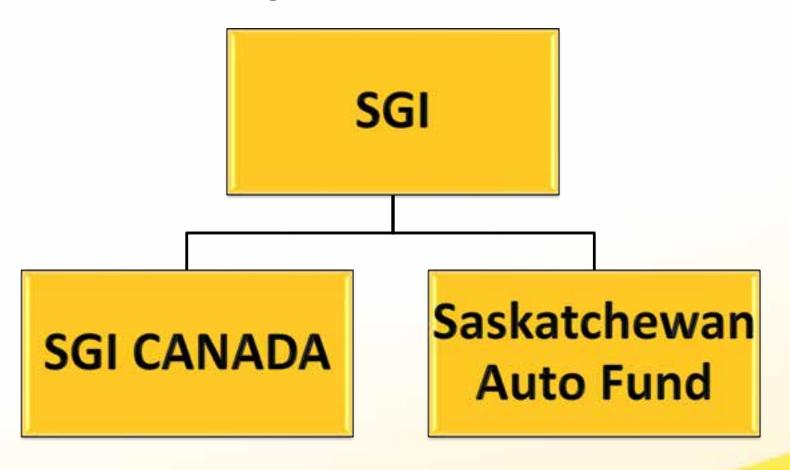


Auto Fund Overview



SGI Corporate Structure





Saskatchewan Auto Fund Mandate

- Universal, fair, and affordable automobile insurance
- Operates as public fund for Saskatchewan motorists
- > Self-sustaining
- Operates on a break-even basis (is not a revenue-generator for government)

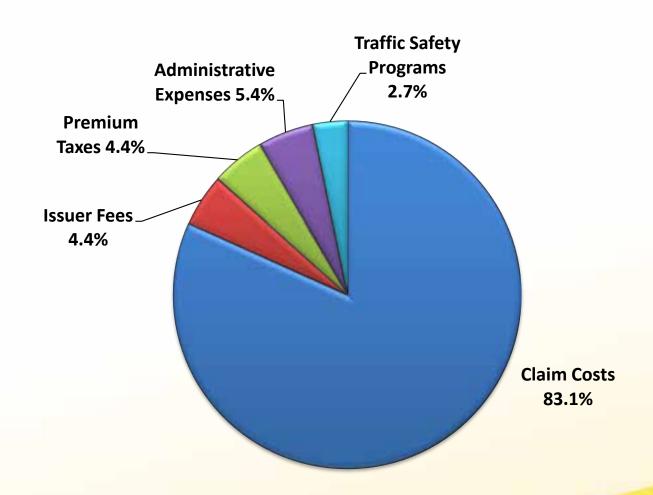


Determining Adequate Premium

- Premium Required
 - Claims/Losses
 - Expenses
- Less
 - Investment Income
 - Other Income



Auto Fund Cost Breakdown





Premium Required > Premium Expected

• Rate Increase

Determining Adequate Premium

Premium Required < Premium Expected

• Rate Decrease

Premium Required = Premium Expected

• No Rate Change



Taxi Indication



Collision Damage

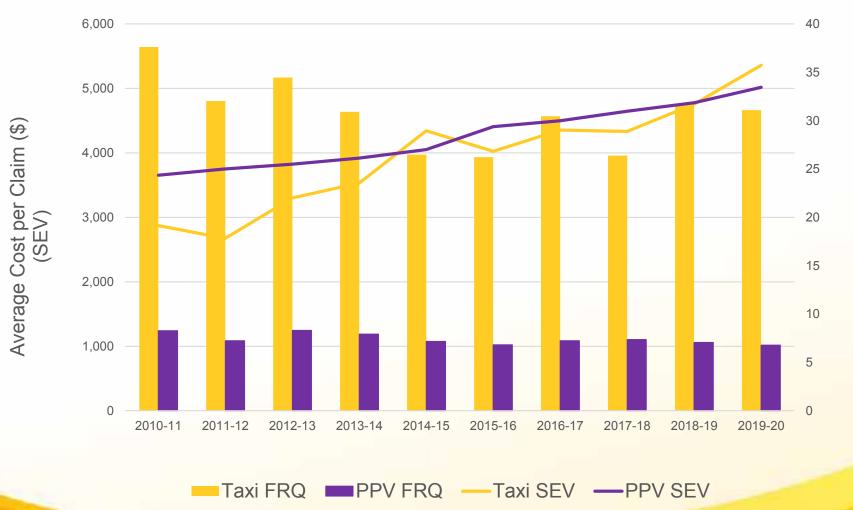
- ➤ Own vehicle damage from collision
- > Accounts for 40% of all Taxi claim costs



	Urban Taxis	PPV	Urban Taxis	PPV
		# of Claims per	Average Cost per	Average Cost per
Accident	# of Claims per 100	100 Insured	Claim	Claim
Year	Insured Vehicles	Vehicles	(\$)	(\$)
2011	38	8	2,871	3,654
2012	32	7	2,675	3,751
2013	34	8	3,300	3,825
2014	31	8	3,534	3,921
2015	26	7	4,344	4,051
2016	26	7	4,025	4,406
2017	30	7	4,353	4,499
2018	26	7	4,333	4,646
2019	32	7	4,757	4,778
2020	31	7	5,361	5,018



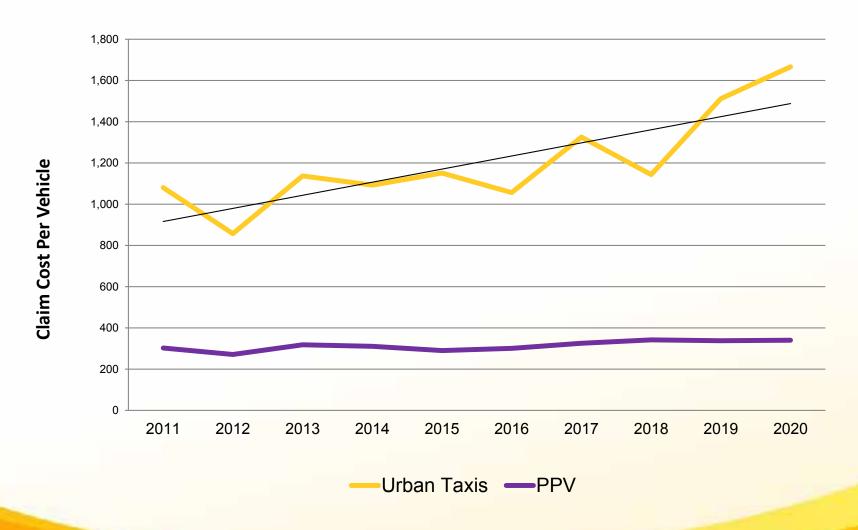
Collision Damage Urban Taxis VS PPV



of Claims per 100 Insured Vehicles



Collision Damage





Damage Liability

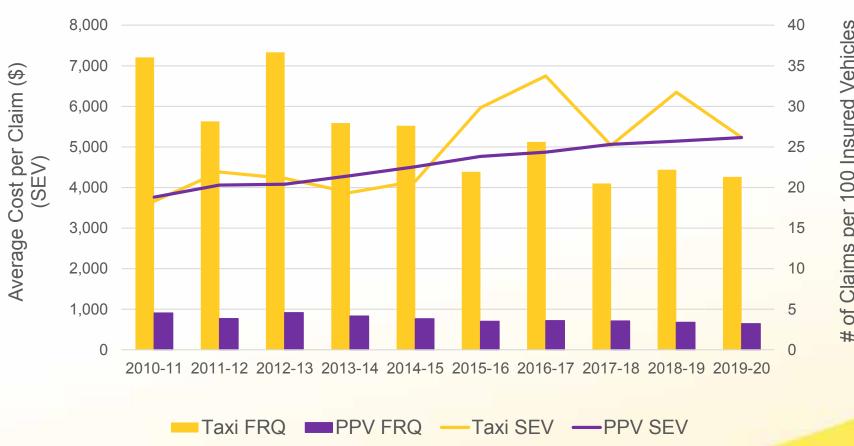
- ➤ Damage to someone else's property. This can include other persons' vehicles, fences, houses, etc.
- > Accounts for 35% of Taxi claim costs



	Urban Taxis	PPV	Urban Taxis	PPV
	# of Claims per	# of Claims per	Average Cost	Average Cost
Accident	100 Insured	100 Insured	per Claim	per Claim
Year	Vehicles	Vehicles	(\$)	(\$)
2011	36	5	3,663	3,764
2012	28	4	4,382	4,059
2013	37	5	4,226	4,082
2014	28	4	3,876	4,290
2015	28	4	4,150	4,513
2016	22	4	5,968	4,767
2017	26	4	6,749	4,873
2018	21	4	5,039	5,065
2019	22	3	6,346	5,144
2020	21	3	5,234	5,233



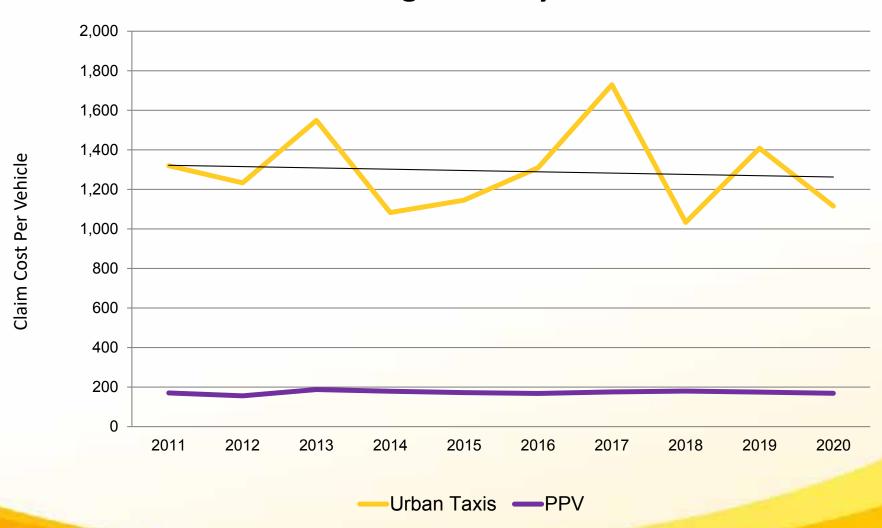
Damge Liability Urban Taxis VS PPV



of Claims per 100 Insured Vehicles



Damage Liability





Medical Expenses

Variety of medical costs

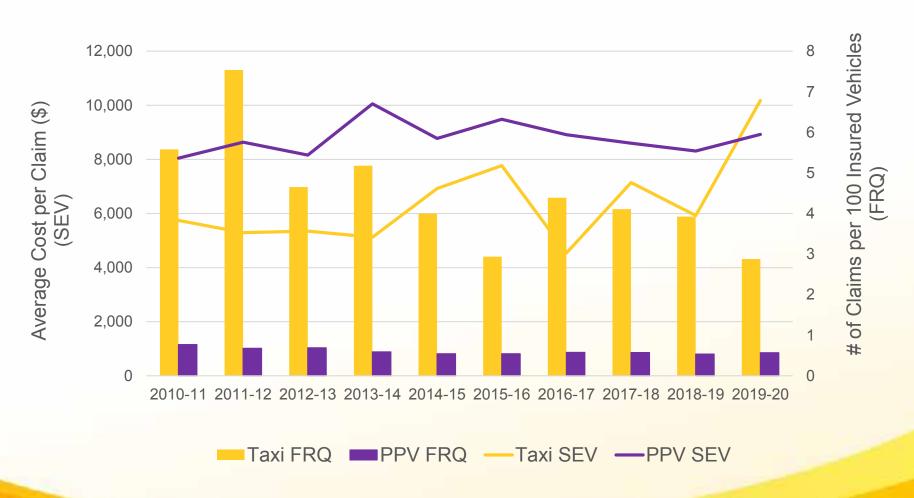
- > Attending medical appointments
- ➤ Chiropractic costs
- ➤ Massage therapy
- > Prosthetics
- Dental expenses



	Urban Taxis	PPV	Urban Taxis	PPV
	# of Claims per	# of Claims per	Average Cost	Average Cost
Accident	100 Insured	100 Insured	per Claim	per Claim
Year	Vehicles	Vehicles	(\$)	(\$)
2011	6	1	5,747	8,045
2012	8	1	5,295	8,636
2013	5	1	5,348	8,160
2014	5	1	5,124	10,052
2015	4	1	6,925	8,775
2016	3	1	7,771	9,483
2017	4	1	4,539	8,913
2018	4	1	7,145	8,601
2019	4	1	5,927	8,313
2020	3	1	10,183	8,928

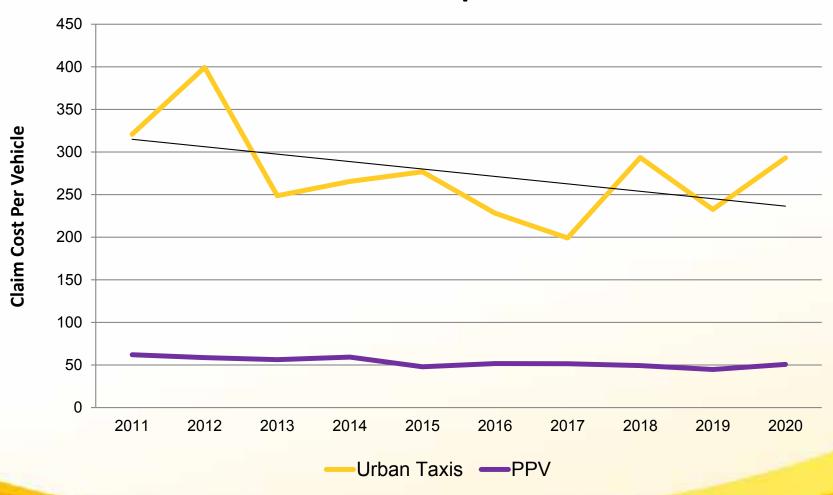


Medical Costs Urban Taxis VS PPV





Medical Expenses





Rate Capping

Changes would be capped to reduce rate shock

Current Annual Rate	15% Cap	10% Cap
\$1 - \$50	\$25	\$17
\$51 - \$100	\$50	\$33
\$101 - \$250	\$75	\$50
\$251 - \$500	\$100	\$67
\$501 - \$750	\$125	\$83
\$751 - \$1,000	\$150	\$100
\$1,001 or Greater	15%	10%



Overall Indication by Location

			% Change	Proposed	% Change	
	Current	Required	Required	Capped	Proposed	\$ Change /
Location Table	Premium	Premium	vs Current	Premium	vs Current	Year
A - Small Cities	\$2,101	\$4,439	111%	\$2,376	13%	\$275
B - Large Cities	\$3,728	\$4,562	22%	\$4,218	13%	\$490
Prince Albert	\$3,735	\$5,390	44%	\$4,226	13%	\$491
Regina	\$4,437	\$5,147	16%	\$5,019	13%	\$582
Saskatoon	\$4,437	\$5,514	24%	\$5,019	13%	\$582
Total	\$3,727	\$5,055	36%	\$4,216	13%	\$489



Indicated Premium by Coverage

Location Table	Damage	Injury	Liability	Expenses	Total
A - Small Cities	\$1,145	\$950	\$1,531	\$812	\$4,439
B - Large Cities	\$1,145	\$1,073	\$1,531	\$812	\$4,562
Prince Albert	\$1,974	\$1,073	\$1,531	\$812	\$5,390
Regina	\$1,853	\$950	\$1,531	\$812	\$5,147
Saskatoon	\$2,220	\$950	\$1,531	\$812	\$5,514

Proposed Premium by Coverage

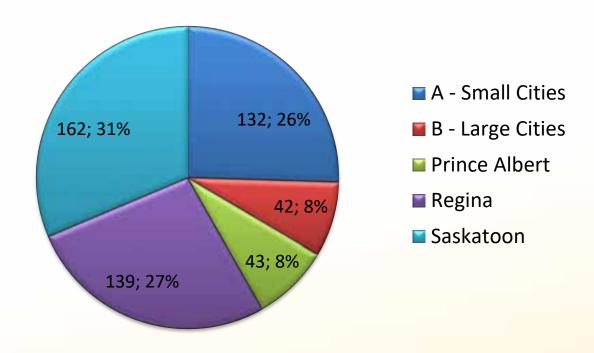
Location Table	Damage	Injury	Liability	Expenses	Total
A - Small Cities	\$613	\$509	\$819	\$435	\$2,376
B - Large Cities	\$1,059	\$992	\$1,415	\$751	\$4,218
Prince Albert	\$1,548	\$841	\$1,200	\$637	\$4,226
Regina	\$1,807	\$927	\$1,493	\$792	\$5,019
Saskatoon	\$2,021	\$865	\$1,394	\$740	\$5,019



	2020 Annual	
Location Table	Registrations	%
A - Small Cities	132	25%
B - Large Cities	42	8%
Prince Albert	43	8%
Regina	139	27%
Saskatoon	162	31%
Total	517	100%



2020 Annual Registrations





Comparison to Other Jurisdictions

Saskatchewan Current

Model Year	Vehicle Description	Saskatoon	Regina	Prince Albert	Small City
2017	TOYOTA CAMRY 4 CYL 4DR	\$4,848	\$4,848	\$4,146	\$2,512
2017	TOYOTA PRIUS HYBRID HATCHBACK	\$4,848	\$4,848	\$4,146	\$2,512
2017	DODGE GRAND CARAVAN SE	\$4,848	\$4,848	\$4,146	\$2,512
2018	TOYOTA SIENNA	\$4,848	\$4,848	\$4,146	\$2,512

^{*}Deductible = \$700

Saskatchewan Adequate

Model Year	Vehicle Description	Saskatoon	Regina	Prince Albert	Small City
2017	TOYOTA CAMRY 4 CYL 4DR	\$5,925	\$5,558	\$5,801	\$4,850
2017	TOYOTA PRIUS HYBRID HATCHBACK	\$5,925	\$5,558	\$5,801	\$4,850
2017	DODGE GRAND CARAVAN SE	\$5,925	\$5,558	\$5,801	\$4,850
2018	TOYOTA SIENNA	\$5,925	\$5,558	\$5,801	\$4,850

^{*}Deductible = \$700

Manitoba Current

Model Year	Vehicle Description	Winnipeg	Brandon	Portage	The Pas
2017	TOYOTA CAMRY 4 CYL 4DR	\$8,097	\$4,123	\$4,123	\$4,921
2017	TOYOTA PRIUS HYBRID HATCHBACK	\$8,097	\$4,123	\$4,123	\$4,921
2017	DODGE GRAND CARAVAN SE	\$8,097	\$4,123	\$4,123	\$4,921
2018	TOYOTA SIENNA	\$8,097	\$4,123	\$4,123	\$4,921

^{*}Deductible = \$750



Comparison to Other Jurisdictions (corrected)

Saskatchewan Current

Model Year	Vehicle Description	Saskatoon	Regina	Prince Albert	Small City
2017	TOYOTA CAMRY 4 CYL 4DR	\$4,182	\$4,182	\$3,586	\$2,197
2017	TOYOTA PRIUS HYBRID HATCHBACK	\$4,182	\$4,182	\$3,586	\$2,197
2017	DODGE GRAND CARAVAN SE	\$4,182	\$4,182	\$3,586	\$2,197
2018	TOYOTA SIENNA	\$4,182	\$4,182	\$3,586	\$2,197

^{*}Deductible = \$700 and \$1M liability limit with 15% Business recognition discount

Saskatchewan Adequate

Model Year	Vehicle Description	Saskatoon	Regina	Prince Albert	Small City
2017	TOYOTA CAMRY 4 CYL 4DR	\$5,098	\$4,786	\$4,993	\$4,184
2017	TOYOTA PRIUS HYBRID HATCHBACK	\$5,098	\$4,786	\$4,993	\$4,184
2017	DODGE GRAND CARAVAN SE	\$5,098	\$4,786	\$4,993	\$4,184
2018	TOYOTA SIENNA	\$5,098	\$4,786	\$4,993	\$4,184

^{*}Deductible = \$700 and \$1M liability limit with 15% Business recognition discount

Manitoba Current

Model Year	Vehicle Description	Winnipeg	Brandon	Portage	The Pas
2017	TOYOTA CAMRY 4 CYL 4DR	\$8,097	\$4,123	\$4,123	\$4,921
2017	TOYOTA PRIUS HYBRID HATCHBACK	\$8,097	\$4,123	\$4,123	\$4,921
2017	DODGE GRAND CARAVAN SE	\$8,097	\$4,123	\$4,123	\$4,921
2018	TOYOTA SIENNA	\$8,097	\$4,123	\$4,123	\$4,921

^{*}Deductible = \$750 and \$1M liability limit with a 33% DSR discount

^{**}The MPI rates are based on 2021 "Taxicab-Vehicle-for-Hire Level 4" use. The Taxicab-Vehicle-for-hire use is single rated and the driver qualifies for a merit discount of 33% on MPI's Driver Safety Rating Scale (DSR).



Questions?

Saskatchewan Auto Fund 2019 Rate Program Derivation of Ride Sharing Rate

Annual Taxi Premiums For Saskatchewan

Model Year	Vehicle Description	Saskatoon	Regina	- 1	Prince Albert	Other Large City	Small City	Rural	
2009	TOYOTA CAMRY 4 CYL 4DR	\$4,848		\$4,848	\$4,146	\$4,139		\$2,512	\$2,150
2012	TOYOTA CAMRY HYBRID	\$4,848		\$4,848	\$4,146	\$4,139		\$2,512	\$2,232
2010	DODGE GRAND CARAVAN SE	\$4,848		\$4,848	\$4,146	\$4,139		\$2,512	\$2,250
	Average	\$4,848		\$4,848	\$4,146	\$4,139		\$2,512	\$2,211
Saskatchewan Ade	quate - 2018 Rate Program*								
	quate - 2018 Rate Program* Vehicle Description	Saskatoon	Regina	-	Prince Albert	Other Large City	Small City	Rural	
Model Year		Saskatoon \$5,533	Regina	\$5,310	Prince Albert \$5,613	Other Large City \$4,679	Small City	Rural \$4,679	\$2,138
Model Year 2009	Vehicle Description		Regina				Small City		
Saskatchewan Ade Model Year 2009 2012 2010	Vehicle Description TOYOTA CAMRY 4 CYL 4DR	\$5,533	Regina	\$5,310	\$5,613	\$4,679	Small City	\$4,679	\$2,138 \$2,190 \$2,102

^{*}rates shown include a \$700 deductible

Taxi Statistics as Reported by the Livery Transporation Advisory Committee of Calgary

2015 201	6	2017	Month	2015	2016	2
621,648	578,192	590,669	January	8.	50 7.60	0
602,940	523,274	542,847	February	7.	90 7.90	0
674,147	548,750	606,009	March	7.	30 7.93	3
653,668	552,107	541,646	April	8.	10 7.90	0
655,110	571,428	525,070	May	7.	40 8.10	0
557,503	558,024	515,566	June	8.	60 7.80	0
710,609	705,369	622,165	July	8.	30 7.90	0
575,579	548,439	473,020	August	8.	30 8.00	0
573,119	575,116	522,169	September	8.	80 8.20	0
624,207	625,494	Not Available	October	8.	40 7.93	3
587,669	561,683	Not Available	November	8.	40 7.93	3
636,168	674,214	Not Available	December	8.	40 7.93	3
2015 201	6	2017	Estimated Number of Kilometres Travelled Month	by a Single Taxi Per 2015	Month = (2)*(3)/(- 2016	(4)
			Month	2015	2016	
1,205	1,165	1,110	Month January	2015	2016 87 3,771	1
1,205 1,205	1,165 1,165	1,110 1,093	Month	2015 4,3 3,9	2016 87 3,773 54 3,548	1
1,205	1,165	1,110	Month January February	2015	2016 87 3,775 54 3,548 85 3,732	1 8 2
1,205 1,205 1,205	1,165 1,165 1,165	1,110 1,093 1,170	Month January February March	2015 4,3 3,9 4,0	2016 87 3,773 54 3,548 85 3,733 95 3,743	1 8 2 3
1,205 1,205 1,205 1,205	1,165 1,165 1,165 1,165	1,110 1,093 1,170 1,165	Month January February March April	2015 4,3 3,9 4,0 4,3	2016 87 3,771 54 3,548 85 3,731 95 3,743 24 3,972	1 8 2 3
1,205 1,205 1,205 1,205 1,205	1,165 1,165 1,165 1,165 1,165	1,110 1,093 1,170 1,165 1,122	Month January February March April May	2015 4,3 3,9 4,0 4,3 4,0	2016 87 3,775 54 3,548 85 3,735 95 3,745 24 3,975 80 3,735	1 8 2 3
1,205 1,205 1,205 1,205 1,205 1,205	1,165 1,165 1,165 1,165 1,165 1,165	1,110 1,093 1,170 1,165 1,122 1,131	Month January February March April May June	2015 4,3 3,9 4,0 4,3 4,0 3,9	2016 87 3,77: 54 3,548 85 3,73: 95 3,74: 24 3,97: 80 3,73: 96 4,78:	1 8 2 3 2 5
1,205 1,205 1,205 1,205 1,205 1,205 1,205	1,165 1,165 1,165 1,165 1,165 1,165 1,165	1,110 1,093 1,170 1,165 1,122 1,131 1,146	Month January February March April May June July	2015 4,3 3,9 4,0 4,3 4,0 3,9 4,8	2016 87 3,77: 54 3,548 85 3,73: 95 3,74: 24 3,97: 80 3,73: 96 4,78: 66 3,765	1 8 2 3 2 5
1,205 1,205 1,205 1,205 1,205 1,205 1,205 1,205	1,165 1,165 1,165 1,165 1,165 1,165 1,165 1,165	1,110 1,093 1,170 1,165 1,122 1,131 1,146 1,066	Month January February March April May June July August	2015 4,3 3,9 4,0 4,3 4,0 3,9 4,8 3,9	2016 87 3,77: 54 3,548 85 3,73: 95 3,74: 24 3,97: 80 3,73: 96 4,78: 66 3,76: 87 4,04:	1 8 2 3 2 5 7
1,205 1,205 1,205 1,205 1,205 1,205 1,205 1,205 1,205 1,205 1,205	1,165 1,165 1,165 1,165 1,165 1,165 1,165 1,165	1,110 1,093 1,170 1,165 1,122 1,131 1,146 1,066	Month January February March April May June July August September	2015 4,3 3,9 4,0 4,3 4,0 3,9 4,8 3,9 4,1	2016 87 3,77: 54 3,548 85 3,73: 95 3,74: 24 3,97: 24 3,97: 96 4,78: 66 3,76: 87 4,04: 53 4,256	1 8 2 3 2 5 7 4
	674,147 653,668 655,110 557,503 710,609 575,579 573,119 624,207 587,669	674,147 548,750 653,668 552,107 655,110 571,428 557,503 558,024 710,609 705,369 575,579 548,439 573,119 575,116 624,207 625,494 587,669 561,683	674,147 548,750 606,009 653,668 552,107 541,646 655,110 571,428 525,070 557,503 558,024 515,566 710,609 705,369 622,165 575,579 548,439 473,020 573,119 575,116 522,169 624,207 625,948 Not Available 587,669 561,683 Not Available	674,147 548,750 606,009 March 633,668 552,107 541,646 April 655,110 571,428 525,070 May 557,503 558,024 515,566 June 710,609 705,369 622,165 July 575,579 548,439 473,020 August 573,119 575,116 522,169 September 624,207 625,494 Not Available October 587,669 561,683 Not Available November	674,147 548,750 606,009 March 7. 653,668 552,107 541,646 April 8. 655,110 571,428 525,070 May 7. 557,503 558,024 515,566 June 8. 710,609 705,369 622,165 July 8. 575,579 548,439 473,020 August 8. 573,119 575,116 522,169 September 8. 624,207 625,494 Not Available October 8. 587,669 561,683 Not Available November 8.	674,147 548,750 606,009 March 7,30 7,9 653,668 552,107 541,646 April 8.10 7,9 655,110 571,428 525,070 May 7,40 8.1 577,509 705,369 622,165 June 8,60 7,8 710,609 705,369 622,165 July 8,30 7,9 575,579 548,439 473,020 August 8,30 8,0 573,119 575,16 522,169 September 8,80 8,2 624,207 625,949 Not Available October 8,40 7,9 587,669 561,683 Not Available November 8,40 7,9

Final Estimated Rate Per Kilometre Per Month

Estimated Rate Based on Saskatchewan Annual Adequate Premium for Taxis = (1)/(5)/12

Saskatoon	Regina		Prince Albert	Other Large City	Small City	Rural
	\$0.11	\$0.11	\$0.12	\$0.10	\$0.10	\$0.04



Takes the adequate average annual taxi premium, divides by the average estimated number of kilometres travelled per month by a taxi, and then divides by 12 months to get a per month rate

Saskatchewan Motorcycle Review – 2013-2014 Report on Outcomes

Background

In 2013, government directed SGI to review three issues affecting motorcycle owners and riders:

- Opportunities to improve motorcycle safety;
- Options for injury benefits provided to motorcycle owners with their basic insurance coverage;
- Factors contributing to the need for substantial motorcycle insurance rate increases to cover the cost of motorcycle claims

Committee was formed, comprised of representatives from: SGI invited the motorcycle community to participate in a review of those topics. A Motorcycle Review

- Motorcycle dealerships
- Motorcycle training schools
- Motorcycle riders and clubs
- Saskatchewan Safety Council
- Medical doctors who treat trauma injuries
- Insurance brokers

consideration and feedback. Ultimately, the Committee recommended, and government approved, the the public, and statistical and program analysis. They put forward several options for further public following changes: The Motorcycle Review Committee considered proposals from SGI and committee members, input from

- Increase requirements for acquiring a motorcycle learner's licence
- Must hold a Class 5 or higher driver's licence
- 0 or demonstrate through a test the basic ability to safely handle a motorcycle Before receiving a learner's licence, must take an approved motorcycle training course
- 0 Limited to three attempts at the basic abilities test, then must take a training course
- Change requirements for new riders
- 0 placard indicating they are new riders Those in the Motorcycle Graduated Drivers Licensing (MGDL) program must display a
- 0 conditions Time of day MGDL holders are allowed to ride was adjusted to avoid low visibility
- Additional mandatory gear is required
- Zero blood alcohol required for all MGDL riders
- 0 motorcycle learner's licence before June 18, 2009 was removed The exemption for testing for a full motorcycle endorsement for riders who acquired a
- 0 Insurance discounts are not available until a rider completes the MGDL program
- Provide incentives for new riders to take training
- 0 complete an approved motorcycle training course The fee for the MGDL licence was increased to \$500, but waived for those who
- 0 convictions receive a \$450 training rebate New riders who pass an approved training course with no at-fault collisions or traffic

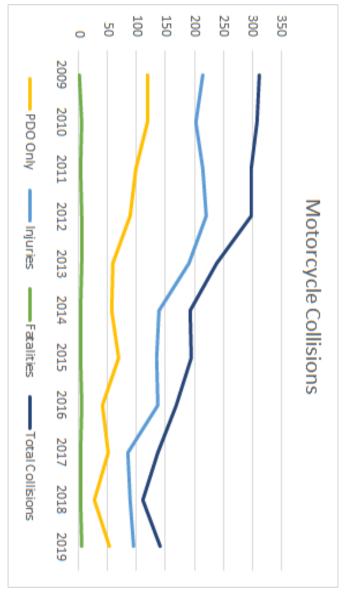
- 0 Those who don't take training are restricted to riding the size of motorcycle used during
- Additional mandatory gear required for all motorcycle riders and passengers
- A mechanical fitness inspection program was introduced for motorcycles
- Driver improvement program penalties for certain infractions were strengthened
- motorcycle rate groups were adjusted to more accurately reflect rates of depreciation The method of insurance rating by motorcycle body style and engine size was adjusted, and
- A new reduced no-fault injury coverage option was implemented for motorcycle owners
- Awareness programs about safely sharing the road with motorcycles were enhanced
- The motorcycle permit program was adjusted

years of data to understand whether a new road safety trend has taken hold. safety among motorcycle riders which would, in turn, result in lower insurance rates. It takes several Most of the changes were implemented in 2014 and 2015. They were primarily targeted at improving

implemented in 2011 and targeted improving safety among new motorcycle riders. This report describes the Motorcycle Review. The review also considered the impact of the MGDL program which was In 2019 and 2020, SGI undertook a review to understand outcomes from the changes made as a result of those outcomes.

Collision Trends

ended 2019 (by 54%). The number of motorcycle collisions in Saskatchewan decreased dramatically over the decade that



Motorcycle collisions have also decreased substantially since the Motorcycle Review was completed in 2014 (27%).

past decade and by 30% since the Motorcycle Review. The number of people injured in motorcycle collisions has also decreased dramatically – by 56% in the

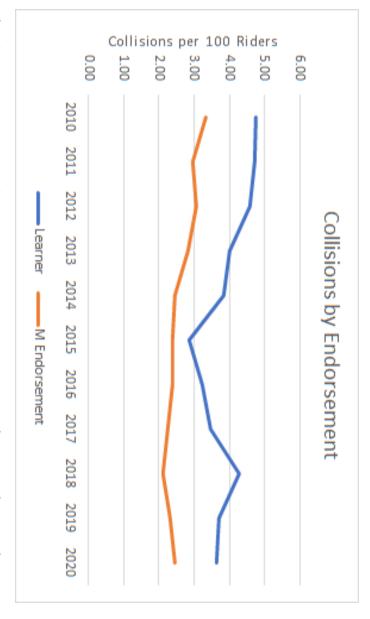
understanding safety trends. changes to them, while enormously meaningful for the people impacted, are not useful in of 2012, 2013 and 2016. However, the numbers are very low for statistical purposes and therefore Motorcycle fatalities have remained constant, ranging from a low of two in 2009 to a high of six in each

New Riders

experience are more likely to be involved in a collision. The Motorcycle Review Committee focused particularly on new riders, because those with less

one 12-month term represents one rider.) accurate comparison, the total amount of insurance purchased was divided into 12-month terms, and prior to the introduction of MGDL in 2011. The chart below shows the number of collisions per 100 those with a full motorcycle endorsement, both groups are less involved in collisions than they were Comparing collisions involving riders in the Motorcycle Graduated Driver Licensing (MGDL) program and riders. (Motorcycle owners tend to buy insurance coverage for terms of less than one year. To allow

collisions per 100 riders in 2010, to 3.65 in 2020, a 24% decline. Riders with a full M endorsement went Learners (including riders in the learner, Novice 1 and Novice 2 stages of MGDL) went from 4.78 at-fault from 3.33 at-fault collisions per 100 riders to 2.45, a 26% decline.



again and were at 3.65 per 100 riders in 2020 (9% below the 2013 number). 4.03 per 100 riders in 2013 to 2.87 per 100 riders in 2015 (a 29% decline). They have since trended up After the Motorcycle Review, collisions among learner riders dropped significantly the first year, from

going from 2.83 per 100 riders in 2013 to 2.45 per 100 riders in 2020 (a 13% decline) — although the Collisions among riders with a full M endorsement have declined slightly and steadily over that period, number has climbed a small amount over the past two years.

Body Style

cruiser/touring, sport and dual purpose. At the time of the Motorcycle Review, sport bikes were over-The Motorcycle Review also considered the collision involvement of different types of bikes, looking at in collisions. represented in collisions, accounting for 14% of registered motorcycles and 37% of motorcycles involved



year their involvement in collisions increased again. Today, sport bikes account for 10% of registered After decreases in their collision involvement immediately following the Motorcycle Review, in the past motorcycles and 27% of motorcycles involved in collisions.

At-Fault Trends

fault in slightly fewer collisions from 2015 forward, the period following the Motorcycle Review. deemed responsible for motorcycle collisions roughly half of the time, although they were deemed at for it – the motorcycle rider or a driver of a different vehicle? Then, as now, motorcycle riders are The Motorcycle Review also considered, when a motorcycle is involved in a collision, who is responsible



fault determination for collisions occurring 2010-2019 was: Breaking collisions down by those involving other vehicles and those involving a single motorcycle, the

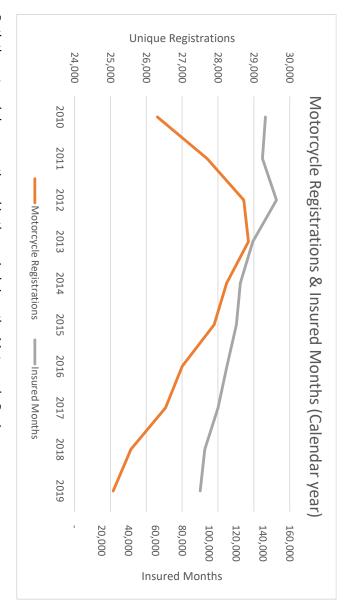
	Motorc	ycle Colli	Motorcycle Collisions 2010-2019		
Multi Vehicle			Single Vehicle	le	
Collision Responsibility	Claims		Collision Responsibility	Claims	
Rider Not at Fault	1,842	54%	54% Rider Not at Fault	508	19%
Rider 50% or More at Fault	1,517	45%	45% Rider 50% or More at Fault	2,140	80%
Rider Less than 50% at Fault	34	1%	1% Rider Less than 50% at Fault	18	1%
Total	3,393	3,393 100% Total	Total	2,666	2,666 100%

Changes in Riding Patterns

Motorcycle Review look excellent. However, there is another factor behind the numbers. On the surface, motorcycle collision trends in Saskatchewan over the past decade and since the

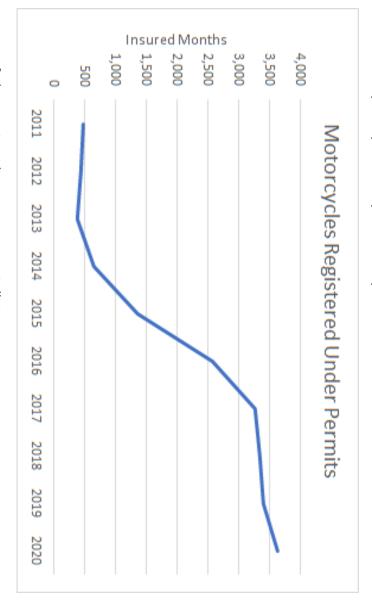
them for shorter periods of time. This suggests that the reduction in motorcycle collisions is due, in part, Fewer motorcycles are being registered and their owners have tended to insure (and, presumably, ride) to riders being on the road less than they once were and therefore less exposed to the risk of a collision.

that time, the total number of months owners have insured their bikes for each year has declined 34% From 2010 to 2019, the number of motorcycles registered in Saskatchewan has declined by 5%. Over



Both those trends have continued in the period since the Motorcycle Review

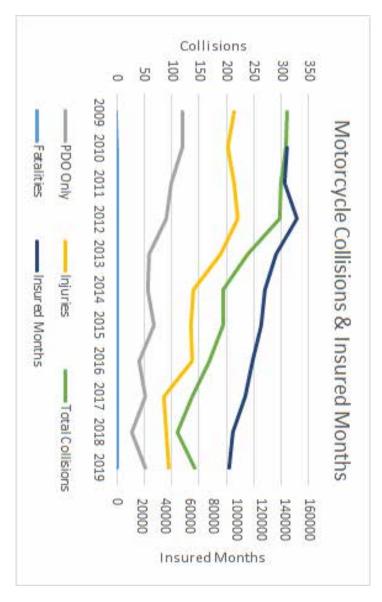
increased their permit purchases by 600% in the past decade. insurance costs as low as possible. Translated to permitted months to allow comparison, owners have In recent years, motorcycle owners have been purchasing more permits, presumably to keep their



Impact of Changes in Riding Patterns on Collisions

numbers, the picture is different from what collision trends alone show. When we look at the total time for which motorcycles have been insured combined with collision

the reduction in collisions, going down 34% between 2010 and 2019. Considering these factors, the amount of insurance purchased has declined at almost as steep a rate as



The trend has continued downward since the Motorcycle Review.

exposed to the risk of a collision. However, even assuming that to be true and factoring it in, motorcycle some part of the decrease in collisions was because motorcycles are on the road less and therefore less Assuming that if motorcycles are insured for less time they're also ridden for less time, this suggests collisions have still declined significantly.

Impact on Motorcycle Rates

At its most basic, an insurance program is a pool of money used to pay for the losses of those who contributed to it.

cover the cost of motorcycle claims. In 2013, Saskatchewan motorcycle owners, as a group, were not paying enough for their insurance to

a shortfall between what's being paid into the pool and the amount paid out in claims. amount of motorcycle insurance purchased each year declined, that reversed. At present, there is again premiums collected from motorcycle owners was sufficient to pay their claims. However, as the total After the review, collisions decreased to a point where, for two years, the total pool of insurance

Saskatchewan Auto Fund - Motorcycle Rate Surplus and Shortfall

As at March 31, 2020										
Fiscal Year	2019/2020	2018/2019	2017/2018	2016/2017	2015/2016	2014/2015	2019/2020 2018/2019 2017/2018 2016/2017 2015/2016 2014/2015 2013/2014 2012/2013 2011/2012 2010/201	2012/2013	2011/2012	2010/2011
Insurance Premiums	8,068,597	9,205,083	9,199,070	10,953,777	12,438,228	13,255,958	10,953,777 12,438,228 13,255,958 12,063,661 9,564,705 13,472,345 9,114,983	9,564,705	13,472,345	9,114,983
Investment Income	2,691,223	2,272,786	2,440,785	2,749,788	4,251,281	4,597,108	2,272,786 2,440,785 2,749,788 4,251,281 4,597,108 3,155,456 2,619,963	2,619,963	4,120,321 2,537,628	2,537,628
Claims Costs	16,496,261	14,556,503	16,496,261 14,556,503 12,483,303 9,727,997 12,073,676	9,727,997	12,073,676	18,981,227	22,976,303	13,100,658 16,187,685	16,187,685	16,689,035
- Net Expenses	976,928	1,027,269 1,029,358	1,029,358	1,334,179	1,334,179 1,507,688 1,648,842 1,589,148	1,648,842	1,589,148	1,290,365	1,853,439	1,258,794
= Surplus (Shortfall) -6,713,369 -4,105,902 -1,872,806 2,641,389 3,108,145 -2,777,004 -9,346,334 -2,206,355 -448,458	-6,713,369	-4,105,902	-1,872,806	2,641,389	3,108,145	-2,777,004	-9,346,334	-2,206,355	-448,458	-6,295,218

injuries are more likely to be severe. travelling in an enclosed vehicle, when they are in a collision, they are more likely to be injured and the motorcycle claim costs. Because a motorcycle rider does not have the same protection as someone The most expensive part of motorcycle insurance is the injury coverage, accounting for 80% of

they were in the period before the Motorcycle Review and suggests that, when a rider is injured in a collision, they tend to be injured less seriously now than vehicle). Today, the average cost for a motorcycle injury claim is \$90,000 (\$22,000 for a private In 2013, the average cost for a motorcycle injury claim was \$117,000 (\$31,000 for a private passenger passenger vehicle). The reduction is most likely due to safety improvements among motorcycle riders

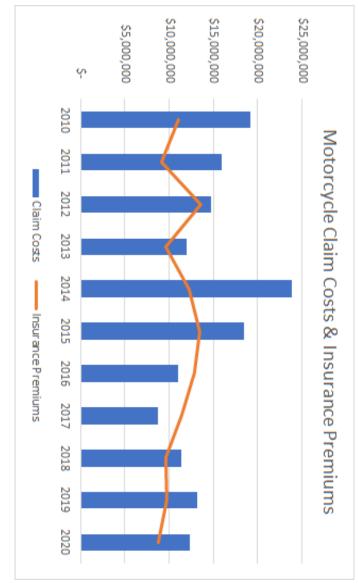
average for a motorcycle injury claim has decreased. These trends are reducing the total amount of The number of motorcycle riders being injured has decreased and the amount of coverage paid out on motorcycle insurance premiums required to cover motorcycle claim costs.

There are other factors, however, offsetting those improvements.

insuring their bikes for significantly less time than they once did 2014/15 and 2019/20. This is due to slightly fewer motorcycles being registered, and motorcycle owners The overall pool of insurance premiums collected from motorcycle owners decreased by 39% between

After an initial drop in motorcycle claim costs by 2016/17 to 49% of their 2014/15 level, claim costs have income replacement costs for those injured in collisions. is due to motorcycle collisions increasing in the past year combined with increases in medical and increased every year since. In 2019/20, claim costs were only 13% lower than they were in 2014/15. This

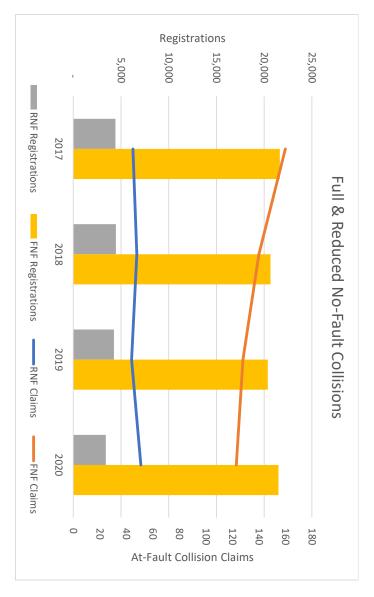
Investment income is also a factor. Insurance companies must hold sufficient capital to cover the costs in 2019/20, 42% below 2014/15 levels. premium they must collect from customers. Investment returns have declined in recent years and were, of expected claims. They invest that capital, using the returns to reduce the amount of insurance



Reduced No Fault Motorcycle Coverage

and rehabilitation, permanent injury and funeral benefits. they're injured in a collision they are responsible for. This includes lower income replacement, medical who choose reduced no fault pay a lower insurance premium and also receive lower levels of coverage if new injury coverage option was introduced for motorcycle owners in 2016 – reduced no fault. Owners During the Motorcycle Review it was clear that riders felt insurance rates were too high. As a result, a

one fifth of motorcycle injury claims where the rider is deemed at fault for the collision are under the Today, about 16% of motorcycles registered are registered under the reduced no fault option. About reduced no fault option.



Allocation of Motorcycle Claim Costs

for example, if a private passenger vehicle caused a collision with a motorcycle, the costs to repair the claim was paid out for, whether the vehicle owner was deemed responsible for the collision or not. So, allocated to for rating purposes. At one time, SGI allocated all claim costs to the class of vehicle the A point of discussion during the Motorcycle Review was the vehicle class motorcycle claim costs are motorcycle and pay for injury coverage for the motorcycle rider were allocated to the motorcycle class. passenger vehicle were allocated to the private passenger vehicle class, and the costs to repair the

change resulted in a reduction of \$300 in the amount of annual motorcycle insurance premium required 2012, so that all costs of a given claim are allocated to the class of vehicle that caused the collision. This from each motorcycle owner to cover injury costs at that time. Recognizing this could unfairly impact the cost of insurance for some classes, SGI revised the process in

Conclusions

There is no question the Motorcycle Review undertaken in 2013 and 2014 was successful.

anomaly or a sustained trend to rise again, particularly among new riders and sport bikes, it is too early to know if that is a one-year them. Motorcycle collisions have dropped by 27% since the review was completed, and injuries to motorcycle riders have declined by 30%. Although in the past year, the number of collisions has begun The most important goal was to reduce the number of collisions, and the number of riders injured in

owners have had the option of choosing reduced no fault, in addition to full no fault or tort coverage. The second goal was to provide injury coverage options to motorcycle owners. Since 2016, motorcycle

by 2015. The gap between insurance purchased by motorcycle owners and cost of motorcycle claims was closed The third goal was to understand and address the factors driving up the cost of motorcycle insurance.

motorcycle premiums paid and motorcycle claims paid. to rise again, increasing in each of the last three years. Today, there is again a shortfall between premiums from which to pay claims. In the same period, the overall cost of motorcycle claims has begun their bikes for increasingly shorter periods of time, which has shrunk the overall pool of insurance However, in the years since the Motorcycle Review concluded, motorcycle owners have been insuring

2021-22 Cross Canada Comparison of Insurance Premiums for Saskatchewan's Most Popular Vehicles(1), Driver(2)-with-vehicle profiles

Profile	Model Year	Make and Model	Auto Fund	discount(5)	financial			SGI CANADA (6)		Total	
Profile	wouel Year		base premium (4)	uiscount(5)	penalty(5)		Regina	Humboldt	Meadow Lake	Regina	Humboldt	Meadow Lake
1	2018	HONDA CR-V AWD	1,324	24%	0	CF	137	139	137	1,143	1,145	1,143
2	2008	FORD ESCAPE XLT V6 4WD	1,146	24%	0	CF	122	124	122	992	994	992
3	2019	JEEP GRAND CHEROKEE 4WD	1,524	20%	0	Α	165	167	165	1,384	1,386	1,384
4	2004	TOYOTA SIENNA V6	983	24%	0	CF	120	122	120	867	869	867
5	2007	TOYOTA CAMRY 4CYL 4DR	1,119	20%	150	A+	156	159	156	1,201	1,204	1,201
		Occasional driver of above vehicle										
		Occasional driver of above vehicle										
6	2002	FORD TAURUS 4DR	815	24%	0	CF	120	122	120	739	741	739
		Occasional driver of above vehicle										
		Occasional driver of above vehicle										
7	2008	HONDA CIVIC 2DR	1,339	12%	0	CF	135	137	135	1,313	1,315	1,313
8	2015	KIA SORENTO LX V6 AWD	1,410	18%	0	Α	165	167	165	1,321	1,323	1,321
9	2002	CHEV CAVALIER 2DR	962	12%	0	CF	135	137	135	981	983	981
10	2019	FORD F350 S/D CREWCAB 4WD DIESEL	1,371	0%	100	Α	163	165	163	1,634	1,636	1,634
11	2010	CHEVROLET IMPALA LT V6	1,085	20%	0	CF	120	122	120	988	990	988
12	2014	CHEV EQUINOX LT AWD	1,424	24%	0	CF	122	124	122	1,204	1,206	1,204
		Occasional driver of above vehicle										
13	2012	DODGE JOURNEY R/T AWD	1,359	20%	0	Α	165	167	165	1,252	1,254	1,252
		Occasional driver of above vehicle										
14	2007	HONDA ODYSSEY	1,045	20%	0	A+	156	159	156	992	995	992
		Occasional driver of above vehicle										
15	2010	TOYOTA COROLLA 4DR	1,246	24%	0	CF	120	122	120	1,066	1,068	1,066
		Occasional driver of above vehicle										
16	2014	CHEV CRUZE LT TURBO	1,246	0%	1000	В	233	237	233	2,479	2,483	2,479
17	2014	DODGE RAM 1500 QUAD CAB 4WD	1,524	20%	0	A+	158	159	158	1,377	1,378	1,377
		Occasional driver of above vehicle										
18	2013	FORD EDGE LIMITED AWD	1,359	20%	0	A	165	167	165	1,252	1,254	1,252
19	2015	CHEV MALIBU LT	1,324	6%	0	CF	135	137	135	1,379	1,381	1,379
20	2018	HYUNDAI ELANTRA GL 4DR	1,290	0%	0	CF	135	137	135	1,425	1,427	1,425
21	2016	MAZDA CX-5 GS AWD	1,359	2%	0	CF	137	139	137	1,468	1,470	1,468
22	2011	CHEV SILVERADO 1500 EXT CAB 4WD	1,315	0%	300	CF	136	138	136	1,751	1,753	1,751
23	2013	FORD FUSION SE	1,290	20%	0	CF	135	137	135	1,167	1,169	1,167
24	2017	CHEV SILVERADO 1500 CREWCAB 4WD	1,493	10%	0	A	163	165	163	1,506	1,508	1,506
		Occasional driver of above vehicle										
25	2010	DODGE GRAND CARAVAN 2WD	1,142	24%	0	CF	120	122	120	987	989	987
26	1997	FORD F150 SUPERCAB 2WD	831	24%	0	CF	136	138	136	767	769	767
27	2010	HYUNDAI SANTA FE V6 AWD	1,153	10%	0	CF	122	124	122	1,159	1,161	1,159
		Occasional driver of above vehicle										
28	2011	GMC SIERRA 1500 EXT CAB 4WD	1,349	20%	0	CF	136	138	136	1,215	1,217	1,215
29	2012	HONDA CIVIC 4DR	1,198	20%	0	A+	156	159	156	1,114	1,117	1,114
30	2013	FORD EXPLORER 4DR 4WD	1,359	24%	0	CF	137	139	137	1,169	1,171	1,169
		Occasional driver of above vehicle										
31	2008	CHEV IMPALA LS	991	24%	0	CF	120	122	120	873	875	873
32	2018	FORD F150 SUPERCREW 4WD	1,554	24%	0	CF	136	138	136	1,317	1,319	1,317
33	2014	FORD FOCUS SE 4DR	1,324	20%	0	A	143	145	143	1,202	1,204	1,202
34	2013	FORD F150 SUPERCAB 4WD	1,415	20%	0	CF	136	138	136	1,268	1,270	1,268
average			1,255				142	144	142	1,234	1,236	1,234

- Notes
 (1) Based on the most commonly registered vehicles with a registration during the 2020-21 fiscal year (April to March)
 (2) Based on the driver profiles in the Consumers' Association of Canada's (September 2003) "Review of Automobile Insurance Rates"
 (3) Driver training
 (4) Premium for collision and comprehensive deductibles of \$700 and a third-party liability limit of \$200K
 (5) Related to Safe Driver Recognition
 (6) Premium for collision and comprehensive deductibles of \$500 and a third-party liability limit of \$2 million
 (7) Financial penalty due to a secondary driver

(7)

2021-22 Cross Canada Comparison of Insurance Premiums for Saskatchewan's Most Popular Vehicles(1), Driver(2)-with-vehicle profiles

Profile	Model Year	Make and Model	IBC Code	Primary Use	Gender	Age	Occupation	Months Licensed	Claims and Convictions (months ago)
1	2018	HONDA CR-V AWD	0271	business	single male	58	financial broker	480	
2	2008	FORD ESCAPE XLT V6 4WD	3741	pleasure	married female	55	homemaker	420	
3	2019	JEEP GRAND CHEROKEE 4WD	7181	business	single male	58	manager	480	liability and collision (12 months ago)
4	2004	TOYOTA SIENNA V6	7641	pleasure	single female	55	homemaker	420	
5	2007	TOYOTA CAMRY 4CYL 4DR	0450	business	married male	48	accountant	384	comprehensive (24); two minor convictions (17, 36)
		Occasional driver of above vehicle			married female	47	homemaker	312	minor conviction (1)
		Occasional driver of above vehicle			single male	27	student	12 (training(3))	minor conviction (11)
6	2002	FORD TAURUS 4DR	3427	pleasure	married female	42	veterinarian	312	
		Occasional driver of above vehicle			married male	48	homemaker	384	
		Occasional driver of above vehicle			single male	17	student	12 (training(3))	
7	2008	HONDA CIVIC 2DR	0258	business	single male	22	cook	72	
8	2015	KIA SORENTO LX V6 AWD	1046(04)	business	single female	45	first-aid instructor	192	liability and collision (18)
9	2002	CHEV CAVALIER 2DR	5537	business	single female	22	student	72	
10	2019	FORD F350 S/D CREWCAB 4WD DIESEL	3763	business	married female	22	furniture repair	72	liability and collision (18)
11	2010	CHEVROLET IMPALA LT V6	5486	pleasure	single female	87	retired	744	two minor convictions (3, 8)
12	2014	CHEV EQUINOX LT AWD	5878	pleasure	married male	72	retired	384	```
		Occasional driver of above vehicle			married female	77	retired	168	
13	2012	DODGE JOURNEY R/T AWD	2833	business	married female	38	retail sales	264	liability and collision (18)
		Occasional driver of above vehicle			single male	18	student	24 (training(3))	
14	2007	HONDA ODYSSEY	0914	business	married male	45	retail proprietor	180	three comprehensive (6, 12, 18)
		Occasional driver of above vehicle			married female	40	retail proprietor	40	
15	2010	TOYOTA COROLLA 4DR	0445	pleasure	married male	68	retired	600	
		Occasional driver of above vehicle		1	married female	66	retired	540	
16	2014	CHEV CRUZE LT TURBO	5099	business	single female	51	part-time student, retail	252	liability and collision (12); Criminal Code conviction (12)
17	2014	DODGE RAM 1500 QUAD CAB 4WD	2774	business	married male	35	construction	228	comprehensive (12)
		Occasional driver of above vehicle			married female	32	retail sales	120	
18	2013	FORD EDGE LIMITED AWD	3791	business	single male	40	part-time student, pizza delivery	264	liability and collision (12)
19	2015	CHEV MALIBU LT	5398	business	single female	33	office manager	96	major conviction (18)
20	2018	HYUNDAI ELANTRA GL 4DR	0528(01)	business	single female	18	student	1 (training(3))	
21	2016	MAZDA CX-5 GS AWD	7841(01)	business	single female	17	student	12 (training(3))	
22	2011	CHEV SILVERADO 1500 EXT CAB 4WD	5824(01)	business	single male	19	labourer	24 (training(3))	two minor convictions (12, 24)
23	2013	FORD FUSION SE	3440	business	single female	57	business owner	444	two minor convictions (12, 24)
24	2017	CHEV SILVERADO 1500 CREWCAB 4WD	5846	business	married male	31	sales	144	liability and collision (12)
		Occasional driver of above vehicle			married female	30	self-employed	48	<u> </u>
25	2010	DODGE GRAND CARAVAN 2WD	2662	pleasure	married female	43	homemaker	312	
26	1997	FORD F150 SUPERCAB 2WD	3630	business	single male	51	business owner	396	
27	2010	HYUNDAI SANTA FE V6 AWD	0936	pleasure	married male	25	welder	60	
		Occasional driver of above vehicle		ľ	married female	27	child-care worker	36	
28	2011	GMC SIERRA 1500 EXT CAB 4WD	6740	business	single male	36	web designer	228	minor conviction (12)
29	2012	HONDA CIVIC 4DR	0210	business	single female	42	nurse	288	comprehensive (36); liability and collision (85)
30	2013	FORD EXPLORER 4DR 4WD	3659	business	married male	55	supervisor	408	
		Occasional driver of above vehicle			married female	50	sales clerk	372	
31	2008	CHEV IMPALA LS	5477	pleasure	single female	70	retired	612	
32	2018	FORD F150 SUPERCREW 4WD	3558(01)	business	single male	42	foreman	300	
33	2014	FORD FOCUS SE 4DR	9020(01)	pleasure	married male	75	retired	660	liability and collision (8)
34	2013	FORD F150 SUPERCAB 4WD	3645	business	single male	27	engineering technologist	132	\''
average									

- Notes
 (1) Based on the most commonly registered vehicles with a registration during the 2020-21 fiscal year (April to March)
 (2) Based on the driver profiles in the Consumers' Association of Canada's (September 2003) "Review of Automobile Insurance Rates"
 (3) Driver training
 (4) Premium for collision and comprehensive deductibles of \$700 and a third-party liability limit of \$200K
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 (6) Premium for collision and comprehensive deductibles of \$500 and a third-party liability limit of \$2 million
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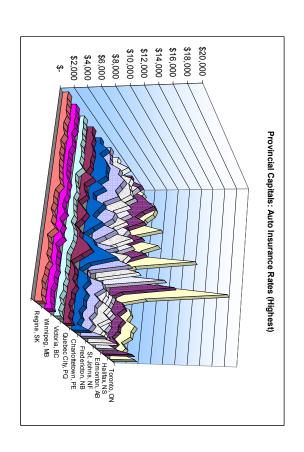
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AUTOMOBILE INSURANCE RATES REVIEW OF

40 Canadian Cities 10 Provinces

September 2003



This Consumers' Association of Canada study on auto insurance rates answers the following question:

driving record and same claims history, and lived in each of the 40 cities surveyed in this study? How much would the same driver pay for auto insurance if they had the same vehicle, same

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SERVICE TO CANADIAN CONSUMERS

of the Association are active from Nova Scotia to British Columbia and focus their work on Association across Canada. In addition to its national office in Ottawa, Ontario branches the interests of consumers for over 50 years. A network of volunteer members supports the local or regional issues. The Consumers' Association of Canada is a national non-profit organization that has served

thousands of individual consumers in resolving disputes with product and service providers. make decisions about products, policies or programs. The Association has worked with The Association provides an independent consumer voice when government and industry

even when these solutions are in conflict with Government or industry positions. The Association also advocates solutions to issues that are clearly in the consumer's interest

Auto insurance is one of these issues.

All comments, analysis, findings and conclusions in this Study are the sole responsibility of the Association.

NOTE

web site www.CACBC.com. This Study and earlier releases of portions of this study may also be found at the following

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EXECUTIVE SUMMARY

with a public auto system, experienced rate increases of only 7.2%. escalated by up to 70% in those six provinces other consumers in a province like Manitoba, initiatives to mitigate rates. At the same time, while Statistics Canada reported that rates had provinces that have private auto insurance systems. Governments in Newfoundland, consumers have expressed their displeasure with skyrocketing auto insurance rates Auto insurance has historically been a contentious issue across Canada. Scotia, New Brunswick, Prince Edward Island, Ontario and Alberta have promised or taken For most of 2003 Nova

claims and marital status, were used in each city to illustrate how much consumers' pay for profiles, reflecting a cross-section of vehicle types, driver history, driver ages and gender, examines and compares rates in 40 cities in 10 provinces. an independent source of information about auto insurance rates across Canada. The purpose of this study is to inform consumers about the auto insurance issue by providing auto insurance. The same 34 different driver

This study answers the following important question:

vehicle, same driving record and same claims history but lived in each of the 40 cities surveyed in this study? How much would the same driver pay for auto insurance if they had the same

The key findings and conclusions of this study are:

Finding #1 - Public Auto Insurance Systems Offer The Lowest Rates For Consumers

Finding #2 – Toronto Consumers Pay The Highest Rates In Canada

Finding #3 – Winnipeg Has Lowest Rates Of Canada's Capital Cities

Finding #4 - Canada's Largest Cities - Toronto and Calgary Have The Highest Rates

Finding #5 - Western Provinces Have Much Lower Rates Than The Maritimes

Finding #6 – Alberta Consumers Pay Much Higher Rates Than In Neighbouring Provinces

Finding #7 - Ontario's Rates Are Much Higher Than In Western Public Auto Provinces

Finding #8 - Quebec's Rates Are Much Lower Than Ontario's Rates

Finding #9 – Rates Are Consistent Between Canada's Public Auto Systems

Finding #10 - Under Private Auto Systems, Good Young Male Drivers Pay More Than Bad Older Drivers With High Priced Vehicles

List of Cities Used in Study

				British Columbia					Alberta				Saskatchewan			Manitoba						Ontario					Quebec				New Brunswick		Prince Edward Island				Nova Scotia			Newfoundland & Labrador	Province
Victoria	Vancouver	Prince George	Penticton	Nelson	Lloydminster	Lethbridge	Ft. McMurray	Edmonton	Calgary	Yorkton	Regina	Prince Albert	Lloydminster	Winnipeg	Thompson	Brandon	Toronto	Thunder Bay	St. Catherine's	Ottawa	London	Barrie	Trois Rivieres	Sherbrooke	Quebec	Montreal	Hull	St. John	Moncton	Fredricton	Bathhurst	Summerside	Charlottetown	Yarmouth	Sydney	New Glasgow	Halifax	St. John's	Gander	Corner Brook	City

1.0 OVERVIEW

1.1 STUDY FOCUS

significant consumer and political issue in those provinces where rates have increased about auto insurance rates across Canada. Recently, auto insurance has emerged as a dramatically over the last year. The purpose of this study is to provide an independent source of information for consumers

systems such as: Each province has its own system of auto insurance. Canadian consumers face a variety of

- Nova Scotia's private insurer tort-based system
- 8 Quebec's mixed public insurer no fault injury based system with a private insurer based vehicle damage system
- 8 Ontario's private insurer threshold no-fault injury based system
- ∞ Manitoba's public auto based pure no-fault injury system
- 8 injury coverage under that province's public auto insurance system Saskatchewan's choice model, where a consumer can purchase either tort or no-fault

delivering answers to a key question: Irrespective of these differences consumers want to know, and this study focuses on

surveyed in this study? vehicle, same driving record and same claims history but lived in each of the 40 cities How much would the same driver pay for auto insurance if they had the same

1.2 STUDY METHODOLOGY

a variety of claims histories. Canada. A total of 34 different rating profiles is used which reflects a wide cross-section of This study examines and compares auto insurance rates in 40 cities in 10 provinces in from young drivers to seniors, both genders, from clean driving records to not so perfect, and vehicle types, families, families with multiple drivers, single parent families and singles

In effect, this study provides a snapshot comparison of Canadian drivers

insurance the study ensured that the rate quotes obtained reflected the range of prices likely profile for each city was obtained representing those insurers that have significant market to be found in those markets. In those provinces ten different rate quotes for each driver sources across Canada. In the case of those provinces in which private insurers provide auto shares in those provinces. In the summer of 2003 the Association compiled over 7,000 auto insurance rate quotes from

each public auto insurer. In the four provinces with public auto systems rate information was obtained directly from

Auto insurance rate information was obtained from the following sources

- Newfoundland and Labrador CompuQuote*
- ∞ **Nova Scotia** CompuQuote*
- ∞ Prince Edward Island CompuQuote*
- ∞ New Brunswick CompuQuote*
- ∞ **Quebec** SAAQ and CompuQuote*
- ∞ **Ontario** CompuQuote*
- ∞ **Manitoba -** Manitoba Public Insurance
- ∞ Saskatchewan- Saskatchewan Government Insurance
- ∞ **Alberta** CompuQuote*
- British Columbia Insurance Corporation of British Columbia

1.3 STUDY ASSUMPTIONS

The following criteria were used for all rate quotes:

- ➤ Liability Coverage \$2 million
- ∞ Collision Deductible \$500
- 8 Comprehensive Deductible - \$300 (\$350 in Saskatchewan, \$500 in Manitoba)

from private auto insurers across Canada. CompuQuote is an independent rate quotation service that obtains information directly

2.0 AUTO INSURANCE RATES & SYSTEMS

2.1 COMMON FACTORS THAT AFFECT RATES

much a consumer pays for their auto insurance. These are: In both private and public auto systems there are a number of factors that directly affect how

- Vehicle make, year and model rates will be higher for more expensive vehicles
- ∞ Use of vehicle commuter rates will be higher
- ∞ Claims history the more claims the higher the insurance rate
- higher rates Location - city locations with more crashes, theft, and vandalism will likely have
- Driving record the greater the number of infractions the higher the insurance rates

in determining rates that are not used in public auto systems. These factors are In addition to the factors cited above private insurance systems use a number of other factors

- 8 Driver age - drivers under 25 are deemed higher risk and will pay more
- Gender male drivers under 25 are deemed high risk and have dramatically higher
- ∞ Marital Status single people may pay more

2.2 DIFFERENT TYPES OF AUTO INSURANCE SYSTEMS

schemes available for many years. delivered to consumers. Private auto insurance systems were the only type of insurance owned auto insurance systems. There have been competing views about the nature of auto insurance and how it should be coverage and enhanced fairness Governments in four provinces have implemented publicly In response to public demands for stable rates, universal

Type Of Auto Insurance System By Province

British Columbia	Alberta	Saskatchewan	Manitoba	Ontario	Quebec	New Brunswick	Prince Edward Island	Nova Scotia	Labrador	Newfoundland &	<u>Province</u>
	2			~	1	1	2	2		۷	Private
~		~	~		7						Public

3.0 KEY FINDINGS

The key findings of this study are as follows:

Finding #1 - Public Auto Insurance Systems Offer The Lowest Rates For Consumers

Finding #2 – Toronto Consumers Pay The Highest Rates In Canada

Finding #3 – Winnipeg Has Lowest Rates Of Canada's Capital Cities

Finding #4 - Canada's Largest Cities - Toronto and Calgary Have The Highest Rates

Finding #5 - Western Provinces Have Much Lower Rates Than The Maritimes

Finding #6 – Alberta Consumers Pay Much Higher Rates Than In Neighbouring Provinces

Finding #7 - Ontario's Rates Are Much Higher Than In Western Public Auto Provinces

Finding #8 - Quebec's Rates Are Much Lower Than Ontario's Rates

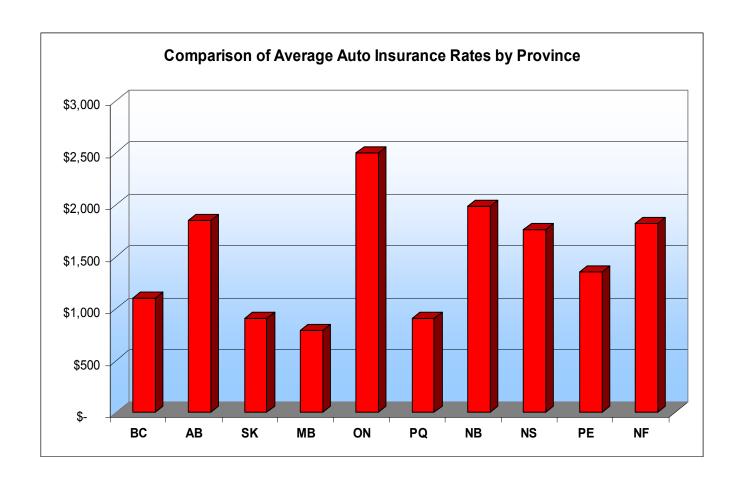
Finding #9 - Rates Are Consistent Between Canada's Public Auto Systems

Finding #10 - Under Private Auto Systems, Good Young Male Drivers Pay More Than Bad Older Drivers With High Priced Vehicles

FINDING #1 - Public Auto Insurance Systems Offer Lowest Rates For Consumers

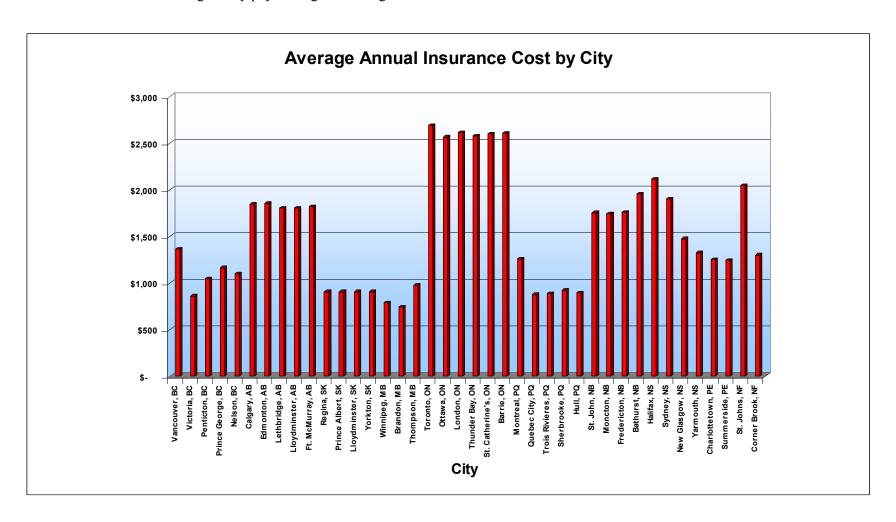
The chart below shows the average annual rates paid by consumers in every province in Canada based on over 7,000 rate quotes obtained for this study.

Auto insurance rates in British Columbia, Saskatchewan, Manitoba and Quebec, provinces with public auto insurance systems, are the lowest in Canada, in some cases dramatically lower.



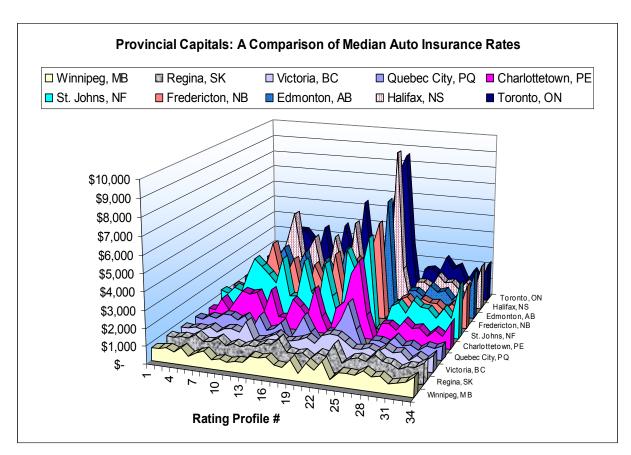
FINDING #2 - Toronto Consumers Pay The Highest Rates In Canada

Consumers in Canada's largest city pay the highest average auto insurance rates in Canada.



FINDING #3 – Winnipeg Has Lowest Rates Of Canada's Capital Cities

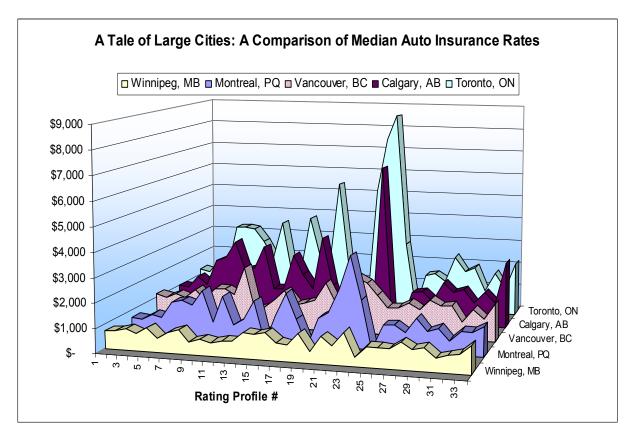
The chart below shows a consumer's costs of obtaining insurance in each of the capital cities in ten provinces. Winnipeg has the lowest rates of Canada's capital cities. Regina followed very closely with the next lowest rates and Toronto has the highest.



Ka	ung	Profile L	ist		
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or
1	1995	Chrysler Intrepid	Male	58	No
2	1996	Dodge Caravan	Female	55	No
3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6		Ford Taurus	Female	42	No
7		Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9	1990	Dodge Spirit	Female	22	No
10	1995	GMC Sonoma	Female	22	Yes
11	1991	Mazda Protégé	Female	87	Yes
12	1997	Saturn SL1	Male	72	No
13	1994	Plymouth Colt	Female	38	Yes
14	2000	Volvo V70	Male	45	Yes
15	2002	Toyota Corolla	Male	68	No
16	1992	Pontiac Sunbird	Female	51	Yes
17	1997	Dodge Ram	Male	35	Yes
18	1990	Jeep Cherokee	Male	40	Yes
19		Chevrolet Cavalier	Female	33	Yes
20		GMC K1500	Female	18	No
21	_	Dodge Neon	Female	17	No
22		Toyota Pickup	Male	19	Yes
23	2003	Lexus ES 300	Female	57	Yes
24		Volkswagen Vanagon	Male	31	Yes
25		Honda Odyssey	Female	43	No
26		Chevy Astro	Male	51	No
27	_	Suzuki Swift	Female	43	No
28	1999		Male	36	Yes
29		Mazda Miata	Female	42	Yes
30	1997	Ford Explorer	Male	55	No
31		Chrysler New Yorker	Female	70	No
32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

FINDING #4 – Canada's Largest Cities - Toronto and Calgary Have The Highest Rates

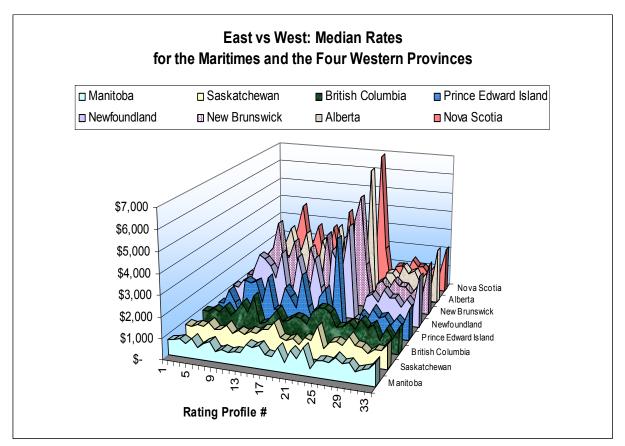
The chart below shows a consumer's costs of auto insurance in five of Canada's largest cities. What differentiates the cities with the highest rates, Toronto and Calgary, from Vancouver, Winnipeg and Montreal, is the latter three cities have public auto insurance systems.



Na	ung	Profile L	iδι		
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or
1	1995	Chrysler Intrepid	Male	58	No
2	1996	Dodge Caravan	Female	55	No
3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6	1994	Ford Taurus	Female	42	No
7	1992	Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9	1990	Dodge Spirit	Female	22	No
10		GMC Sonoma	Female	22	Yes
11		Mazda Protégé	Female	87	Yes
12	_	Saturn SL1	Male	72	No
13		Plymouth Colt	Female	38	Yes
14		Volvo V70	Male	45	Yes
15	2002		Male	68	No
16		Pontiac Sunbird	Female	51	Yes
17		Dodge Ram	Male	35	Yes
18	1990	Jeep Cherokee	Male	40	Yes
19	1006	Chevrolet Cavalier	Female	33	Yes
20		GMC K1500	Female	18	No
21		Dodge Neon	Female	17	No
22		Toyota Pickup	Male	19	Yes
23		Lexus ES 300	Female	57	Yes
	2003	Volkswagen	lemale	31	163
24	1966	Vanagon	Male	31	Yes
25		Honda Odyssey	Female	43	No
26	2002	Chevy Astro	Male	51	No
27	1996	Suzuki Swift	Female	43	No
28	1999	BMW 323	Male	36	Yes
29	1996	Mazda Miata	Female	42	Yes
30	1997		Male	55	No
0.4		Chrysler New			
31 32		Yorker	Female	70	No
32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
30	.000	Volkswagen	maic	, 0	. 03
34	2001	Beetle	Male	27	No

FINDING #5 - Western Provinces Have Much Lower Rates Than The Maritimes

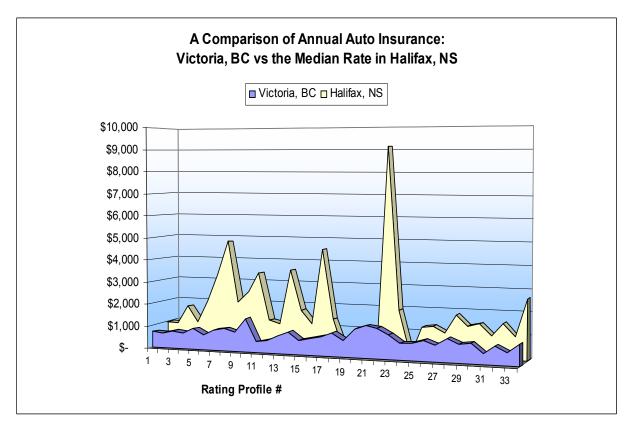
The chart below shows a consumer's costs of obtaining insurance in the four western provinces and the four maritime provinces. The three western provinces with public auto systems deliver the lowest rates for their consumers.



Ra	ung	Profile L	iSι		
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or
1	1995	Chrysler Intrepid	Male	58	No
2	1996	Dodge Caravan	Female	55	No
3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6	1994	Ford Taurus	Female	42	No
7	1992	Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9		Dodge Spirit	Female	22	No
10	1995	GMC Sonoma	Female	22	Yes
11	1991	Mazda Protégé	Female	87	Yes
12	1997	Saturn SL1	Male	72	No
13	1994	Plymouth Colt	Female	38	Yes
14	2000	Volvo V70	Male	45	Yes
15	2002	Toyota Corolla	Male	68	No
16	1992	Pontiac Sunbird	Female	51	Yes
17	1997	Dodge Ram	Male	35	Yes
18	1990	Jeep Cherokee	Male	40	Yes
19		Chevrolet Cavalier	Female	33	Yes
20		GMC K1500	Female	18	No
21	_	Dodge Neon	Female	17	No
22		Toyota Pickup	Male	19	Yes
23	2003	Lexus ES 300	Female	57	Yes
24		Volkswagen Vanagon	Male	31	Yes
25		Honda Odyssey	Female	43	No
26		Chevy Astro	Male	51	No
27	_	Suzuki Swift	Female	43	No
28	_	BMW 323	Male	36	Yes
29	-	Mazda Miata	Female	42	Yes
30	1997	Ford Explorer	Male	55	No
31		Chrysler New Yorker	Female	70	No
32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

Finding 5 continued: Halifax vs. Victoria

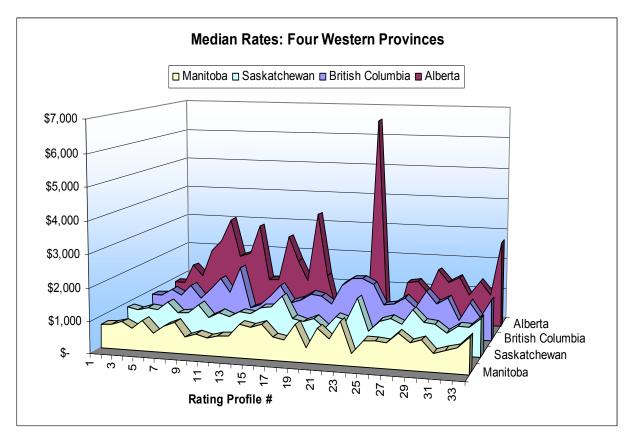
An example of two cities on each side of Canada that are comparable in size is Victoria, British Columbia and Halifax, Nova Scotia. The rates in the west coast city are much less than what consumers pay in Halifax.



	ung				
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or
1	1995	Chrysler Intrepid	Male	58	No
2	1996	Dodge Caravan	Female	55	No
3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6	1994	Ford Taurus	Female	42	No
7	1992	Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9		Dodge Spirit	Female	22	No
10	1995	GMC Sonoma	Female	22	Yes
11		Mazda Protégé	Female	87	Yes
12		Saturn SL1	Male	72	No
13		Plymouth Colt	Female	38	Yes
14		Volvo V70	Male	45	Yes
15		Toyota Corolla	Male	68	No
16		Pontiac Sunbird	Female	51	Yes
17		Dodge Ram	Male	35	Yes
18	1990	Jeep Cherokee	Male	40	Yes
19	1006	Chevrolet Cavalier	Female	33	Yes
20		GMC K1500	Female	18	No
21		Dodge Neon	Female	17	No
22		Toyota Pickup	Male	19	Yes
23		Lexus ES 300	Female	57	Yes
		Volkswagen	· omaio	٠.	. 00
24	1966	Vanagon	Male	31	Yes
25	2000	Honda Odyssey	Female	43	No
26		Chevy Astro	Male	51	No
27	1996	Suzuki Swift	Female	43	No
28		BMW 323	Male	36	Yes
29	1996	Mazda Miata	Female	42	Yes
30	1997		Male	55	No
31	1988	Chrysler New Yorker	Female	70	No
32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

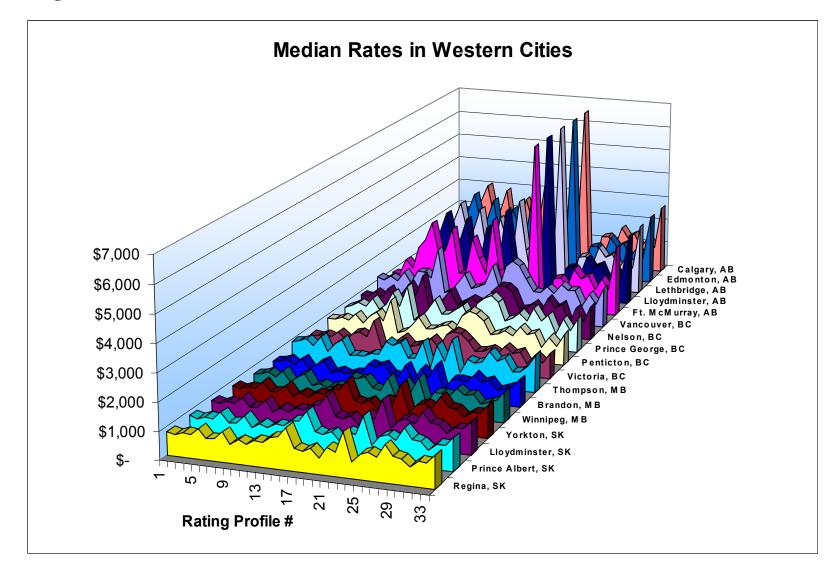
FINDING #6 – Alberta Consumers Pay Much Higher Rates Than In Neighbouring Provinces

Albertans enjoy many benefits from their healthy economy but low auto insurance rates are not among them. Compared to its neighbours, rates in Alberta are much higher.



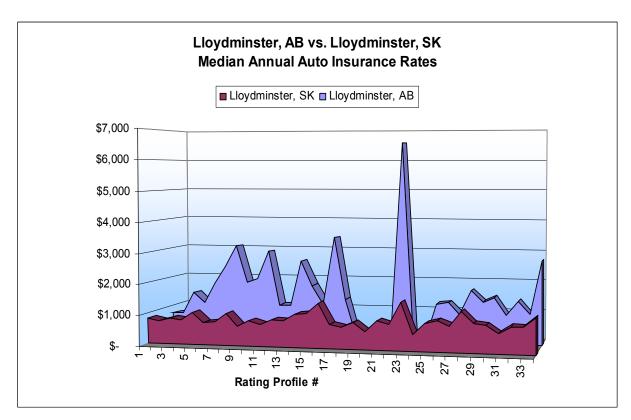
Rai	ung	Profile L	IST		
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or
1	1995	Chrysler Intrepid	Male	58	No
2	1996	Dodge Caravan	Female	55	No
3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6	1994	Ford Taurus	Female	42	No
7		Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9	1990	Dodge Spirit	Female	22	No
10		GMC Sonoma	Female	22	Yes
11		Mazda Protégé	Female	87	Yes
12		Saturn SL1	Male	72	No
13		Plymouth Colt	Female	38	Yes
14		Volvo V70	Male	45	Yes
15	2002	Toyota Corolla	Male	68	No
16	1992	Pontiac Sunbird	Female	51	Yes
17	1997	Dodge Ram	Male	35	Yes
18	1990	Jeep Cherokee	Male	40	Yes
19	1996	Chevrolet Cavalier	Female	33	Yes
20	1985	GMC K1500	Female	18	No
21	1998	Dodge Neon	Female	17	No
22	1992	Toyota Pickup	Male	19	Yes
23	2003	Lexus ES 300	Female	57	Yes
24	1966	Volkswagen Vanagon	Male	31	Yes
25	2000		Female	43	No
26	2002		Male	51	No
27		Suzuki Swift	Female	43	No
28		BMW 323	Male	36	Yes
29		Mazda Miata	Female	42	Yes
30	1997		Male	55	No
		Chrysler New			
31	1988	Yorker	Female	70	No
32	1997		Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen	Male	27	No

Finding 6 continued: Alberta Cities vs. Cities In Other Western Provinces



Finding 6 continued: *Lloydminster vs. Lloydminster*

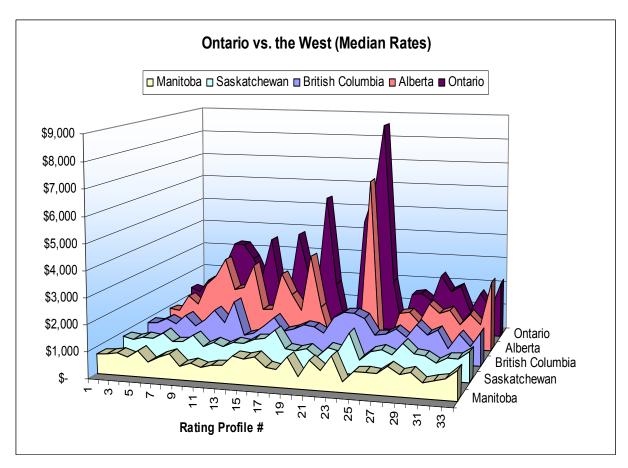
Perhaps the most fascinating example in Canada of the differences in auto insurance rates exists in the City of Lloydminster. This city is unique in that the Alberta/Saskatchewan boundary divides the city into two halves with residents living on either side of the city. From the perspective of auto insurance risk the conditions faced by a driver living on the Alberta side of the street are not different than experienced by someone living on the Saskatchewan side of the same street. But what is different is that Alberta drivers pay much higher rates.



Ka	ung	Profile L	ist		
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or
1	1995	Chrysler Intrepid	Male	58	No
2	1996	Dodge Caravan	Female	55	No
3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6		Ford Taurus	Female	42	No
7		Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9	1990	Dodge Spirit	Female	22	No
10	1995	GMC Sonoma	Female	22	Yes
11	1991	Mazda Protégé	Female	87	Yes
12	1997	Saturn SL1	Male	72	No
13	1994	Plymouth Colt	Female	38	Yes
14	2000	Volvo V70	Male	45	Yes
15	2002	Toyota Corolla	Male	68	No
16	1992	Pontiac Sunbird	Female	51	Yes
17	1997	Dodge Ram	Male	35	Yes
18	1990	Jeep Cherokee	Male	40	Yes
19		Chevrolet Cavalier	Female	33	Yes
20		GMC K1500	Female	18	No
21	_	Dodge Neon	Female	17	No
22		Toyota Pickup	Male	19	Yes
23	2003	Lexus ES 300	Female	57	Yes
24		Volkswagen Vanagon	Male	31	Yes
25		Honda Odyssey	Female	43	No
26		Chevy Astro	Male	51	No
27	_	Suzuki Swift	Female	43	No
28	1999		Male	36	Yes
29		Mazda Miata	Female	42	Yes
30	1997	Ford Explorer	Male	55	No
31		Chrysler New Yorker	Female	70	No
32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

FINDING #7 – Ontario's Rates Are Much Higher Than In Western Public Auto Provinces

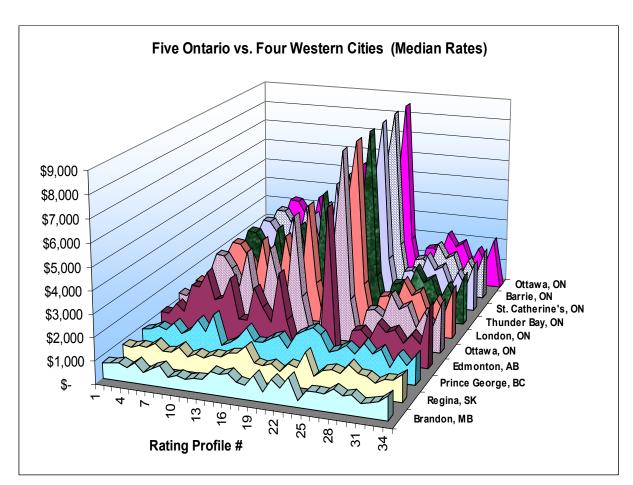
Ontario's rates are much higher than those in the four western provinces, except for Alberta.



IXa	ung	Profile L	31				
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or		
1	1995	Chrysler Intrepid	Male	58	No		
2	1996	Dodge Caravan	Female	55	No		
3	1992	Toyota 4Runner	Male	58	Yes		
4	1998	Ford Windstar	Female	55	No		
5	1999	Toyota Camry	Male	48	Yes		
6		Ford Taurus	Female	42	No		
7	1992	Honda Civic	Male	22	No		
8	2000	Ford Excursion	Female	45	Yes		
9		Dodge Spirit	Female	22	No		
10	1995	GMC Sonoma	Female	22	Yes		
11	1991	Mazda Protégé	Female 87 Ye				
12	1997	Saturn SL1	Male 72 No				
13	1994	Plymouth Colt	Female	nale 38 Yes			
14	2000	Volvo V70	Male	45	Yes		
15	2002	Toyota Corolla	Male	68	No		
16	1992	Pontiac Sunbird	Female	51	Yes		
17	1997	Dodge Ram	Male	35	Yes		
18	1990	Jeep Cherokee	Male	40	Yes		
19		Chevrolet Cavalier	Female	33	Yes		
20		GMC K1500	Female	18	No		
21		Dodge Neon	Female	17	No		
22		Toyota Pickup	Male	19	Yes		
23	2003	Lexus ES 300	Female	57	Yes		
24		Volkswagen Vanagon	Male	31	Yes		
25		Honda Odyssey	Female	43	No		
26		Chevy Astro	Male	51	No		
27		Suzuki Swift	Female	43	No		
28		BMW 323	Male	36	Yes		
29		Mazda Miata	Female	42	Yes		
30	1997	Ford Explorer	Male	55	No		
31		Chrysler New Yorker	Female	70	No		
32	1997	Ford F-150	Male	42	No		
33	1993	Buick Park Avenue	Male	75	Yes		
34	2001	Volkswagen Beetle	Male	27	No		

Finding 7 continued: Ontario Cities vs. Western Cities

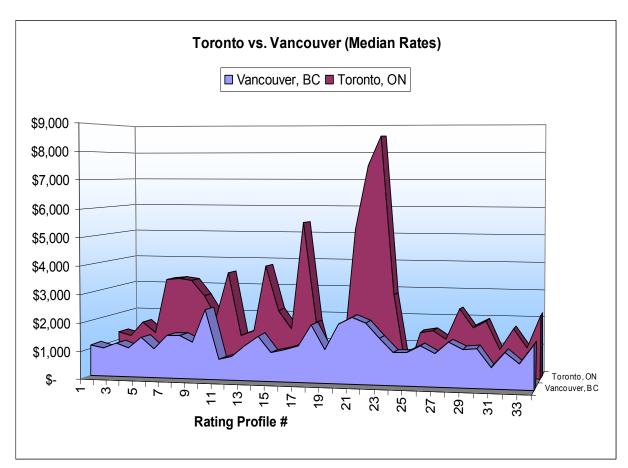
In western cities with public auto systems consumers consistently pay much less than in Ontario.



Ka	เทเด	Profile L	iSι		
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or
1	1995	Chrysler Intrepid	Male	58	No
2	1996	Dodge Caravan	Female	55	No
3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6	1994	Ford Taurus	Female	42	No
7	1992	Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9	1990	Dodge Spirit	Female	22	No
10	1995	GMC Sonoma	Female	22	Yes
11		Mazda Protégé	Female	87	Yes
12	1997	Saturn SL1	Male	72	No
13	1994	Plymouth Colt	Female	38	Yes
14	2000	Volvo V70	Male	45	Yes
15	2002	Toyota Corolla	Male	68	No
16	1992	Pontiac Sunbird	Female	51	Yes
17		Dodge Ram	Male	35	Yes
18	1990	Jeep Cherokee	Male	40	Yes
19		Chevrolet Cavalier	Female	33	Yes
20	1985	GMC K1500	Female	18	No
21	1998	Dodge Neon	Female	17	No
22		Toyota Pickup	Male	19	Yes
23	2003	Lexus ES 300	Female	57	Yes
24		Volkswagen Vanagon	Male	31	Yes
25	2000		Female	43	No
26		Chevy Astro	Male	51	No
27		Suzuki Swift	Female	43	No
28	1999		Male	36	Yes
29		Mazda Miata	Female	42	Yes
30	1997	Ford Explorer	Male	55	No
31		Chrysler New Yorker	Female	70	No
32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

Finding 7 continued: *Toronto vs. Vancouver*

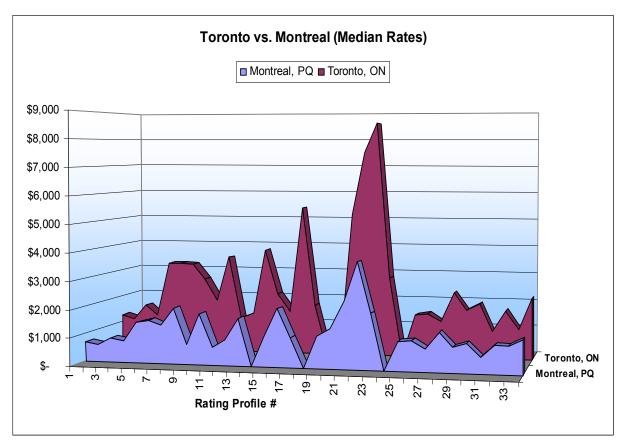
Both Toronto and Vancouver are large metropolitan areas with millions of vehicles and congested traffic conditions, yet rates in Vancouver are lower, in some cases by thousands of dollars per year.



IXa	ung	Profile L	31				
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or		
1	1995	Chrysler Intrepid	Male	58	No		
2	1996	Dodge Caravan	Female	55	No		
3	1992	Toyota 4Runner	Male	58	Yes		
4	1998	Ford Windstar	Female	55	No		
5	1999	Toyota Camry	Male	48	Yes		
6		Ford Taurus	Female	42	No		
7	1992	Honda Civic	Male	22	No		
8	2000	Ford Excursion	Female	45	Yes		
9		Dodge Spirit	Female	22	No		
10	1995	GMC Sonoma	Female	22	Yes		
11	1991	Mazda Protégé	Female 87 Ye				
12	1997	Saturn SL1	Male 72 No				
13	1994	Plymouth Colt	Female	nale 38 Yes			
14	2000	Volvo V70	Male	45	Yes		
15	2002	Toyota Corolla	Male	68	No		
16	1992	Pontiac Sunbird	Female	51	Yes		
17	1997	Dodge Ram	Male	35	Yes		
18	1990	Jeep Cherokee	Male	40	Yes		
19		Chevrolet Cavalier	Female	33	Yes		
20		GMC K1500	Female	18	No		
21		Dodge Neon	Female	17	No		
22		Toyota Pickup	Male	19	Yes		
23	2003	Lexus ES 300	Female	57	Yes		
24		Volkswagen Vanagon	Male	31	Yes		
25		Honda Odyssey	Female	43	No		
26		Chevy Astro	Male	51	No		
27		Suzuki Swift	Female	43	No		
28		BMW 323	Male	36	Yes		
29		Mazda Miata	Female	42	Yes		
30	1997	Ford Explorer	Male	55	No		
31		Chrysler New Yorker	Female	70	No		
32	1997	Ford F-150	Male	42	No		
33	1993	Buick Park Avenue	Male	75	Yes		
34	2001	Volkswagen Beetle	Male	27	No		

FINDING #8 – Quebec's Rates Are Much Lower Than Ontario's Rates

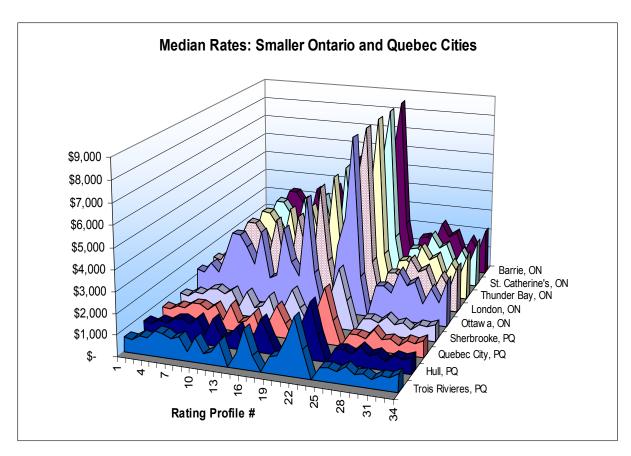
There is a significant difference in rates between Quebec, with a public auto injury system operating a No Fault scheme, and Ontario, in which private insurers operate its No Fault scheme.



<u>Ra</u>	tıng	j Profile L	ıst			
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or	
1	1995	Chrysler Intrepid	Male	58	No	
2	1996	Dodge Caravan	Female	55	No	
3	1992	Toyota 4Runner	Male	58	Yes	
4	1998	Ford Windstar	Female	55	No	
5	1999	Toyota Camry	Male	48	Yes	
6	1994	Ford Taurus	Female	42	No	
7	1992	Honda Civic	Male	22	No	
8	2000	Ford Excursion	Female	45	Yes	
9	1990	Dodge Spirit	Female	22	No	
10	1995	GMC Sonoma	Female	22	Yes	
11	1991	Mazda Protégé	Female	e 87 Yes		
12	1997	Saturn SL1	Male	72	No	
13		Plymouth Colt	Female	38	Yes Yes No	
14	2000	Volvo V70	Male	45		
15	2002	Toyota Corolla	Male	68		
16	1992	Pontiac Sunbird	Female	51	Yes	
17	1997	Dodge Ram	Male	35	Yes	
18	1990	Jeep Cherokee	Male	40	Yes	
19	1996	Chevrolet Cavalier	Female	33	Yes	
20	1985	GMC K1500	Female	18	No	
21		Dodge Neon	Female	17	No	
22	1992	Toyota Pickup	Male	19	Yes	
23	2003	Lexus ES 300	Female	57	Yes	
24		Volkswagen Vanagon	Male	31	Yes	
25		Honda Odyssey	Female	43	No	
26		Chevy Astro	Male	51	No	
27		Suzuki Swift	Female	43	No	
28	1	BMW 323	Male	36	Yes	
29	1996	Mazda Miata	Female	42	Yes	
30	1997		Male	55	No	
31		Chrysler New Yorker	Female	70	No	
32	1997	Ford F-150	Male	42	No	
33	1993	Buick Park Avenue	Male	75	Yes	
34	2001	Volkswagen Beetle	Male	27	No	

Finding 8 continued: Smaller Quebec Cities vs. Smaller Ontario Cities

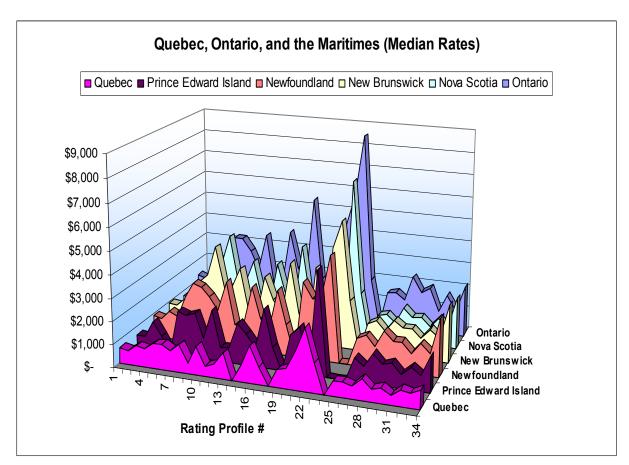
Quebec consumers in smaller cities consistently pay less for auto insurance than consumers across Ontario.



Na	ung	Prome L	ıδι					
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or			
1	1995	Chrysler Intrepid	Male	58	No			
2	1996	Dodge Caravan	Female	55	No			
3	1992	Toyota 4Runner	Male	58	Yes			
4	1998	Ford Windstar	Female	55	No			
5	1999	Toyota Camry	Male	48	Yes			
6	1994	Ford Taurus	Female	42	No			
7	1992	Honda Civic	Male	22	No			
8	2000	Ford Excursion	Female	45	Yes			
9	1990	Dodge Spirit						
10		GMC Sonoma						
11		Mazda Protégé						
12	_	Saturn SL1	Male	72 No				
13		Plymouth Colt	Female	38	Yes			
14		Volvo V70	Male	45	Yes No			
15	2002		Male	68				
16		Pontiac Sunbird	Female	51	Yes			
17		Dodge Ram	Male	35	Yes			
18	1990	Jeep Cherokee			Yes			
19	1006	Chevrolet Cavalier	Female	33	Yes			
20		GMC K1500	Female	18	No			
21		Dodge Neon	Female	17	No			
22		Toyota Pickup	Male	19	Yes			
23		Lexus ES 300	Female	57	Yes			
	2000	Volkswagen	Ciliaic	01	103			
24	1966	Vanagon	Male	31	Yes			
25	2000	Honda Odyssey	Female	43	No			
26	2002	Chevy Astro	Male	51	No			
27	1996	Suzuki Swift	Female	43	No			
28	1999	BMW 323	Male	36	Yes			
29	1996	Mazda Miata	Female	42	Yes			
30	1997		Male	55	No			
0.4		Chrysler New						
31 32		Yorker	Female	70	No			
32	1997	Ford F-150	Male	42	No			
33	1993	Buick Park Avenue	Male	75	Yes			
-	.000	Volkswagen	maic	, 0	. 03			
34	2001	Beetle	Male	27	No			

Finding 8 continued: Quebec vs. Ontario and The Maritime Provinces

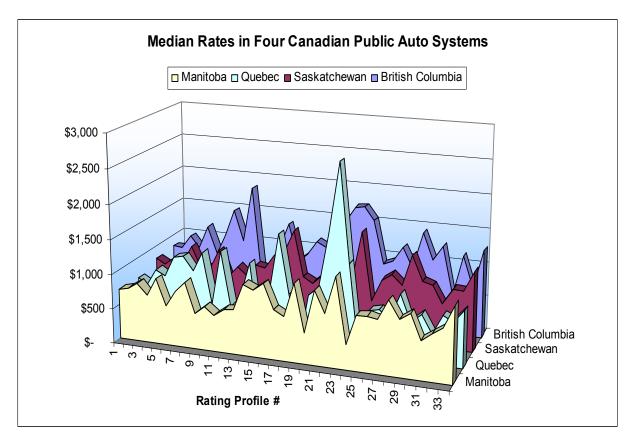
Quebec stands out again for its low rates compared to Ontario and the four Maritime provinces.



IXA	ung	Profile L	iοι				
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or		
1	1995	Chrysler Intrepid	Male	58	No		
2	1996	Dodge Caravan	Female	55	No		
3	1992	Toyota 4Runner	Male	58	Yes		
4	1998	Ford Windstar	Female	55	No		
5	1999	Toyota Camry	Male	48	Yes		
6	1994	Ford Taurus	Female	42	No		
7	1992	Honda Civic	Male	22	No		
8	2000	Ford Excursion	Female	45	Yes		
9	i e	Dodge Spirit	Female	22	No		
10	1995	GMC Sonoma					
11	1991	Mazda Protégé	Female 87 Yes				
12	1997	Saturn SL1	Male	72 No			
13	1994	Plymouth Colt	Female	38	8 Yes		
14	2000	Volvo V70	Male	45	Yes		
15	2002	Toyota Corolla	Male	68	No		
16		Pontiac Sunbird	Female	51 Yes			
17	1997	Dodge Ram	Male				
18	1990	Jeep Cherokee	Male	40	Yes		
		Chevrolet					
19		Cavalier	Female	33	Yes		
20		GMC K1500	Female	18	No		
21	1998	Dodge Neon	Female	17	No		
22		Toyota Pickup	Male	19	Yes		
23	2003	Lexus ES 300	Female	57	Yes		
24	1066	Volkswagen	Male	31	Voo		
25		Vanagon Honda Odyssey	Female	43	Yes No		
26			Male	51	No		
27		Chevy Astro Suzuki Swift	Female	43	No		
28		BMW 323	Male	36	Yes		
29		Mazda Miata	Female	42	Yes		
30	1996	Ford Explorer	Male	55	No		
30	1997	Chrysler New	iviale	JO	INO		
31	1988	Yorker	Female	70	No		
32		Ford F-150	Male	42	No		
		Buick Park					
33	1993	Avenue	Male	75	Yes		
34	2001	Volkswagen Beetle	Male	27	No		

FINDING #9 -Rates Are Consistent Between Canada's Public Auto Systems

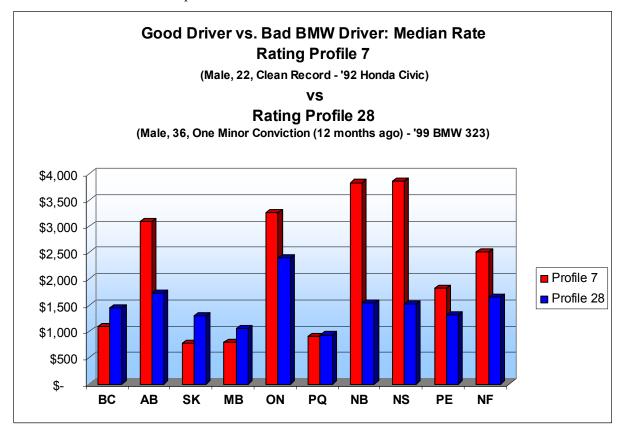
The public auto systems in British Columbia, Saskatchewan, Manitoba and Quebec deliver rates with limited variability between provinces. This reflects the philosophy of public auto to offer consumer protection to all drivers at the lowest possible cost. Quebec's rates are somewhat more variable due to the vehicle damage component provided by private auto insurance that is included in the rates shown.



· VOI	ung	i i i o i i i c						
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or			
1	1995	Chrysler Intrepid	Male	58	No			
2	1996	Dodge Caravan	Female	55	No			
3	1992	Toyota 4Runner	Male	58	Yes			
4	1998	Ford Windstar	Female	55	No			
5	1999	Toyota Camry	Male	48	Yes			
6	1994	Ford Taurus	Female	42	No			
7	1992	Honda Civic	Male	22	No			
8	2000	Ford Excursion	Female	45	Yes			
9	1990	Dodge Spirit						
10	1995	GMC Sonoma	noma Female 22					
11	1991	Mazda Protégé						
12		Saturn SL1	Male	72 No				
13	1994	Plymouth Colt	Female	38				
14		Volvo V70						
15	2002	Toyota Corolla	Male	68	No			
16	1992	Pontiac Sunbird	Female	51	Yes			
17	1997	Dodge Ram	Male	35	Yes			
18	1990	Jeep Cherokee	Male	40	Yes			
19	4000	Chevrolet	F 1 -	00	V			
20		Cavalier GMC K1500	Female	33	Yes			
21			Female	18 17	No No			
22		Dodge Neon Toyota Pickup	Female Male	19	Yes			
23		Lexus ES 300	Female	57	Yes			
23	2003	Volkswagen	remale	31	res			
24	1966	Vanagon	Male	31	Yes			
25		Honda Odyssey	Female	43	No			
26		Chevy Astro	Male	51	No			
27		Suzuki Swift	Female	43	No			
28		BMW 323	Male	36	Yes			
29	1996	Mazda Miata	Female	42	Yes			
30	1997		Male	55	No			
31	1988	Chrysler New Yorker	Female	70	No			
32		Ford F-150	Male	42	No			
	.001	Buick Park			.,,			
33	1993	Avenue	Male	75	Yes			
34	2001	Volkswagen Beetle	Male	27	No			

FINDING #10 – Under Private Auto Systems, Good Young Male Drivers Pay More Than Bad Older Drivers With High Priced Vehicles

Private auto insurance systems like Ontario's charge much higher rates for younger drivers irrespective of an individual's driving record. In public auto systems rates are based on driver performance irrespective of age. Private auto systems can lead to anomalies as found by this study where a young male driver with a clean driving record pays more than an older driver with convictions who drives an expensive BMW.



	9	,					
Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender				
1	1995	Chrysler Intrepid	Male	58	No		
2	1996	Dodge Caravan	Female	55	No		
3	1992	Toyota 4Runner	Male	58	Yes		
4	1998	Ford Windstar	Female	55	No		
5	1999	Toyota Camry	Male	48	Yes		
6	1994	Ford Taurus	Female	42	No		
7	1992	Honda Civic	Male	<mark>22</mark>	No		
8	2000	Ford Excursion	Female	45	Yes		
9	1990	Dodge Spirit	Female	22	No		
10	1995	GMC Sonoma					
11	1991	Mazda Protégé	Male 72 N				
12	1997	Saturn SL1					
13		Plymouth Colt	38				
14		Volvo V70	Male	45	Yes		
15	2002	Toyota Corolla	Male	68	No		
16		Pontiac Sunbird	Female	51	Yes		
17	1997	Dodge Ram	Male	35	Yes		
18	1990	Jeep Cherokee	Male	40	Yes		
19	1006	Chevrolet Cavalier	Fomolo	22	Voo		
20		GMC K1500	Female Female	33 18	Yes No		
21		Dodge Neon	Female	17	No		
22		Toyota Pickup	Male	19	Yes		
23		Lexus ES 300	Female	57	Yes		
	2003	Volkswagen	Ciliale	31	163		
24	1966	Vanagon	Male	31	Yes		
25	2000	Honda Odyssey	Female	43	No		
26	2002	Chevy Astro	Male	51	No		
27	1996	Suzuki Swift	Female	43	No		
28	1999	BMW 323	Male	<mark>36</mark>	Yes		
29	1996	Mazda Miata	Female	42	Yes		
30	1997	Ford Explorer	Male	55	No		
31	1988	Chrysler New Yorker	Female	70	No		
32		Ford F-150	Male	42	No		
33		Buick Park Avenue	Male	75	Yes		
34	2001	Volkswagen Beetle	Male	27	No		

Rating Profile List Details

Rating Profile	Vehicle Year	Make and Model	Primary Use	Gender	Age	Occupation	MONTHS licensed	Claims and Convictions (number of months ago)
1	1995	Chrysler Intrepid	Business	Male		Financial Broker	480	(Hamber of Hierarie age)
2	1996	Dodge Caravan	Pleasure	Female	55	Homemaker	420	
3	1992	Toyota 4Runner 4DR	Business	Male	58	Manager	480	Collision (12 mo. ago)
4	1998	Ford Windstar 3.0L	Pleasure	Female	55	Homemaker	420	Complete (12 mo. age)
5	1999	Toyota Camry	Business	Male	48	Accountant	384	Comp (24) 2 Minor (17 & 36)
	.000	Occasional Driver of Above Vehicle	<u> </u>	Female	47	Homemaker	312	Minor Conviction (1)
		Occasional Driver of Above Vehicle		Male	27	Student	12	Minor Conviction (11)
6	1994	Ford Taurus LX Wagon	Pleasure	Female	42	Veterinarian	312	Time Commoner (11)
-		Occasional Driver of Above Vehicle		Male	48	Homemaker	384	
		Occasional Driver of Above Vehicle		Male	17	Student	12	
7	1992	Honda Civic DX Hatchback	Business	Male	22	Cook	72	
8	2000	Ford Excursion	Business	Female	45	First Aid Instructor	192	Collision (18)
9	1990	Dodge Spirit	Business	Female	22	Student	72	
10	1995	GMC Sonoma SLS	Business	Female	22	Furniture Repair	72	Collision (18)
11	1991	Mazda 4DR Protégé	Pleasure	Female	87	Retired	744	2 Minor Convictions (3 & 8)
12	1997	Saturn SL1	Pleasure	Male	72	Retired	384	2 1111101 0011110110110 (0 0 0)
	1007	Occasional Driver of Above Vehicle	Pleasure	Female	77	Retired	168	
13	1994	Plymouth Colt	Business	Female	38	Retail Sales	264	Collision (18)
	1004	Occasional Driver of Above Vehicle	Dusiness	Male	18	Student	24	Compon (10)
14	2000	Volvo V70 XC AWD SE	Business	Male	45	Retail Proprietor	180	3 Comprehensive (6 & 12 & 18)
	2000	Occasional Driver of Above Vehicle	Daomicoo	Female	40	Retail Proprietor	40	o comprehensive (o a 12 a 10)
15	2002	Tovota Corolla	Pleasure	Male	68	Retired	600	
	2002	Occasional Driver of Above Vehicle	i icasurc	Female	66	Retired	540	
16	1992	Pontiac Sunbird GT	Business	Female	51	P/T Student, Retail	252	Collision (12), Criminal Code (12)
17	1997	Dodge Ram Club Cab	Business	Male		Construction	228	Comprehensive Claim (12)
	1001	Occasional Driver of Above Vehicle	Dusiness	Female	32	Retail Sales	120	Comprehensive Claim (12)
18	1990	Jeep Cherokee Pioneer	Business	Male	40	P/T Student, Pizza Delivery		Collision (12)
19	1996	Chevrolet Cavalier	Business	Female	33	Office Manager	96	Major Conviction (18)
20	1985	GMC K1500 Pickup 4x4	Business	Female	18	Student	1	iviajor Conviction (18)
21	1998	Dodge Neon	Business	Female	17	Student	12	
22	1992	Toyota Pickup SR5 4x4	Business	Male	19	Labourer		2 Minor Convictions (12 & 24)
23	2003	Lexus ES 300	Business	Female		Bus. Owner		2 Minor Convictions (12 & 24)
24	1966	Volkswagen Vanagon GL Camper	Business	Male	31	Sales	144	Collision (12)
	1300	Occasional Driver of Above Vehicle	Dusiness	Female	30	Self-Employed	48	Comsion (12)
25	2000	Honda Odyssey EX	Pleasure	Female	43	Homemaker	312	
26	2002	Chevy Astro Cargo Van	Business	Male		Business Owner	396	
27	1996	Suzuki Swift	Pleasure	Male		Welder	60	
	1000	Occasional Driver of Above Vehicle (3)		Female	27	Child Care Worker	36	
28	1999	BMW 323	Business	Male	36	Web Designer	228	Minor Conviction (12)
29	1996	Mazda Miata	Business	Female	42	Nurse	288	Comp (36), Collision (85)
30	1997	Ford Explorer	Business	Male	55	Supervisor	408	
		Occasional Driver of Above Vehicle		Female	50	Sales Clerk	372	
31	1988	Chrysler New Yorker	Pleasure	Female	70	Retired	612	
32	1997	Ford F-150 1/2 Tonne Truck	Business	Male	42	Foreman	300	
	1993	Buick Park Avenue 4DR	Pleasure	Male	75	Retired	660	Collision (8)
33								

Year No_Fault_Cu	2010 92:		2012 98:								2020 1,23	
No_Fault_Customer_Count -	923,398	955,713	987,330	1,019,422	1,907	1,797	1,112,210	1,141,652	1,173,224	1,208,279	17,287	1,252,598
Tort_Customer_count	4,474	4,652	4,733	4,808	4,885	4,963	5,038	5,092	5,153	5,222	5,262	5,286
%	0.48%	0.49%	0.48%	0.47%	0.46%	0.46%	0.45%	0.45%	0.44%	0.43%	0.43%	0.42%

Collision Only (ex	xcluding Anim	nal collision)	<u> </u>	As of April	5, 2021							
Time Period	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2021	250									6,919	6,965	6,652
2020	3,592	4,216	5,425	6,091	6,089	6,486	6,843	7,304	6,635	10,860	6,973	6,456
2019	7,192	7,342	7,041	7,827	7,388	7,488	8,270	8,389	8,862	10,377	12,339	8,808
2018	8,305	8,303	7,776	7,802	7,760	7,086	8,396	9,407	8,187	10,810	9,603	10,047

Collision Only (excluding Animal collision)

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2018/19	8,305	8,303	7,776	7,802	7,760	7,086	8,396	9,407	8,187	10,377	12,339	8,808
2019/20	7,192	7,342	7,041	7,827	7,388	7,488	8,270	8,389	8,862	10,860	6,973	6,456
2020/21	3,592	4,216	5,425	6,091	6,089	6,486	6,843	7,304	6,635	6,919	6,965	6,652

March 2021 Valuation Info

Starting around the second and third weeks of March 2020, when the COVID-19 measures were first put in place, we noticed a significant reduction to the volume of claims reported in the Auto Fund. The pandemic has caused a reduction in loss exposure as residents follow government stay at home directives. Based on our data, we selected a 20% decrease in 2020/21 expected losses for damage excluding catastrophes. Collision losses are down about 27% from expected for 2020/21. On injury claims, we are seeing a slight increase in the average claim severity due to the impact of COVID-19 on medical services and treatment timelines. Expected injury losses were adjusted downward by 24%.

For the Mar 2021 valuation, we reduced the expected loss ratios, expected frequencies, and expected severities used for future development by the following factors.

	ELR	Frequency	Severity
Damage Liability	-26.8%	-27.4%	0.8%
Damage Excluding Liability & Cats	-17.8%	-12.4%	-6.2%
Injury	-24.3%	-27.3%	4.1%
Liability	-24.3%	-27.3%	4.1%
Out of Province	-42.4%	-42.4%	0.0%

COVID Impact Summary Analysis at March 31, 2021

The following tables show trended financial claims by coverage and by month. Financial claims for 2018/19 and 2019/20 were adjusted to 2020/21 levels, for both exposure changes and frequency trend, in order to be comparable to the 2020/21 experience. Claims for each month are as at a certain duration to remove the effect of development on prior year claims vs the current year. For example, all March claims show experience after 1 month of development, February claims show experience after 2 months of development, etc..

Damage Liability
Financial claim counts trended to 2020/21 levels

Year | Apr | May | Jun | Jul

2	2	IVIGY	ב	ב	ב ב	0	כני	200	כפכ	ימו	2	M	rull-ledi
Duration	12	11	10	9	-	7	6	5	4	3	2	1	
2018/2019	1,790	1,842	1,916	1,684	1,696	1,669	1,794	2,258	1,969	2,028	1,976	584	21,207
2019/2020	1,519	1,819	1,831	1,726	1,763	1,775	2,055	1,986	2,060	2,298	989	531	20,350
2020/2021	714	1,021	1,228	1,401	1,522	1,462	1,524	1,836	1,495	1,384	1,005	496	15,088
2020/21 vs 2- yr prior ave	-57%	-44%	-34%	-18%	-12%	-15%	-21%	-13%	-26%	-36%	-32%	-11%	-27%

Damage Excluding Catastrophes and Liability
Financial claim counts trended to 2020/21 levels

Year	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Full-Year
Duration	12	11	10	9	8	7	6	5	4	3	2	1	
2018/2019	6,365	7,052	7,640	8,801	7,007	6,429	6,923	7,662	6,121	5,646	5,003	3,184	77,833
2019/2020	6,017	6,583	7,110	8,219	7,114	6,435	6,783	7,246	6,260	5,734	3,752	2,363	73,619
2020/2021	4,084	5,309	6,691	7,162	6,925	6,546	6,647	6,432	5,122	4,930	3,931	2,521	66,300
2020/21 vs 2- yr prior ave	-34%	-22%	-9%	-16%	-2%	2%	-3%	-14%	-17%	-13%	-10%	-9%	-12%

Injury
Financial claim counts trended to 2020/21 levels

Year	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Full-Year
Duration	12	11	10	9	8	7	6	5	4	3	2	1	
2018/2019	319	355	315	331	373	351	399	481	367	447	454	223	4,413
2019/2020	299	288	331	380	418	373	469	548	421	476	284	239	4,528
2020/2021	115	160	245	281	356	361	312	331	316	350	243	181	3,251

yr prior ave 2020/21 vs 2--62.8% -50.2% -24.2% -21.0% -10.0% -0.3% -28.1% -35.6% -19.8% -24.1% -34.2% -21.5% -27.3%

Out of Province
Financial claim counts trended to 2020/21 levels

Year Apr May In India

Tear	Apr	May	Jun	Ju	Aug	Sep	OCI	Nov	Dec	Jan	rep	Mar	Full-Year
Duration	12	11	10	9	8	7	6	5	4	3	2	1	
2018/2019	23	13	14	21	23	24	25	16	17	26	24	5	233
2019/2020	16	14	13	21	23	19	27	16	17	14	11	5	194
2020/2021	4	9	7	14	16	13	13	5	17	13	9	3	123
2020/21 vs 2-	-79%	-33%	-48%	-33%	-30%	-39%	-50%	-69%	-1%	-35%	-49%	-44%	-42%

yr prior ave

SAF First Round IRs - #17

Wildlife Incurred Losses as at March 31, 2021

438,790,849	55,061	32,208	687,606	721,605	359,061,738	9,437,241	68,795,390	Total
84,048,746	200	4,571	123,797	102,399	69,834,171	1,591,562	12,392,045	2020/2021
99,973,868	32,721	7,791	163,485	156,977	82,487,632	1,916,958	15,208,305	2019/2020
91,674,770	11,657	19,846	126,439	218,823	74,781,664	1,883,612	14,632,729	2018/2019
87,613,714	2,100	0	132,334	114,603	71,061,584	2,095,893	14,207,200	2017/2018
75,479,751	8,383	0	141,552	128,803	60,896,687	1,949,215	12,355,110	2016/2017
Total	Motorycles Sport	Purpose	Cruiser/Touring	Styles	Styles	PPV Two Door	PPV Four Door	Fiscal Year
		Motorcycles Dual	Motorcycles	Taxis - All Body	PPV - All Body			

Wildlife Claim Counts as at March 31, 2021

			PPV - All Body	Taxis - All Body	Motorcycles	Motorcycles Dual		
Fiscal Year	PPV- Four Door	PPV Two Door	Styles	Styles	Cruiser/Touring	Purpose	Motorycles Sport	Total
2016/2017	3,395	623	13,801	35	20	0	ω	17,877
2017/2018	3,678	637	15,427	26	20	0	1	19,789
2018/2019	3,530	582	15,129	42	18	4	2	19,307
2019/2020	3,689	549	15,996	43	18	2	8	20,305
2020/2021	3,159	487	14,888	32	20	₽	1	18,588
Total	17,451	2,878	75,241	178	96	7	15	95,866

Calculation of Implied Loss Development Factors

Net Ultimate as at March 31, 2020

			23 - Loss of		32 -				
	21-PD Auto	22 - PD Property	Use	31 - Collision	Comprehensive	33 - Glass	34 - Ded	41 - FLE	42 - Theft
2006	69,461,399	5,177,388	4,382,556	155,765,338	9,974,591	306,738	20,981	5,370,608	10,583,659
2007	79,222,923	5,223,407	5,376,484	166,487,849	10,079,468	352,774	16,336	5,152,485	9,844,573
2008	83,479,386	5,638,855	5,662,722	171,592,828	13,156,538	383,122	25,066	5,904,322	9,322,844
2009	90,314,971	6,012,720	5,615,030	190,558,137	11,935,228	575,149	36,304	5,954,854	8,975,705
2010	89,479,452	6,112,433	5,016,771	190,221,421	12,621,233	892,819	19,432	6,812,804	10,136,470
2011	105,886,697	6,502,501	7,039,493	217,983,247	17,209,361	1,104,378	19,228	6,253,299	10,523,411
2012	98,228,278	7,384,712	5,998,984	200,729,832	17,731,505	1,609,940	20,595	6,289,470	11,292,410
2013	121,587,132	7,119,115	8,371,409	238,221,448	22,880,600	1,814,802	27,794	6,546,097	8,686,373
2014	120,614,185	7,708,682	7,715,017	240,294,286	20,905,075	1,999,644	30,633	7,452,398	11,697,775
2015	121,936,948	6,998,587	7,276,193	237,000,277	21,589,966	2,592,881	31,316	7,498,001	13,408,206
2016	121,821,494	7,667,498	6,389,288	255,796,851	24,424,631	3,240,873	36,084	7,566,074	16,707,171
2017	129,755,364	7,765,443	6,760,114	279,163,806	29,047,505	4,032,341	37,202	7,371,653	23,647,866
2018	134,441,769	7,880,115	7,486,527	298,730,789	30,702,585	4,864,172	44,557	9,129,192	23,634,148
2019	133,211,860	6,791,586	7,675,965	299,765,572	36,529,931	6,269,616	8,830	9,870,203	24,917,855
2020	126,907,632	7,032,417	6,840,743	296,974,617	39,142,845	8,077,378	30,196	7,872,596	24,401,518

Reconcile Pricing Damage Ultimate Losses to Valuation

Class	Α -	PΠ	IRP	Y

				Damage			
	Valuation Damage	Pricing Damage		Excluding	Valuation -		
	Liability	Liability	Balance	Catastrophes	Rating Data	31 - Collision	Balance
2006	79,021,344	79,021,344	-	182,192,052	170,138	170,138	0
2007	89,822,813	89,822,813	-	192,037,820	104,333	104,333	0
2008	94,780,963	94,780,963	-	200,508,642	123,922	123,922	0
2009	101,942,722	101,942,722	0.00000	218,090,193	54,816	54,816	0
2010	100,608,657	100,608,657	(0.00000)	220,814,973	110,793	110,793	0
2011	119,428,691	119,428,691	-	253,267,648	174,724	174,724	0
2012	111,611,974	111,611,974	0.00000	237,902,756	229,004	229,004	0
2013	137,077,656	137,077,656	-	278,275,163	98,049	98,049	0
2014	136,037,885	136,037,885	(0.00000)	282,686,948	307,138	307,138	0
2015	136,211,729	136,211,729	0.00000	282,357,663	237,016	237,016	0
2016	135,878,281	135,878,281	-	307,889,079	117,396	117,396	0
2017	144,280,921	144,280,921	-	343,640,854	340,480	340,480	0
2018	149,808,410	149,808,410	0.00000	367,579,360	473,917	473,917	0
2019	147,679,411	147,679,411	(0.00000)	377,678,069	316,063	316,063	0
2020	140,780,792	140,780,792	-	376,831,149	332,000	332,000	0

Calculation of Implied Loss Development Factors

Net Ultimate as at March 31, 2020

Damage			Undiscounted			Medical Expenses	Permanent	Economic Loss	Non-Economic Loss excluding					
Catastrophes		Appeal	Care	Death	Undiscounted IR	w/o Funding	Impairment	excluding WCB	WCB	WCB	Out of Province	Tort Injury	Tort Liability	Total
4,973,807	2006	617,991	23,360,378	20,538,104	51,512,231	34,432,555	14,722,089	754,354	1,995,139	1,156,435	9,012,270	1,241,743	1,212,741	426,573,095
8,122,128	2007	1,024,601	19,734,163	14,494,234	60,513,313	37,497,620	16,034,951	559,624	1,613,587	460,758	9,201,745	479,546	1,955,090	453,447,660
17,298,212	2008	635,845	27,890,561	23,574,472	64,645,563	43,955,782	16,651,185	1,572,072	2,771,811	857,429	7,862,411	848,507	1,385,601	505,115,133
8,551,588	2009	540,780	31,255,117	18,641,934	82,587,647	49,804,613	20,368,874	1,094,426	2,248,886	418,502	10,030,173	1,214,064	1,947,424	548,682,127
620,071	2010	707,364	27,769,376	19,514,278	98,341,972	47,789,961	20,790,633	851,512	1,243,894	736,378	7,584,949	449,932	1,423,954	549,137,110
22,064,306	2011	954,563	26,914,866	33,855,524	83,278,636	50,541,643	20,797,708	659,268	1,843,107	434,577	8,598,230	556,037	1,507,137	624,527,217
34,377,921	2012	824,865	24,696,022	24,806,685	81,440,092	45,097,019	20,449,080	1,041,302	1,413,697	1,114,228	7,562,073	481,028	1,836,224	594,425,962
11,950,206	2013	768,565	20,639,807	23,854,982	76,712,644	45,588,428	17,746,002	1,337,457	1,973,512	714,258	9,435,750	616,002	2,138,122	628,730,505
13,152,107	2014	741,579	21,117,786	23,515,074	80,970,443	47,435,713	16,659,403	1,377,127	1,780,072	1,123,569	11,002,473	662,964	1,858,423	639,814,428
17,085,190	2015	1,017,422	20,125,358	22,731,462	78,538,716	42,232,685	16,956,580	1,268,285	2,231,420	961,582	11,217,236	1,123,371	1,363,401	635,185,084
25,977,959	2016	1,371,645	20,269,345	22,279,296	76,907,026	43,764,578	18,846,096	954,889	1,760,387	1,175,139	9,249,516	788,142	1,616,005	668,609,988
25,690,784	2017	1,348,166	20,556,728	17,495,751	73,497,287	44,568,410	18,884,236	1,021,789	1,555,422	0	14,462,252	657,632	1,873,943	709,193,694
34,289,139	2018	1,351,790	20,568,225	20,241,343	72,919,442	43,373,131	20,048,403	1,139,967	1,772,515	1,032,318	21,657,121	1,017,070	2,117,631	758,441,947
26,266,691	2019	1,501,346	20,702,279	19,128,217	72,525,240	42,730,299	19,273,710	1,444,312	1,224,747	1,042,767	20,865,656	975,846	1,433,548	754,156,073
29,332,904	2020	1,569,686	20,632,215	19,101,972	69,160,992	42,121,160	20,711,062	1,410,966	1,515,573	1,062,309	20,755,147	982,620	1,525,547	747,162,095

Calculation of Implied Loss Development Factors

Incurred as at March 31, 2020 as per Internal Data

			23 - Loss of		32 -				
	21-PD Auto	22 - PD Property	Use	31 - Collision	Comprehensive	33 - Glass	34 - Ded	41 - FLE	42 - Theft
2006	71,213,541	5,148,916	4,360,534	161,347,676	10,720,921	305,841	20,981	5,490,789	11,439,226
2007	81,205,356	5,244,262	5,306,278	172,312,218	10,769,291	352,807	16,336	5,288,160	10,685,594
2008	85,688,353	5,578,245	5,678,738	177,972,366	13,933,364	383,146	25,066	6,068,607	10,191,109
2009	92,459,468	5,917,822	5,630,423	197,007,340	12,765,561	575,176	36,304	6,126,384	9,728,601
2010	91,812,326	6,174,545	5,029,988	197,147,696	13,503,654	892,862	19,432	6,991,704	10,907,275
2011	108,666,477	6,485,385	7,066,709	226,087,938	18,558,952	1,104,406	18,139	6,449,944	11,346,867
2012	100,597,900	7,075,943	6,047,234	207,509,711	18,817,245	1,610,033	20,595	6,463,045	11,873,621
2013	119,065,166	7,095,555	8,419,697	231,219,459	21,895,075	1,814,937	27,794	6,347,120	8,192,178
2014	118,218,457	7,799,877	7,790,157	233,179,614	19,293,445	1,999,739	30,033	7,097,808	10,964,213
2015	118,343,526	6,897,043	7,285,715	229,376,747	20,064,711	2,593,077	31,016	7,184,864	12,434,382
2016	117,775,593	7,250,710	6,350,574	244,969,680	22,460,334	3,239,621	35,631	7,269,259	14,860,977
2017	124,606,203	7,580,507	6,691,361	266,608,899	26,280,491	4,031,199	36,997	7,039,735	20,457,499
2018	128,747,236	7,594,190	7,407,860	285,894,193	28,209,226	4,854,994	43,537	8,413,688	20,790,787
2019	125,602,137	6,537,553	7,593,855	282,740,107	32,084,577	6,206,308	8,230	9,486,104	20,589,307
2020	100,173,757	4,794,835	5,614,126	259,015,154	30,883,959	6,210,121	10,450	7,240,171	23,037,218

Valuation Incurred Losses as at March 31, 2020

			Damage Excluding	
		Damage Liability	Cats and Liab	
	Damage Liability	Salvage	Salvage	31 - Collision
2006	266,422,067	1,760,565	7,009,739	170,137.84
2007	290,561,979	1,838,797	7,005,986	104,333.34
2008	313,294,924	2,026,208	7,619,995	123,922.10
2009	329,116,418	2,059,904	7,677,159	54,815.70
2010	322,565,310	2,272,580	8,372,457	110,793.00
2011	401,701,906	2,565,655	9,395,210	174,724.36
2012	402,330,393	2,167,160	7,565,601	229,003.71
2013	428,912,629	-2,863,439	-9,923,952	98,048.91
2014	463,373,041	-3,050,850	-10,917,790	307,137.69
2015	435,537,622	-3,086,980	-10,917,354	237,016.25
2016	468,915,090	-3,588,342	-13,190,542	117,395.70
2017	521,815,697	-4,141,716	-16,256,320	340,480.40
2018	550,003,349	-4,213,380	-16,062,856	473,917.10
2019	545,017,213	-4,091,169	-16,608,831	316,063.40
2020	475,544,801	-2,987,412	-12,344,431	331,999.56

Incurred as at March 31, 2020 as per Internal Data

									Non-Economic					
Damage			Undiscounted			Medical Expenses	Permanent	Economic Loss	Loss excluding					
Catastrophes		Appeal	Care	Death	Undiscounted IR	w/o Funding	Impairment	excluding WCB	WCB	WCB	Out of Province	Tort Injury	Tort Liability	Total
4,973,807	2006	442,627	18,491,180	19,864,569	38,882,345	26,759,871	14,426,660	667,001	2,919,883		9,010,287	1,240,958	1,212,741	408,940,355
8,122,128	2007	733,816	12,885,965	14,175,136	40,384,420	29,814,347	15,653,950	467,313	1,772,392		9,182,297	477,752	1,955,090	426,804,908
17,298,212	2008	410,487	17,272,878	22,556,550	39,392,369	41,146,164	16,177,714	1,432,873	3,329,610		7,836,731	846,411	1,385,601	474,604,591
8,551,588	2009	299,336	28,633,986	17,554,201	60,778,823	49,417,489	19,742,774	951,221	2,628,604		9,943,879	1,211,668	1,947,424	531,908,070
620,071	2010	390,724	24,806,029	18,853,865	68,281,598	39,799,291	20,120,384	737,663	2,308,246		7,527,097	446,413	1,423,954	517,794,818
27,703,232	2011	528,551	17,108,187	32,119,072	55,547,337	39,107,232	20,047,610	483,079	2,096,223		8,505,848	553,652	1,507,137	591,091,976
51,804,618	2012	395,365	14,815,150	23,881,056	55,827,556	32,805,841	19,511,937	823,414	2,645,288		7,246,492	464,426	1,836,224	572,072,692
11,950,206	2013	301,482	10,862,782	22,739,208	43,296,489	33,513,530	16,690,595	1,094,655	3,728,043		8,997,127	600,235	2,101,279	559,952,614
42,723,920	2014	212,084	10,869,421	21,964,219	47,761,304	36,226,256	15,271,694	1,042,335	2,643,030		10,434,720	645,492	1,810,378	597,978,195
17,085,190	2015	282,520	7,175,384	21,429,669	36,048,687	27,626,055	15,565,643	823,581	3,435,056		10,034,173	1,105,726	1,316,141	546,138,905
27,806,431	2016	396,935	7,269,151	20,396,488	36,606,975	32,263,802	16,822,840	371,325	2,186,028		7,839,960	773,957	1,565,518	578,511,788
37,746,588	2017	256,858	6,473,807	16,033,013	29,436,474	28,607,607	15,895,149	307,297	2,035,341		12,000,893	630,701	1,880,761	614,637,381
37,297,487	2018	131,611	4,832,403	18,166,232	24,690,286	27,707,435	16,881,067	249,488	4,049,315		18,967,642	982,446	2,246,135	648,157,255
33,152,971	2019	60,500	4,669,137	17,559,987	21,526,431	28,117,412	15,446,668	267,000	3,453,219		18,374,753	921,717	1,740,408	636,138,382
22,959,911	2020	210	8,316,811	15,590,145	14,065,584	28,407,438	14,200,982	70,005	3,199,712		16,697,911	802,693	1,464,750	562,755,941

Valuation Incurred Losses as at March 31, 2020

D		,				M.F. IF	D .	F	Non-Economic					
Damage			Undiscounted			Medical Expenses	Permanent	Economic Loss						
Catastrophes		Appeal	Care	Death	Undiscounted IR	w/o Funding	Impairment	excluding WCB	WCB	WCB	Out of Province	Tort Injury	Tort Liability	
4,973,807	2006	442,627	18,491,180	19,864,569	38,882,343	26,759,871	14,426,660	667,001	2,919,883		9,010,287	1,240,958	1,212,741	
8,122,128	2007	733,816	12,885,965	14,175,136	40,384,420	29,814,347	15,653,950	467,313	1,772,392		9,182,297	477,752	1,955,090	
17,298,212	2008	410,487	17,272,878	22,556,550	39,392,369	41,146,164	16,177,714	1,432,873	3,329,610		7,836,731	846,411	1,385,601	
8,551,588	2009	299,336	28,633,986	17,554,201	60,778,823	49,417,489	19,742,774	951,221	2,628,604		9,943,879	1,211,668	1,947,424	
620,071	2010	390,724	24,806,029	18,853,865	68,281,598	39,799,291	20,120,384	737,663	2,308,246		7,527,097	446,413	1,423,954	
27,703,232	2011	528,551	17,108,187	32,119,072	55,547,337	39,107,232	20,047,610	483,079	2,096,223		8,505,848	553,652	1,507,137	
51,804,618	2012	395,365	14,815,150	23,881,056	55,827,556	32,805,841	19,511,937	823,414	2,645,288		7,246,492	464,426	1,836,224	
11,950,206	2013	301,482	10,862,782	22,739,208	43,296,488	33,513,530	16,690,595	1,094,655	3,728,043		8,997,127	600,235	2,101,279	
42,723,920	2014	212,084	10,869,421	21,964,219	47,761,304	36,226,255	15,271,694	1,042,335	2,643,030		10,434,720	645,492	1,810,378	
17,085,190	2015	282,520	7,175,384	21,429,669	36,048,687	27,626,055	15,565,643	823,581	3,435,056		10,034,173	1,105,726	1,316,141	
27,806,431	2016	396,935	7,269,151	20,396,488	36,606,975	32,263,802	16,822,840	371,325	2,186,028		7,839,960	773,957	1,565,518	
37,746,588	2017	256,858	6,473,807	16,033,013	29,436,474	28,607,607	15,895,149	307,297	2,035,341		12,000,893	630,701	1,880,761	
37,297,487	2018	131,611	4,832,403	18,166,232	24,690,286	27,707,435	16,881,067	249,488	4,049,315		18,967,642	982,446	2,246,135	
33,152,971	2019	60,500	4,669,137	17,559,987	21,526,431	28,117,412	15,446,668	267,000	3,453,219		18,374,753	921,717	1,740,408	
22,976,702	2020	210	8,316,811	15,590,145	14,065,584	28,407,438	14,200,982	70,005	3,199,712		16,697,911	802,693	1,464,750	

Total Gross Ur	Internal Loss A	Other:	IBNR Provision:	Case Reserves		Total	2018/2019	2017/2018	2015/2016	2014/2015	2012/2013	2010/2011	2008/2009	2007/2008	2005/2006	2003/2004	2002/2003	2000/2001	1998/1999 1999/2000	1995/1996 1996/1997 1997/1998		Fiscal Year	Total All Lines	1	Tort and Reduce Tort Liability Total	Damage No-Fault Injury	Business	
Total Gross Unpaid Claims Liability Calculated (Net of Recoveries)	Internal Loss Adjustment Expense Provision: 1995/1996 - 2019/2020 lines of business included above Pre April 1995 Injury - including Cover 07 Pre April 1995 Liability Sub-Total Internal LAE Provision	Manual Entries Excluded Reconciling Items Not Ind Claims Recovery Receive Admin/NSF Charges on (Sub-Total Other	:: 1995/1996 - 2019/2020 Pre April 1995 Injury - e Cover 07 IBNR Impact of Injury Coveray Sub-Total IBNR	Case Reserves Outstanding: 1995/1996 - 2019/2020 lines of business included above Pre April 1995 Injury - excluding Cover 07 Pre April 1995 Injury - Cover 07 Pre April 1995 Lability Pre April 1995 Damage Appeal Commission Case Reserve Sub-Total Case Reserves Outstanding		11,498,335,764	657,771,898 518,060,914	636,741,850	575,296,583 675,869,181	569,466,255	569,362,132	561,810,446	480,452,028 472,519,950	454,701,326	392,170,283	408,161,516 378.858.260	348,989,274 361,476,990	338,341,337	303,437,381 323,838,511	311,406,544 301,742,795 292,397,048	(1)	Paid Loss Net of Recov Amounts			ı	8,383,123,168 2,786,532,536	(1)	Paid Loss
alculated (Net of Recov	wision: lines of business include cluding Cover 07 Provision	Manual Entries Excluded Reconciling Items Not Included Claims Recovery Receivable Misc Reconciling Items Admin/NSF Charges on Outstanding Recoveries Sub-Total Other	1995/1996 - 2019/2020 lines of business included above Pre April 1995 Injury - excluding Cover 07 Cover 07 IBNR Impact of Injury Coverage Review Changes not included above Sub-Total IBNR	lines of business include xcluding Cover 07 over 07 se Reserve		928,402,015	42,064,358 103,963,746	32,170,108	27,967,488	38,898,501 20,762,279	31,989,259	43,083,898	61,398,016 55,431,187	29,926,770	27,760,889	35,800,469 43.050.062	38,955,171 22,079,998	33,995,517	22,198,061 27,250,519	42,251,692 31,079,468 28,739,755	(2)	Case Loss Reserve Net of Outstanding Recoveries			9,725,865 928,402,015	43,985,808 904,372,647 57,445,406	(2)	Case Loss Reserve
eries)	d above	ems	id above included above	rd above		12,426,737,780	699,836,256 622,024,661	668,911,957	603,264,071	590,228,535	601,351,390	604,894,344	541,850,044 527,951,137	484,628,097	419,931,172	443,961,985 421,908.322	387,944,445 383,556,988	372,336,855	325,635,443 351,089,029	353,658,236 332,822,263 321,136,804	(3)	Net of Recoveries (1) + (2)			12,572,756 27,880,828 12,426,737,780	8,339,137,359 3,690,905,183	(3)	Incurred Loss (1) + (2)
						1,210,125,228	105,254,746 168,812,447	92,965,799	75,098,497 86 139 545	5/,414,6/5 75,010,272	55,970,835	51,018,441	26,500,884 41,974,021	40,148,050	26,395,897	20,976,520	28,629,500	27,498,635	29,437,226 35,079,771	11,268,763 18,131,406 18,996,452	(4)	IBNR Loss Reserves Net of Recoveries			390,256 -198,749 1,210,125,228	87,394,915 1,102,994,789	(4)	IBNR Loss Reserves
						2,138,527,243	147,319,104 272,776,194	125,135,907	103,065,985	96,313,175 95,772,551	87,960,093 66,343,475	94,102,339	87,898,900 97,405,207	70,074,821	54,156,785	56,776,989 56,419,727	50,709,497	61,494,152	51,635,287 62,330,290	53,520,455 49,210,874 47,736,207	(5)	Loss Net of Recoveries (2)+(4)	Unpaid		1,234,161 9,527,116 2,138,527,243	43,409,107 2,007,367,436	(5)	Unpaid Loss (2)+(4)
						13,636,863,008	805,091,002 790,837,108	761,877,756	678,362,568 785 451 790	698,387,385 665,238,806	657,322,225	655,912,785	568,350,929 569,925,158	524,776,147	446,327,068	464,938,505 435.277.987	412,186,488	399,835,490	355,072,668 386,168,801	364,926,999 350,953,669 340,133,256	(6)	Ultimate Loss Net of Recoveries			12,963,012 27,682,079 13,636,863,008	8,426,532,274 4,793,899,973	(6)	Ultimate Loss
	I	ı	1	1 1	ı≽	172,895,002	12,501,048 19,753,051	11,119,893	9,060,785	8,281,365 8,741,569	7,664,048	7,773,819	6,498,566 7,596,759	5,796,245	4,336,733	4,259,410 4.116.998	4,238,708	4,706,543	4,160,646 4,987,151	3,684,679 3,637,555 3,579,307	(7)	ULAE Reserve			88,544 610,875 172,895,002	6,404,575 158,735,674	(7)	ULAE
2,374,050,693	172,895,002 755,483 848 173,651,334	4,035,450 -35,291 -1,704 -24,850 3,973,605	1,210,125,228 3,631,030 13,928,980 988,426 1,228,673,664	928,402,015 3,115,071 38,602,328 -1,924,681 -743,823 301,181 967,752,090	As at March 31, 2020	15,636,151,856	947,969,920 965,735,597	938,470,615	919,055,363	810,718,513 865,227,512	765,699,565	692,653,284	587,450,777 634,198,376	558,628,523	523,777,064	488,863,511 519.053.307	458,726,710 476,242,461	440,507,232	396,802,000 420,529,000	323,624,000 335,254,000 354,982,000	(8)	Earned Premium						
						87.21%	84.93% 81.89%	81.18%	73.81% 84 58%	76.89%	85.85%	94.70% 87.63%	96.75% 89.87%	93.94%	85.21%	95.11% 83.86%	86.55%	90.77%	89.48% 91.83%	112.76% 104.68% 95.82%	(9)	Loss Ratio (6) / (8)						

SASKATCHEWAN AUTO FUND As at March 31, 2020 Executive Summary Undiscounted Claims Liabilities (Net of Recoveries) - Gross Basis

Damage Excluding Catastrophes & Liability

1995/1996 1996/1997 1997/1998 1997/2000 2000/2000 2000/2000 2000/2000 2000/2000 2000/2000 2005/2006 2005/2006 2005/2006 2006/2007 2006/2009 2009/2010 2011/2011 2011/2011 2011/2011 2011/2011 2015/2011 2015/2011 2015/2011 2015/2011 2015/2011 2015/2011 2015/2011 2015/2011 2015/2011 2015/2011	Fiscal Year	Fiscal Year Paid Loss Fiscal Year Net of Recov Amounts 1995/1996 138.904,3 1996/1997 157,257,8 1996/1997 152,109,2 2000/2001 152,109,2 2001/2002 114,897,3 1998/2000 177,936,7 2001/2003 170,016,6 2003/2004 174,625,6 2003/2004 174,625,6 2003/2004 174,625,6 2003/2006 174,625,6 2003/2006 174,625,6 2003/2007 193,180,7 2007/2008 201,743,5 201,743,5 201,743,6 201,74
24,222,438 26,196,917 25,727,595 30,183,293 29,528,701 33,453,134 32,332,602 64,371,365 82,432,793 78,010,784 79,497,602 90,402,978 95,491,550 101,594,143 170,616,526 1112,942,465 138,950,669 137,664,883 138,147,405 146,704,188 152,777,919 147,917,481 107,394,656 2,237,359,459	Paid Loss Net of Recov Amounts	44 14 63 3 3 3 3 4 4 4 6 6 4 2 7 6 8 6 9 7 6 8 9 7 6 9
-24,544 -33,481 -91,916 -44,030 -55,792 -96,465 -74,245 -191,581 -262,462 -290,3272 -465,881 -571,949 -876,373 -789,373	Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries ————————————————————————————————————
24, 197, 894 26, 103, 435 25, 635, 679 30, 139, 263 29, 472, 909 33, 366, 670 32, 258, 357 64, 179, 785 82, 170, 331 77, 707, 512 78, 919, 601 101, 947, 809 110, 744, 819 110, 689, 030 111, 561, 408 137, 463, 438 137, 463, 438 137, 463, 438 137, 463, 438 137, 463, 438 137, 463, 77, 780 143, 268, 782 143, 268, 782 143, 268, 782 113, 573, 873 2, 216, 292, 434	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1) + (2) (3) 138,807,832 157,180,387 150,991,776 148,759,041 177,661,773 184,332,253 169,577,015 173,864,846 171,209,982 182,480,285 192,522,74 201,077,11 218,617,021 221,200,419 254,329,645 279,489,991 283,771,051 283,864,367 279,489,891 283,771,051 283,771,051 283,771,051 283,773,051 283,864,367 279,489,991 283,771,051 283,773,051 283,773,051 283,773,051 283,773,051 283,773,051 283,773,051 283,773,051 283,773,051 283,773,051 384,732,247 368,033,865 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855 306,133,855
-31,395 -6,290 9,706 -67,390 -60,661 -20,362 -47,535 -114,835 -114,835 -114,835 -114,835 -14,835 -14,835 -14,835 -38,688 -38,683 -40,39 -94,284 -138,638 -50,566 -386,766	IBNR Loss Reserves Net of Recoveries (4)	BNR Loss Reserves Net of Recoveries ————————————————————————————————————
55,939 99,771 82,217 82,171 82,171 111,420 -116,453 -116,783 -116,783 -116,783 -116,783 -176,286 -886,186 -886,186 -886,186 -886,486 -886,486 -1,187,835 -1,330,491 -1,873,0,1	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) (5) (5) (6) (7) (8) -190,980 -232,801 -232,801 -232,801 -232,801 -232,801 -232,801 -232,801 -232,801 -232,801 -243,467 -524,757 -524,757 -524,757 -529,802 -629,167 -759,802 -629,167 -1,244,907 -1,244,907 -1,244,907 -1,243,907 -1,243,907 -1,243,907 -1,245,553 -1,465,553 -1,465,553 -1,465,553 -1,465,553 -1,465,553 -1,465,553 -1,465,553 -1,242,907 -1,252,908,444,153 -2,082,374 -2,652,561 -2,307,868 -2,307,788 -2,307,868 -3
24, 166, 498 26, 1697, 145 25, 645, 385 26, 645, 385 29, 412, 248 33, 394, 33, 394, 780, 964 77, 670, 844 79, 021, 344 88, 822, 218, 267 100, 698, 657 110, 428, 697 111, 611, 974 137, 077, 885 136, 037, 885 136, 211, 729 135, 878, 281 144, 280, 921 140, 789, 6410 147, 679, 6410 147, 679, 6410 147, 679, 6410 147, 679, 6410 147, 679, 6410 147, 679, 6410	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries ————————————————————————————————————
15 8 211 139 43 366 40 0 0 0 0 0 0 0 0 0 0 0 0 0	ULAE Reserve (7)	ULAE Reserve (7) -0 -0 -184 -0 -0 -26 -26 -0 -0 -0 -0 -173 -0 -0 -0 -173 -173 -185 -185 -185 -185 -7,408 -1,635 -1,635 -
323,624,000 354,982,000 354,982,000 420,529,000 440,507,20,710 446,507,26,710 446,87,26,710 447,242,461 448,863,517,064 4563,510,529,003 307,528,777,064 553,510,253,207 553,777,064 553,510,253,207 553,517,607,766 692,653,284 779,780,990 7765,699,656 810,718,513 866,227,512 919,065,339 328,691,242 938,470,615 947,989,390 965,735,597 15,636,151,856	Earned Premium (8)	Earned Premium ———————————————————————————————————
7.47% 7.28% 7.28% 6.99% 7.58% 6.99% 7.02% 7.02% 7.02% 14.96% 15.26% 15.26% 15.56% 15.54% 15.56% 15.58% 15.58%	Loss Ratio (6) / (8) (9)	Loss Ratio (6) / (8) (6) / (8) (6) / (8) (6) / (8) (6) / (8) (9) (9) (12.86% 46.84% 47.45% 40.15% 40.15% 35.58% 35.58% 35.58% 35.58% 35.59% 34.68% 35.59% 34.68% 35.59% 36.58% 35.59% 36.58% 36

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181,728,020 189,543,737 179,920,112 180,355,982 190,085,213 217,631,951 217,631,951 217,231,959 254,521,590 254,521,590 254,521,590 254,521,590 254,521,590 254,521,590 254,521,590 254,521,590 254,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 264,521,590 265,527,742 265,527,747 265,527,747 265,527,747 265,527,747 265,527,747 266,527 266,527 26	Paid Loss Net of Recov Amounts	18,601,263 5,999,978 3,050,111 1,248,935 9,257,293 6,242,021 7,957,520 14,583,469 4,909,465 4,973,807 8,122,128 17,268,212 17,268,212 17,268,212 17,268,212 17,03,232 51,804,618 11,1950,206 42,723,920 17,085,190 27,806,431 37,746,588 37,526,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040 33,159,040	Paid Loss Net of Recov Amounts (1)
-121,031 -170,937 -242,545 -208,743 -359,796 -371,487 -439,920 -631,175 -651,304 -694,632 -1,105,707 -1,143,342 -1,238,387 -1,915,648 -2,411,820 -2,916,099 -2,546,886 -9,794,089 -11,683,393 -13,399,884 -43,985,808	Case Loss Reserve Net of Outstanding Recoveries (2)	- 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	Case Loss Reserve Net of Outstanding Recoveries (2)
181, 606, 989 179, 627, 567 180, 147, 239 190, 535, 417 217, 280, 464 219, 353, 522 241, 714, 319 270, 618, 646 253, 826, 958 266, 422, 667 280, 561, 197 280, 197 281, 197 281 281 281 281 281 281 281 281 281 281	Incurred Loss Net of Recoveries (1) + (2) (3)	18,601,263 5,999,978 3,060,11 1,248,935 9,257,293 6,242,01 2,762,912 7,957,520 14,583,469 4,909,465 4,973,807 8,122,128 17,298,212 8,551,588 620,107 27,003,292 51,804,618 11,950,202 17,085,190 27,806,401 37,746,588 37,297,467 33,152,97 33,152,97 33,152,97	Incurred Loss Net of Recoveries (1) + (2) (3)
-125,888 -101,473 -101,633 -216,231 -104,761 -198,761 -198,761 -198,763 -187,743 -3.55,153 -3.55,153 -3.55,153 -3.55,163 -4.579,214 -579,210 -521,695 -521,695 -521,695 -521,695 -521,695 -1,022,336 -1,014,045 -1,046,033 -1,924,289 -116,955 -1,042,289 -116,955 -1,042,289 -116,955 -1,042,289 -1,041,545 -1,042,289 -1,041,545 -1,042,289 -1,042,	IBNR Loss Reserves Net of Recoveries		BNR Loss Reserves Net of Recoveries (4)
-246,919 -332,573 -353,018 -424,974 -463,797 -570,254 -658,087 -818,917 -1,096,824 -1,099,824 -1,340,571 -1,725,671 -1,725,671 -1,725,672 -4,367,034 -3,217,984 -3,21	Unpaid Loss Net of Recoveries (2)+(4)		Unpaid Loss Net of Recoveries (2)+(4) (5)
181, 481, 101 189, 122, 164 179, 567, 108 179, 931, 108 199, 431, 416 217, 061, 187 219, 135, 354 241, 526, 187 270, 283, 421, 766 266, 187, 203 289, 982, 176 312, 587, 817 328, 584, 503 322, 043, 103 323, 103 323,	Ultimate Loss Net of Recoveries (6)	18,601,263 3,050,11 1,248,935 6,242,012 7,762,912 7,762,912 7,762,912 7,763,807 8,122,188 6,242,007 8,122,188 6,251,588 6,250,007 12,703,232 51,804,618 11,660,207 127,703,232 51,804,618 11,660,207 127,703,232 51,804,618 11,660,207 127,703,232 51,804,618 11,660,207 127,703,232 51,804,618 11,660,207 127,703,232 51,804,618 11,660,207 127,703,232 51,804,618 11,660,207 127,703,232 51,804,618 11,601,207 127,703,232 51,804,618 11,601,207 127,703,232 51,804,618 11,601,207 127,703,232 51,804,618 11,602,307 127,703,232 51,804,618 11,602,307 127,703,232 51,804,618 11,602,307 127,805,190 27,806,419 27,703,232 51,804,618 11,602,307 127,805,190 27,806,419 27,806,190 27,806,419 27,806,190	Ultimate Loss Net of Recoveries (6)
15 14 13 395 139 17 367 29 20 30 3 3 3 3 3 3 3 3 3 3 3 3 3	ULAE Reserve (7)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ULAE Reserve (7)
323,624,000 335,224,000 335,224,000 354,982,000 420,552,000 440,567,232,461 448,863,517 458,863,517 458,863,517 553,777,064 553,510,264 55	Earned Premium (8)	323,624,000 335,224,000 335,224,000 336,922,000 420,529,000 440,507,232 458,7726,710 476,242,461 488,863,517 563,510,263,307 523,777,064 553,510,263,307 563,510,263,207 6634,198,376 692,653,584 729,780,990 7765,689,565 810,718,513 886,227,512 919,055,336 928,681,242 938,470,615 947,969,92 938,470,615 947,969,92 938,470,615 947,969,92	Earned Premium (8)
56.08% 50.58% 45.35% 45.35% 45.28% 47.77% 55.28% 55.28% 55.28% 55.28% 55.38% 55.33% 55.33% 55.35%	Loss Ratio (6) / (8) (9)	5.75% 1.799% 0.86% 0.31% 2.20% 1.42% 0.60% 1.67% 2.95% 0.95% 0.44% 3.10% 1.46% 1.46% 3.10%	Loss Ratio (6) / (8) (9)

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8,724,338 7,850,267 6,690,762 6,498,351 8,682,232 6,086,967 7,868,409 6,225,868,409 6,225,868,967 7,868,109 3,609,387 6,355,914 8,550,152 9,836,301 7,651,431 7,651,431 6,679,582 6,154,637 4,328,460 4,095,548 3,472,440 3,896,960 3,407,571 2,633,545 1,973,545 1,973,545 1,973,545	Paid Loss Net of Recov Amounts (1)	Care Benefits	(1) 794,075 819,574,528 374,528 772,600 439,211 660,137 549,262 461,666 441,662 441,662 461,666 372,463 724,693 724,693 724,693 725,686 376,058	Paid Loss Net of Recov Amounts
8,787,546 7,880,187 6,421,292 3,758,848 5,549,581 6,024,577 11,035,570 14,920,264 10,481,793 6,530,579 14,920,264 10,481,793 6,530,691 16,722,726 17,428,605 17,14	Case Loss Reserve Net of Outstanding Recoveries (2)		(2) 6,166 3,786 5,951 5,2180 5,457 2,088 2,058 2,058 5,932 6,563 1,220 9,574 9,124 9,124 10,066 10,066 10,066 110,066 110,066 110,066 110,066 110,066 110,066 110,066 12,074 12,152 46,978 12,152 46,978 38,263 38,263 38,263 38,491 23,491	Case Loss Reserve Net of Outstanding Recoveries
17,511,884 13,1720,454 13,112,00,454 10,257,199 14,231,812 12,121,568,988 10,952,195 20,685,945 20,685,945 20,685,945 20,685,945 21,159,444 1841,180 12,285,945 24,806,00,867 17,272,878 28,633,986 24,806,00,867 17,106,187 14,815,150 10,862,762 10,863,421 7,175,384 7,269,157 14,815,150 10,862,103 4,862,103 4,862,103 4,862,103 4,689,137,87	Incurred Loss Net of Recoveries (1) + (2) (3)		(3) (3) (3) (3) 800,242 823,362 380,490 756,708 758,057 441,287 441,287 442,872 442,872 444,827 733,816 410,487 229,336 390,724 392,526 301,482 271,084 282,520 306,935 256,858 131,611 60,503 210 10,718,750	Incurred Loss Net of Recoveries (1) + (2)
1,374,552 1,806,316 2,401,697 2,401,697 5,367,962 7,214,290 3,750,129 6,222,807 5,515,309 0,4890,198 6,848,198 6,848,198 10,617,683 2,621,131 2,963,347 2,963,342 16,033,142 16,033,142 16,033,142 16,033,142 16,033,142 16,033,142	IBNR Loss Reserves Net of Recoveries (4)		(4) 51,865 66,326 39,236 39,236 39,236 69,362 102,661 75,261 75,261 131,117 141,735 175,364 220,786 221,358 241,444 316,640 426,012 429,003 467,083 529,495 734,902 974,710 10,91,309 1,220,179 1,440,846 11,589,476 11,056,154	IBNR Loss Reserves Net of Recoveries
10,162,098 9,686,503 8,822,989 9,126,810 12,763,870 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 9,784,7670 11,3372 11,3475 16,541,3475 16,541,3475 16,541,3475 16,541,3475 16,542,948 16,347,284 16,347,284 16,347,284 16,347,284 16,347,284 16,347,284 16,347,284 16,347,284 16,347,284 18,547,444,157 17,924,680 18,784,680 18,784,680 18,784,680 18,784,680 18,784,680 18,784,680	Loss Net of Recoveries (2)+(4)	<u>-</u>	(5) (5) (5) (6) 58,031 70,112 45,246 47,542 108,119 78,026 71,29,12 112,912 112,955 114,938 229,909 235,424 225,444 225,444 251,446 331,306 446,035 446,035 447,023 478,875 479,683 1,021,688 1,129,572 1,288,676 1,129,572 1,288,676 1,484,337 1,159,476 1,384,852	Unpaid Loss Net of Recoveries (2)+(4)
18,886,436 17,536,775 15,513,775 15,513,775 15,625,161 21,446,102 15,871,252,017 17,175,003 26,201,253 26,201,253 26,201,253 26,201,253 27,890,561 19,734,166 27,490,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,561 27,7890,562 20,658,022 20,658,225 20,568,225 20,568,225 20,762,275 20,762,275 20,762,275 20,768,225 20,7	Ultimate Loss Net of Recoveries (6)		(6) 852,107 889,688 419,788 449,788 449,788 646,070 837,719 517,237 773,049 679,040 659,340 599,340 598,4607 617,941 1,024,601 1,024,601 1,035,845 540,780 707,364 707,364 707,364 707,364 1,148,166 1,351,740 1,501,348 166 1,351,740 1,501,348	Ultimate Loss Net of Recoveries
672,119 666,089 620,977 731,679 1,014,194 722,338 941,648 871,090 1,197,279 945,373 1,101,817 1,040,905 1,527,021 1,448,095 1,338,096 1,557,338 1,454,699 1,313,655 1,372,211 1,417,062 1,313,655 1,372,211 1,417,062 1,313,655 1,372,211 1,417,062 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076	ULAE Reserve (7)		77) 5,202 6,398 4,020 6,581 9,878 7,186 11,358 11,368 11,368 11,565 23,056 30,332 40,828 41,262 44,134 93,485 69,044 93,485 110,780 115,770 135,346 115,346 115,346	ULAE
323,624,000 334,925,000 334,925,000 339,802,000 440,507,232 448,863,511 448,863,511 519,053,307 523,777,064 523,777,064 523,777,064 523,777,664 526,628,523 587,450,777 634,188,376 692,653,284 672,780,990 765,699,565 810,718,513 886,227,512 919,053,363 328,691,242 938,470,615 947,989,920 986,733,5827 15,636,151,855	Earned Premium 		14,000 12,000 12,000 12,000 10,000 10,71 10,246 11,	Earned Premium
5.84% 5.23% 4.37% 4.37% 5.10% 3.60% 4.63% 4.46% 4.46% 4.46% 4.46% 4.46% 4.46% 5.32%	Loss Ratio (6) / (8) (9)		(9) (9) (27% 0.26% 0.27% 0.16% 0.11%	Loss Ratio

	No-Fault Injury
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-	Benefits

1995/1996 1996/1997 1997/1998 1997/1998 1998/2000 2000/2001 2001/2002 2003/2004 2004/2005 2005/2006 2006/2006 2006/2006 2006/2006 2006/2007 2007/2008 2008/2009 2010/2011 2011/2012 2011/2013 2011/2013 2015/2016 2016/2016 2016/2016 2017/2018 2017/2018 2017/2018 2017/2018 2017/2018 2017/2018 2019/2020 Total	Fiscal Year	No-Fault Injury - Death Benefits	Fiscal Year 1995/1996 1995/1997 1996/1997 1996/1999 1999/2000 2000/2001 2001/2002 2002/2003 2003/2004 2004/2005 2005/2006 2005/2006 2005/2006 2006/2007 2001/2001 2011/2012 2011/2013 2013/2014 2014/2015 2015/2016 2015/2016 2015/2016 2017/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018 2011/2018
15,426,853 10,557,416 10,724,839 13,915,231 13,762,143 9,080,923 9,080,923 17,066,708 11,180,678 17,910,421 12,837,526 19,159,439 13,998,939 13,998,939 13,998,939 13,998,939 13,988,939 13,988,939 13,985,939 13,255,340 16,263,930 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,330 18,352,352 19,663,128 20,005,972 16,763,178 13,726,296 12,114,308 13,786,520 12,114,308	Paid Loss Net of Recov Amounts (1)	Death Benefits	Paid Loss Reachier Repaid Loss Reache of Recov Ret of Recov Reserved Reserv
0 309,557 0 489,988 260,610 0 488,969 60,061 647,312 705,130 176,520 176,209 1,200,271 501,537 2,039,912 665,142 1,230,992 1,240,092 1,423,697 3,613,350 2,246,493 4,939,936 5,445,679 9,824,388 39,481,132	Case Loss Reserve Net of Outstanding Recoveries (2)		Case Loss Reserve Net of Outstanding Recoveries (2) 27,982,108 19,881,102 20,490,356 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,214,652 17,216,537 11,82,638,79 11,82,638 11,282,637 21,961,537 21,962,537 21
15,426,853 10,866,973 10,724,839 13,915,231 14,252,130 9,341,553 17,066,708 11,669,647 17,797,047 17,797,047 17,797,047 17,757,047 17,575,166 22,556,550 14,175,166 22,556,550 14,175,166 22,556,550 17,554,201 18,853,865 32,119,072 23,881,066 22,739,208 21,964,219 21,964,219 21,964,219 18,166,232 17,559,987 18,166,232 17,559,987 15,590,145	Incurred Loss Net of Recoveries (1) + (2) (3)		Net of Recoveries (1) + (2) (3) (3) (3) (3) (44.507 54.485.883 51.411.734 65.736.479 64.221.547 53.792.282 37.04.434 40.870.988 44.003.867 35.508.107 37.169.764 19.870.989 61.484.193 6514.330.675 44.262.185 44.263.654.764 28.056.475 24.379.235 21.526.437 14.065.544 19.36514.33 17.35.78 34.281.844 19.36514.34 19.36514
225,330 238,212 430,441 238,212 422,074 259,645 709,696 673,535 319,097 1,017,922 1,087,734 660,412 1,736,452 925,629 1,115,736,452 1,736,4	IBNR Loss Reserves Net of Recoveries (4)		IBNR Loss Reserves Net of Recoveries (4) 8,428,326 12,339,260 11,133,423 16,732,630 16,792,658 16,791,670 8,937,861 16,791,670 8,937,861 19,783,927 7,659,651 19,783,927 7,659,651 20,736,663 24,411,708 24,417,708 24,717,504 35,661,603 25,665,920 23,600,221 31,251,962 29,222,942 31,251,962 29,222,942 31,251,962 34,079,771 38,181,893 27,306,104 34,079,77,504 45,565,335 49,374,784
534,886 920,429 498,822 911,043 319,706 61,357,008 1,378,665 495,306 495,306 1,679,131 2,378,004 1,161,679,131 2,378,004 1,161,690,771 2,406,600,771 2,406,600,771 2,406,5	Unpaid Loss Net of Recoveries (2)+(4)		Unpaid Loss Net of Recoveries (2)+(4) (5) 36,410,435 32,190,363 31,623,778 33,947,218 33,947,383 34,296,583 34,296,583 34,296,583 34,296,583 34,296,583 34,296,583 34,297,77,775 47,971,775
15, 426, 853 11, 592, 303 10, 724, 833 10, 724, 833 10, 724, 833 11, 915, 231 14, 682, 572 9, 579, 472 17, 066, 708 12, 091, 721 18, 230, 172 11, 194, 534 14, 194, 534 14, 494, 23, 574, 472 18, 641, 934 19, 514, 278 18, 641, 934 19, 514, 278 23, 854, 982 23, 854, 982 23, 854, 982 23, 854, 982 23, 854, 982 23, 573, 462 22, 731, 732 22, 731, 732 23, 732 24, 732 24, 732 24, 732 24, 732 24, 732 24, 732 24, 73	Ultimate Loss Net of Recoveries (6)		Ultimate Loss Net of Recoveries 68, 1220,685 68,833,767 68,144,290 68,137 76,236,137 76,236,137 78,013,217 62,730,116 53,045,183 52,249,925 51,663,193 47,832,021 55,633,386 60,926,303,861 60,926,303,655 66,238,361,555
40,116 0 70,354 38,281 27,948 106,949 106,949 106,949 106,949 106,949 106,949 106,949 108,271 40,882 135,592 181,592 181,328 92,439 93,439 48,621 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 486,281 934,985 935,985 935,985 936,985 936,985 936,985 936,985 937,985	ULAE Reserve (7)		ULAE Reserve (7) (7) 2.517.272 2.577.144 2.304.072 2.621.321 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.067.263 3.07.502 2.401.821 2.418.498 2.477.392 3.376.502 4.145.194 3.3747.7392 3.376.502 4.145.194 3.3747.392 3.376.502 4.145.194 3.3747.393 2.2877.392 3.376.502 4.145.194 3.374.7392 4.145.194 3.144.490 3.144.896 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496 4.145.194 4.158.496
323,624,000 334,922,000 334,982,000 3396,802,000 420,523,000 440,507,329,000 440,507,329,000 4476,242,461 448,863,317 519,053,307 523,777,064 525,510,953,307 524,789,376 682,653,284 572,780,990 765,699,655 810,718,513,865,277,512 919,055,363 928,691,242 938,470,615 947,969,920 986,735,592 15,636,151,855	Earned Premium 		Earned Premium (8) 323,624,000 335,224,000 340,529,000 440,529,000 440,527,23 448,823,511 519,053,510,294 558,628,510,294 558,628,53,510,294 558,628,53,510,294 558,628,53,510,294 558,628,53,510,294 558,628,53,510,294 558,628,53,510,294 558,628,53,510,294 558,628,53,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294 558,628,510,294
4.77% 3.02% 3.02% 3.12% 3.49% 2.17% 2.17% 2.273% 2.73% 3.72% 4.22% 4.22% 4.22% 3.17% 3.08% 4.128% 3.18	Loss Ratio (6) / (8) ————————————————————————————————————		Loss Ratio (6) / (8) (9) (9) 25.10% 20.53% 18.49% 17.77% 17.17% 13.67% 11.14% 10.081% 9.95% 9.13% 10.13% 13.05% 14.13% 11.14% 10.15% 9.95% 9.13% 13.05% 14.13% 17.7% 10.91% 9.95% 9.7.06% 9.07% 10.35% 9.7.15% 7.16% 7.15% 7.16% 7.15% 7.16% 7.15% 7.16% 7.15% 7.16% 7.15% 7.16% 7.16% 7.15% 7.16% 7.16% 6.57%

1995/1996 1996/1997 1997/1998 1997/2000 2000/2000 2000/2000 2000/2000 2000/2000 2000/2000 2000/2000 2000/2000 2005/2006 2006/2006 2006/2006 2006/2006 2008/2009 2009/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011	Fiscal Year	No-Fault Injury - Fis cal Year Fis cal Year 1995/1996 1995/1997 1997/1998 1998/1999 1998/2000 2000/2000
7,531,947 12,100,966 13,120,889 13,160,166 14,125,665 14,125,665 14,125,665 17,821,474 19,449,417 19,279 19,590,984 19,445,784 19,445,785 19,624,221 20,660,563,25,688,509 27,437,661 28,5718,738 28,718,738 28,718,738 28,718,738 28,718,738 28,718,738 28,718,738 28,718,738 28,718,738 38,748,738 4,550 42,681,811 43,663,620 547,096,315	Paid Loss Fiscal Year Net of Recov Amounts (1)	No-Fault Injury - Medical Expenses without Funding Case Loss Reserve Fiscal Year Fiscal Y
	Case Loss Reserve Net of Outstanding Recoveries (2)	Ithout Funding Case Loss Reserve Net of Outstanding Recoveries (2) 5,564,403 3,123,779 2,191,866 1,458,242 2,827,181 3,362,743 3,4389,627 4,800,649 8,866,006 6,919,930 3,650,707 5,588,331 11,038,618 16,133,070 8,723,573 7,617,920 5,181,891 15,813,194 8,126,906 3,138,290 7,192,966 4,307,590 5,534,339 5,534,339 5,534,339 5,534,339 5,534,339 5,534,339 5,534,339 5,534,339 5,534,3439 6,399,052 18,401,251 162,352,644
7,531,947 12,100,966 13,120,889 13,160,166 14,103,805 14,125,805 14,125,805 17,821,474 19,449,417 19,279,101 19,354,612 19,545,785 19,545,785 19,624,221 20,690,563 25,588,590,563 25,588,590,563 25,588,597 7,856,002 26,783,864 7,856,002 547,096,315	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1) + (2) (3) (3) (29,790,703 25,293,515 22,879,365 22,879,365 25,194,647 28,864,552 28,890,652 29,921,733 36,897,758 31,687,312 26,759,871 29,814,347 41,146,164 49,474,89 39,799,291 33,513,530 36,226,255 27,626,265 27,626,276 27,707,435 28,407,438 789,983,559
	IBNR Loss Reserves Net of Recoveries (4)	IBNR Loss Reserves Net of Recoveries ————————————————————————————————————
-333,333 -333,333	Unpaid Loss Net of Recoveries (2)+(4)	Unpaid Loss Net of Recoveries (25) (5) (5) (5) (6) (7,104,310 6,979,589 7,686,217 9,647,871 10,036,331 11,263,338 11,886,331 11,1686,331 11,383,394 13,271,625 13,249,236 16,520,194 16,714,244 16,714,284 16,714,284 16,714,284 16,714,284 16,714,284 16,714,294 16,714
7,531,947 12,100,966 13,120,889 13,160,166 14,103,805 14,125,685 14,125,685 17,821,474 19,449,417 19,279,101 19,354,612 19,540,984 19,445,784 19,445,784 19,644,221 20,690,663 25,588,509 27,437,661 28,513,338 28,718,738 2	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries ————————————————————————————————————
	ULAE Reserve (7)	ULAE Reserve (7) 487,811 552,489 646,549 781,512 808,957 828,540 858,739 887,139 822,647 833,022 939,145 1,060,168 1,284,633 1,483,052 1,534,543 1,483,052 1,534,543 1,483,052 1,535,166 1,552,180 1,552,180 1,552,180 1,555,033 1,801,763 1,181,776 1
323,624,000 335,224,000 336,822,000 420,529,000 440,527,307 458,776,710 476,242,461 488,863,511 519,053,307 523,777,064 558,510,529 558,745,767 634,198,324 729,780,990 765,689,565 810,718,517 634,798,927 765,689,565 810,718,517 634,798,927 938,470,615 947,989,927 956,735,839	Earned L Premium (8)	Earned L Premium (8) 333,524,000 335,224,000 336,822,000 440,527,200 440,527,200 440,527,200 440,527,200 440,527,200 440,527,200 458,726,710 476,242,461 488,833,51 587,452,777,064 553,510,253,307 523,777,064 553,510,250 587,450,777 634,198,357 682,653,284 729,780,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513 865,227,619,990 765,689,565 810,718,513
2.33% 3.70% 3.37% 3.32% 3.32% 3.34% 3.44% 3.55%	Loss Ratio (6) / (8) —— (9)	(6) / (8) 9.68% 8.67% 7.75% 8.07% 7.75% 8.17%

No-Fault
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Permanent I
mpairment

1995/1996 1996/1997 1997/1998 1998/1999 1998/2000 2000/2003 2001/2002 2001/2003 2003/2006 2005/2006 2006/2007 2008/2009 2008/2010 2008/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011	No-Fault Injury - Fiscal Year	1995/1996 1996/1997 1997/1998 1998/1999 1998/2000 2000/2000 2000/2000 2000/2000 2005/2006 2006/2006 2006/2006 2006/2006 2008/2009 2009/2011 2011/2011 2011/2011 2011/2011 2011/2011 2015/2016	Fiscal Year
574,861 804,543 826,530 701,291 805,864 762,369 600,962 793,066 569,590 306,693 305,090 147,473 243,707 158,929 41,208 32,664	No-Fault Injury - Lump Sum Benefits Paid Loss Fiscal Year Net of Recov Amounts (1)	14,756,216 12,260,077 15,805,730 16,179,579 18,186,580 14,622,912 16,055,087 13,511,655,087 14,072,155 16,970,831 14,056,175 14,272,156 15,581,138 19,953,018 19,753,438 19,953,018 19,753,438 19,953,018 19,753,438 19,753,438 19,753,438 19,753,438 19,753,438 19,753,189 19,531,784 16,508,194 16,508,194 16,508,194 16,508,194 16,508,194 16,743,794 14,048,192 13,086,450 8,231,314 452,933 375,353,894	Paid Loss Net of Recov Amounts (1)
1,500,809 2,582,691 2,372,944 2,408,902 2,115,670 4,269,756 5,173,953 3,493,553 3,493,553 3,493,553 3,522,613,671 2,166,201 1,388,791 278,387	Case Loss Reserve Net of Outstanding Recoveries (2)	36.511 85.644 0 92.302 45,000 70.365 9,135 9,135 9,135 164,322 164,322 173,718 18,135 167,366 204,172 174,505 18,405	Case Loss Reserve Net of Outstanding Recoveries (2)
2,075,669 3,387,234 4,261,562 3,074,236 3,214,636 3,214,636 3,214,636 4,870,717 5,966,958 4,063,144 3,929,506 2,886,702 2,886,712 3,499,118 2,285,108 2,325,130 1,379,999 311,051	Incurred Loss Net of Recoveries (1) + (2) (3)	14,792,727 12,345,722 15,805,722 15,805,722 16,179,579 18,278,882 14,707,912 14,707,912 14,708,960 16,979,963 13,871,853 14,426,860 15,639,960 16,177,714 19,742,774 20,120,374 20,120,374 20,120,374 20,120,381 16,807,610 19,511,937 16,800,595 15,271,694 15,565,643 16,822,843 16,828,149 16,881,067 15,446,668 14,200,982 405,055,141	Incurred Loss Net of Recoveries (1) + (2) (3)
	IBNR Loss Reserves Net of Recoveries ————————————————————————————————————	36,085 36,948 94,853 135,138 136,138 137,721 194,579 269,277 269,277 229,283 228,281 373,776 61,864 66,590,711 1,362,978 1,362,978 1,362,978 1,362,978 1,365,741 3,265,741 3,265,741 3,265,741 3,265,741 3,265,741 3,265,741 3,265,744 3,265,744 3,265,744 3,265,744 3,265,744	IBNR Loss Reserves Net of Recoveries (4)
1,451,721 2,772,975 3,708,086 2,978,918 3,403,598 2,957,164 5,341,691 7,927,664 5,538,932 5,635,129 4,865,867 7,267,844 7,225,326 8,366,542 7,217,714 5,750,039 5,433,474 5,730,625 93,413,308	Unpaid Loss Net of Recoveries (2)+(4)	36,511 85,644 36,084 36,084 187,154 180,138 180,138 210,721 224,944 278,494 278,496 44,961 442,786 446,603 683,999 824,397 1,027,679 1,027,679 1,027,679 1,1521,869 1,955,003 3,053,013	Unpaid Loss Net of Recoveries (2)+(4)
2,026,581 3,577,518 4,534,616 3,680,210 4,209,450 4,209,450 8,720,662 8,720,662 8,720,662 6,108,522 5,941,822 5,050,906 7,415,317 7,469,034 8,545,471 7,258,921 5,433,473 5,433,473 5,433,473 5,433,473 5,433,473	Ultimate Loss Net of Recoveries (6)	14,792,727 14,792,727 15,841,872 15,841,872 16,216,527 18,373,734 14,843,034 14,101,136 17,249,239 17,249,249 17,249,249 16,027,74,941 16,027,74,941 16,027,74,941 16,027,781,117 20,452,056 17,726,328 20,777,328 20,777,328 20,777,107,924	Ultimate Loss Net of Recoveries (6)
0	ULAE Reserve (7)	2,262 5,306 3,353 3,433 14,532 15,346 19,581 22,440 25,588 21,311 36,360 40,356 47,756 58,353 71,655 163,256 93,825 109,245 109,245 109,245 109,245 11,555 163,256 250,278 388,095 522,133 749,885 522,133 749,885 522,133 749,885	ULAE Reserve (7)
323, 624,000 335,254,000 334,962,000 344,962,000 440,507,23,000 440,507,23,000 440,507,23,000 440,507,23,000 440,507,23,000 440,507,23,000 458,726,710 458,863,510,294 553,510,294 553,510,294 553,510,294 553,510,294 553,510,294 553,610,257 634,198,376 682,653,284 729,780,990 765,699,565 810,718,513 886,727,512 919,055,363 3928,871,651,785 947,989,920 985,735,597 15,636,151,855	Earned Premium (8)	323,624,000 335,224,000 334,922,000 344,922,000 440,507,232,000 440,507,232,000 440,507,232,000 446,542,461 448,8635,177,064 4563,510,234 553,510,234	Earned Premium (8)
0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.43% 0.73% 0.73% 0.76% 1.01% 1.01% 1.38% 0.76% 0.88% 0.88% 0.88% 0.88% 0.88% 0.88% 0.93% 0.93%	(6) / (8)	4.57% 4.46% 4.46% 4.40% 4.37% 3.355% 2.55% 2.81% 2.90% 2.90% 2.80% 2.90% 2.80% 2.90% 2.90% 2.10%	Loss Ratio (6) / (8) —— (9)

SASKATCHEWAN AUTO FUND As at March 31, 2020 Executive Summary Undiscounted Claims Liabilities (Net of Recoveries) - Gross Basis

Total No-Fault Injury

1995/1996 1996/1997 1997/1998 1998/1999 1998/2000 2000/2001 2001/2002 2002/2003 2003/2004 2005/2006 2006/2007 2007/2008 2008/2001 2011/2012 2011/2013 2011/2013 2014/2015 2015/2016 2016/2017 2017/2018 2016/2017 2017/2018 2016/2017 2017/2018 2016/2017 2017/2018 2016/2017 2017/2018 2016/2017 2017/2018 2016/2017 2016/2017 2016/2017	Fiscal Year	Fiscal Year Fiscal Year 1995/1996 1995/1997 1997/1998 1998/1999 1999/2000 2000/2001 2001/2002 2002/2003 2003/2004 2006/2007 2005/2006 2006/2007 2001/2011 2011/2012 2013/2014 2014/2015 2016/2017 2017/2018 2016/2017 2017/2018 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019 2018/2019
1,079,781 387,830 149,016 163,907 468,419 146,549 571,652 571,453 667,001 467,313 1,392,873 969,546 654,240 654,240 647,873 447,876 646,650 652,233 400,722 100,526 21,116 34,488 27,000 11,745,266	Paid Loss Net of Recov Amounts (1)	Paid Loss Net of Recov Amounts (1) 116.269,980 102.311,443 101,399,666 108.261,342 118.389,583 108.271,988 112.729,336 112,771,988 112,771,988 106,119,588 106,119,588 107,025,184 124,107,751 132,241,778 135,344,124 144,190,776 132,020,299 119,617,714 114,647,021 188,440,928 185,288,389 65,5561,964 95,739,639 189,473,256
0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0	Case Loss Reserve Net of Outstanding Recoveries (2)	Fiscal Year Net of Recov Reserve Net of Outstanding Recoveries (1) + () () () () () () () () ()
1,079,781 387,330 148,079 408,907 408,907 408,907 408,419 336,549 336,549 336,549 336,549 601,245 601,245 601,245 601,245 601,245 601,245 607,001 467,313 1,432,873 951,221 737,663 483,079 823,414 1,094,523 51,325 823,813 371,325 307,297 249,488 267,000 70,000 70,005	Incurred Loss Net of Recoveries (1) + (2) (3)	Net of Recoveries (1) + (2) (3) (3) (3) (3) (3) (3) (3) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
8,649 21,180 31,465 32,766 32,766 62,026 85,974 87,352 92,311 139,199 143,205 113,849 176,188 242,802 334,792 344,703 583,679 1,177,312 880,479 1,177,312 1,340,961 1,340,961	Reserves Net of Recoveries (4)	BNR Loss Reserves Net of Recoveries (4) 11.394,651 11.394,651 18.293,042 19.106,925 29.644,803 35,162,593 19.266,937 19.266,937 19.266,937 19.266,937 19.266,937 19.266,937 19.266,937 19.266,838 51,288,692 13,779,732 26,308,944 38,5644,039 40,388,5644,039 40,388,5644,039 40,388,5644,039 40,388,5646,696 51,888,688,686,676 58,110,286,676
0 -936 253,649 221,180 221,480 221,480 221,66 30,04 92,236 62,078 87,352 92,311 179,199 1124,880 197,27 417,001 593,426 650,807 884,792 884,792 884,792 884,793 884,793 884,793 11,105,62 845,364 1,000,673 1,117,312 1,410,966 10,527,128	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) (5) (5) (5) (5) (5) (5) (5) (6) (7) (8) (8) (8) (8) (8) (8) (8) (8) (8) (8
1,079,781 387,830 148,059 368,059 368,059 368,059 368,059 663,676,218 754,354 559,624 1,572,072 1,094,426 851,512 659,268 1,041,302 1,337,127 1,268,285 954,886 954,886 954,896 1,139,967 1,140,968 1,140,968 1,140,968 22,272,394	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries (6) 170,041,366 151,858,540 149,616,175 160,340,072 181,265,311 188,516,085 171,427,078 154,618,016 177,916,398 164,045,852 164,767,183 168,737,207 196,890,500 222,812,952 235,590,838 241,914,890 241,914,899 219,1340,099
0 -0 -0 -15,981 11,988 14,684 3,045 5,023 7,685 12,635 12,635 12,635 12,635 13,307 17,095 31,860 31,	ULAE Reserve 	ULAE Reserve (7) 3,684,665 3,637,542 3,578,911 4,144,525 4,985,157 4,981,482 4,232,846 4,105,933 4,239,355 4,094,872 4,237,620 4,327,620
323,624,000 335,254,000 336,922,000 340,522,000 440,507,230,000 440,507,230,770,64 48,863,511 519,053,307 523,777,064 523,777,064 523,777,064 523,777,064 523,777,064 523,777,064 523,777,064 523,510,294 523,510,294 523,510,294 523,610,294 523,780,990 765,699,565 810,718,513 866,227,512 919,055,33 928,691,242 938,470,615 947,969,920 986,735,947	Earned Premium 	Earned Premium (8) 323,624,000 335,254,000 336,802,000 420,529,0
0.33% 0.12% 0.04% 0.11% 0.11% 0.12% 0.13% 0.13% 0.13% 0.14% 0.10% 0.13% 0.10% 0.10% 0.19% 0.10% 0.19% 0.11% 0.10% 0.11% 0.11% 0.11%	(6) / (8) (9)	Loss Ratio (6) / (8) (9) (9) 52.54 % 45.30 % 42.15 % 40.41 % 43.10 % 38.26 % 37.37 % 33.47 % 37.45 % 31.46 % 37.15 % 31.46 % 37.15 % 34.43 % 35.25 % 37.93 % 37.92 % 27.03 % 37.92 % 27.03 % 32.44 4 % 36.25 % 37.92 % 27.92 %

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555, 060 266, 776 344, 368 493, 999 854, 782 839, 187 500, 183 814, 554 559, 267 885, 589 1, 156, 438 460, 788 460, 788 461, 749 418, 502 736, 378 404, 577 1, 114, 228 660, 164 1, 048, 988 864, 888 686, 164 1, 048, 988 686, 164 1, 048, 988 686, 164 1, 048, 988 686, 164 1, 048, 988 683, 328 353, 029 353, 029 353, 029 15, 670, 566	No-Fault Liability - WCB Master Claim Files Paid Loss Fiscal Year Net of Recov Net Amounts f (1)	718,971 951,687 1,535,666 2,537,883 1,960,821 3,498,146 2,767,904 2,167,800 2,167,800 3,338,935 2,515,987 3,011,338 3,246,692 3,746,814 2,752,719 2,060,506 1,758,616 4,05,659 31 38,976,173	Paid Loss Net of Recov Amounts (1)
0 000	Case Loss Reserve Net of Outstanding Recoveries (2)	-68.947 -126.839 -774.435 -774.918 -649.186 -649.186 -1,025.966 -557.802 -595.932 -1,677.289 -984.927 -1,158.638 -1,154.771 -25.165 -1,168.2.367 -25.165 -1,662.367 -2,694.531 -2,694.531 -2,986.660 -3,315.802	Case Loss Reserve Net of Outstanding Recoveries (2)
555,050 266,776 344,389 493,999 854,782 839,187 500,183 814,564 559,287 885,589 1,156,433 460,788 460,788 460,788 461,429 418,502 736,378 494,577 1,114,228 660,164 1,048,988 646,898 646,898 646,898 628,343 353,029 213,021 15,670,566	Incurred Loss Net of Recoveries (1) + (2)	650,024 824,848 824,848 1,312,332 1,763,448 1,311,664 2,472,181 2,270,102 1,571,888 1,661,646 1,631,060 3,067,879 1,594,032 2,588,175 2,588,175 2,588,	Incurred Loss Net of Recoveries (1) + (2) (3)
0 -0 -0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IBNR Loss Reserves Net of Recoveries ————————————————————————————————————	-24.58 -17.048 -17.048 -90.849 231,691 301,982 299,630 38,794 -17.363 -1,094,387 186,040 -356,755 202,439 479,919 -1,648,448 -1,875,444 -1,471,118 -6,061,814	BNR Loss Reserves Net of Recoveries ————————————————————————————————————
0 -0 -0 -0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Unpaid Loss Net of Recoveries (2)+(4)	-93,466 -143,887 -314,162 -542,744 -347,224 -4726,336 -726,336 -1,072,290 -1,073,824 -1,466,620 -1,515,333 -992,334 -992,344 -992	Unpaid Loss Net of Recoveries (2)+(4)
555,050 566,776 344,3,99 884,782 889,187 500,183 814,554 559,257 885,589 1,156,435 460,735 460,735 4714,258 714,258	Ultimate Loss Net of Recoveries (6)	625,505 807,799 807,799 1,221,483 1,995,139 1,613,587 1,613,587 1,718,111 2,248,886 1,243,896 1,243,896 1,243,896 1,243,896 1,243,896 1,243,512 1,780,072 2,231,420 1,780,387 1,785,422 1,770,387 1,755,422 1,772,515 1,272,747 1,272,747 1,272,747 1,272,747 1,255,573 29,588,556	Ultimate Loss Net of Recoveries (6)
	ULAE Reserve (7)	1,557 6,576 5,576 5,576 5,576 5,576 5,576 5,576 5,576 5,576 5,576 5,578 11,152 27,863 29,539 52,452 27,863 66,860 97,539 120,451 707,130	ULAE Reserve (7)
323,624,000 354,982,000 354,982,000 420,529,000 440,507,230 440,507,230 440,507,230 440,507,230 440,507,230 458,762,42,461 488,863,5177,064 553,510,242,467 553,510,242,467 553,510,242,467 553,510,242,467 553,510,242,467 553,699,563,284 729,780,990 765,699,563,284 729,780,990 765,699,563,284 729,780,990 765,699,563,284 729,780,990 765,699,563,284 729,780,990 765,699,563,284 729,980,920 985,728,597 15,636,151,855	Earned Premium 	323,624,000 334,982,000 354,982,000 356,802,000 420,529,000 440,507,232 458,726,710 476,242,461 488,835,177,64 4553,510,253,307 523,777,64 554,198,376 662,653,284 729,780,990 765,699,656 810,718,513 865,227,512 919,055,339 288,612,42 928,612,42 928,470,615 947,989,20 945,735,597	Earned Premium (8)
0.17% 0.08% 0.108% 0.12% 0.12% 0.11% 0.11% 0.11% 0.11% 0.11% 0.15% 0.08% 0.15% 0.08% 0.15% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11%	(6) / (8)	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.13% 0.13% 0.14% 0.24% 0.38% 0.28% 0.29% 0.29% 0.29% 0.19% 0.19% 0.19%% 0.19%% 0.19%% 0.19%% 0.19%%	Loss Ratio (6) / (8) (9)

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1996/1996 1996/1997 1997/1998 1997/2000 2000/2000 2000/2000 2000/2000 2000/2000 2003/2006 2005/2006 2006/2006 2006/2006 2006/2000 2006/2000 2006/2001	Total No-Fault Liability Fiscal Year No	1995/1996 1996/1997 1997/1998 1998/1999 1998/2000 2000/22003 2003/22004 2004/2005 2005/2006 2006/2007 2006/2007 2008/2009 2009/2010 2010/2011 2011/2012 2012/2013 2013/2014 2014/2015 2015/2016 2016/2017 2016/2017 2017/2018 2018/2017 2017/2018 2018/2017 2018/2017	Fiscal Year
13,408,543 9,976,615 11,077,270 14,820,057 14,853,715 14,060,59 16,369,508 14,989,575 16,784,667 14,122,762 12,332,143 14,003,282 14,331,450 11,476,842 12,438,204 11,476,842 11,476,842 12,248,338,208 11,476,501 11,476,501 11,476,501 12,438,204 11,474,530 12,248,338,208 12,248,338,208 12,248,338,208 12,248,338,208 12,248,338,208 12,258,509 12,258,509 652,564 2,625,509	Paid Loss Net of Recov Amounts (1)	11,773,712 9,322,009 10,583,886 14,162,151 13,230,514 13,094,432 15,387,638 13,584,432 12,907,174 13,738,272 9,761,443 10,175,498 7,575,508 8,422,425 7,398,750 7,884,243 9,756,505 8,422,425 7,798,750 8,422,425 7,798,750 8,422,425 7,193,922 4,776,197 5,532,743 5,516,008 1,839,819 439,513 232,404,242	Paid Loss Net of Recov Amounts (1)
4,012 3,650 -127,283 -27,118 -102,821 145,723 145,723 145,723 242,565 -242,565 -1,525,591 -910,140 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,40 -910,50 -91	Case Loss Reserve Net of Outstanding Recoveries (2)	4,012 3,650 6,752,118 6,752,118 6,752,118 6,752,118 6,752,118 6,752,158 6,75	Case Loss Reserve Net of Outstanding Recoveries (2)
13,404,531 9,972,965 10,949,987 14,792,940 14,450,895 14,226,245 14,226,245 14,270,100 16,426,072 12,597,171 11,422,09 11,472,010 11,625,170 11,425,97 11,425,98 10,573,006 11,085,150 10,175,193 13,523,703 10,573,006 11,085,150 10,175,193 13,819,856 14,120,884 14,1292,810 10,387,331 31,343,531 23,266,444 22,084,972 19,967,627 356,241,652	Incurred Loss Net of Recoveries (1) + (2) (3)	11,769,700 9,318,359 10,457,59 13,127,694 13,060,514 13,060,514 13,060,516 15,341,746 13,660,980 12,761,266,906 12,761,267,97 9,182,297 9,182,297 7,836,731 9,943,879 7,827,979	Incurred Loss Net of Recoveries (1) + (2) (3)
0 8,649 21,180 31,465 32,766 9,536 44,978 44,875 321,027 413,711 464,509 286,283 -156,273 416,103 450,032 416,103 156,273 1,163,157 1,163,157 1,163,157 1,285,713 2,742,618 2,695,932 2,335,476 2,482,509 4,776,369 19,544,017	IBNR Loss Reserves Net of Recoveries ————————————————————————————————————	1,983 19,483 19,483 19,483 25,679 86,294 57,682 27,382 315,582 438,683 1,183,063 1,183,063 1,183,063 1,496,583 2,461,359 2,489,479 2,489,479 2,489,479 2,489,479	IBNR Loss Reserves Net of Recoveries (4)
4,012 -3,650 -127,283 -18,469 -81,641 177,184 177,184 177,187,587 -363,471 -1,204,564 -406,429 -539,464 -406,429 -539,464 -777,193 -939,559 -539,464 -777,93 -708,711 3,430,184 4,874,410 9,425,098 17,364,466 21,951,975 24,091,432 76,989,423	Unpaid Loss Net of Recoveries (2)+(4)	4,012 3,650 -126,347 -272,118 -102,821 -44,277 -45,822 -145,945 -111,366 -111,366 -111,366 -241,503 -241,503 -241,503 -145,233 -145,233 -145,233 -145,368 4,023,314 4,474,394 4,474,394 4,474,394 4,474,314 4,	Unpaid Loss Net of Recoveries (2)+(4)
13,404,531 9,972,965 10,949,987 14,801,588 14,472,075 16,453,370 16,453,370 16,453,370 16,421,197 12,918,198 11,835,714 13,063,723 13,791,986 10,416,733 11,535,182 11,131,301 13,460,976 14,476 14	Ultimate Loss Net of Recoveries (6)	11,769,700 9,318,359 10,457,594 13,060,334 13,060,594 13,060,596 12,761,265 13,626,966 10,726,265 10,030,173 7,862,411 10,030,173 7,862,277 9,201,752,773 9,201,752,773 9,201,752,773 10,030,173 7,862,273 11,022,473 1	Ultimate Loss Net of Recoveries (6)
15,981 14,694 14,694 15,833 5,049 8,099 8,099 20,575 8,308 13,798 21,731 42,574 36,098 80,817 108,706 210,867 238,645 420,574 464,793 802,386 1,289,349 1,599,845 1,299,349 1,599,845 1,299,349 1,599,845 1,299,349 1,599,845	ULAE Reserve (7)	-0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -	ULAE Reserve
323,624,000 335,254,000 334,982,000 349,820,000 440,507,239,000 440,507,239,000 440,507,239,000 440,507,239,000 440,507,239,000 458,726,710 458,823,510,294 553,51	Earned Premium 	323, 624, 000 335, 254, 000 336, 902, 000 420, 259, 000 440, 507, 239, 000 440, 507, 239, 000 440, 507, 239, 000 446, 726, 710 476, 242, 461 48, 863, 511 519, 053, 307 523, 777, 064 523, 510, 523, 777, 064 523, 510, 523, 777, 684 523, 510, 247 529, 780, 990 785, 699, 526 785, 699,	Earned Premium (8)
4.14% 2.97% 3.08% 3.73% 3.44% 3.24% 3.24% 3.16% 2.14% 2.14% 2.14% 1.67% 1.67% 1.68% 1.73% 1.73% 2.73% 2.73% 2.73%	(6) / (8) ————————————————————————————————————	3.64% 2.78% 2.95% 3.50% 3.12% 3.96% 2.96% 2.96% 2.96% 1.44% 2.63% 1.24% 1.24% 1.24% 1.24% 1.24% 1.36% 1.36% 2.31% 2.31% 2.31%	Loss Ratio (6) / (8) —— (9)

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493,567 367,451 1,240,958 477,752 841,711 1,204,860 446,202 541,774 455,991 584,203 636,607 761,395 590,896 71,395 590,896 371,987 11,728,851	Tort and Reduced No-Fault Injury Paid Loss Fiscal Year Net of Recov Amounts (1)	Paid Loss Fiscal Year Net of Recov Amounts (1) 1995/1996 129,678,523 1995/1997 112,288,058 1997/1998 112,081,399 1998/2000 120,709,387 2001/2002 129,195,832 2002/2003 132,194,396 2003/2004 135,177,43 2004/2005 122,188,809 2005/2006 122,188,809 2005/2006 122,188,809 2005/2006 122,188,809 2005/2006 122,188,809 2005/2007 13,110,797 2008/2009 146,473,228 2009/2010 146,473,228 2009/2011 156,628,980 2011/2011 156,628,980 2011/2013 135,512,602 2013/2014 134,91,704 2014/2015 136,585,360 2015/2016 96,706,449 2016/2017 73,799,419 2018/2019 98,385,188 Total 3,085,328,783
7,490 0 0 0 4,700 6,808 211 11,878 8,435 16,032 8,846 9,594 12,562 39,804 110,132 176,667 430,707 843,905	Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries
501,057 307,451 1,240,958 477,752 846,411 1,211,684 446,413 553,652 464,43 553,652 464,592 1,105,792 773,957 630,701 982,464 982,717 982,693 12,572,756	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1) + (2) (3) (3) (3) (3) (4), 538, 463 (41, 538, 463 (41, 538, 613 (55, 076, 391 (16, 569, 513 (16, 569, 513 (16, 569, 513 (17, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (166, 682, 192 (171, 376, 716 (171, 376 (171, 376, 716 (171,
785 1,794 2,096 2,396 3,518 2,385 16,602 17,472 17,472 17,645 14,185 26,931 34,624 54,130 390,256	IBNR Loss Reserves Net of Recoveries	IBNR Loss Reserves Net of Recoveries
7,490 785 1,794 6,796 9,209 14,263 25,037 31,799 26,347 27,239 26,747 66,734 114,763 27,237 27,2	Unpaid Loss Net of Recoveries (2)+(4)	Unpaid Loss Net of Recoveries (2)+(4) (5) (5) (5) (5) (5) (5) (6) (7) (7) (8) (8) (8) (8) (8) (8) (8) (8) (8) (8
501,057 367,451 1,241,743 479,546 848,507 1,214,064 449,932 556,037 481,020 662,964 1,123,371 788,142 667,632 1,017,070 975,846 982,620 12,963,012	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries (6) 183,445,888 161,831,505 160,566,162 175,141,660 195,737,385 187,807,379 187,807,379 187,807,379 187,807,379 187,807,379 187,808,911 192,708,386 180,4572,920 209,954,230 209,954,330 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209,954,300 209
464 0 73 73 167 486 644 340 997 2,065 2,458 2,174 2,234 2,234 2,234 2,234 2,234 2,234 2,234 2,234 2,066 4,968 10,040 15,975 88,544	ULAE Reserve (7)	ULAE Reserve (7) (7) 3,884,665 3,637,542 3,578,911 4,160,507 4,987,133 4,7706,176 4,238,679 4,110,981 4,228,679 4,110,981 4,228,679 4,115,447 4,335,928 4,947,455 4,115,447 4,335,928 4,943,753 5,785,222 5,785,225 6,489,436 7,741,813 7,74
488, 863, 511 519, 053, 307 523, 777, 064 553, 510, 294 558, 628, 252 557, 450, 777 654, 198, 376 682, 653, 284 729, 780, 906 765, 699, 565 810, 718, 513 865, 227, 512 919, 055, 363 928, 691, 242 938, 470, 615 947, 969, 920 965, 735, 597 12, 429, 484, 452	Earned Premium 	Earmed Premium ———————————————————————————————————
0.10% 0.07% 0.24% 0.24% 0.15% 0.15% 0.21% 0.07% 0.07% 0.08% 0.07% 0.08% 0.13% 0.13% 0.13% 0.10%	Loss Ratio (6) / (8) (9)	(6) (8) (6) (8) (6) (8) (6) (8) (6) (8) (9) (9) (9) 56.68% 44.14% 46.55% 44.14% 40.28% 35.83% 39.2% 33.92% 33.92% 33.92% 33.92% 32.22.24% 27.70% 29.68% 25.59% 27.70% 25.68% 25.59% 25.5

Undiscounted Claims Liabilities (Net of Recoveries) - Gross Basis	
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Liabilities	Executive Summary
(Net of	Summ
Recoveries	ary
·	
Gross	
Basis	

2003/2004 2004/2005 2005/2006 2006/2007 2006/2007 2008/2009 2008/2010 2019/2011 2011/2012 2011/2013 2013/2014 2014/2015 2015/2016 2016/2017 2017/2018 2017/2018 2019/2020 Total	Total Tort and R Fiscal Year	2003/2004 2004/2005 2006/2006 2006/2006 2006/2009 2008/2009 2009/2010 20 10/2011 20 11/2014 20 13/2014 20 14/2015 20 15/2016 20 16/2017 20 17/2018 20 17/2018 20 18/2019 20 19/2029 20 19/2029	Tort Liability Fiscal Year
1,774,133 1,432,415 2,453,700 2,358,542 2,057,218 3,017,284 4,617,957 1,563,911 1,732,305 2,020,802 1,962,603 1,946,272 1,729,408 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631 1,356,631	Total Tort and Reduced No-Fault Injury and Tort Liability Case Loss Paid Loss Reserve Fiscal Year Net of Recov Amounts (1) (2)	1,280,567 1,064,964 1,212,741 1,880,790 1,215,508 1,812,424 1,171,754 1,176,359 1,325,96 1,325,96 1,325,96 1,325,96 3,34,666 334,666 334,666 334,666 334,666	Paid Loss Net of Recov Amounts (1)
192,490 -43,243 0 74,300 174,793 141,808 141,808 144,6878 568,345 680,711 493,267 475,594 610,067 1,154,832 1,872,892 1,872,892 1,872,499 1,842,207 10,569,777	ry and Tort Liability Case Loss Reserve Net of Outstanding Recoveries (2)	185,000 -43,243 -74,300 77,300 170,093 135,000 252,200 485,000 559,910 664,679 484,381 486,000 597,505 1,115,028 1,762,759 1,405,752 1,411,500 9,725,885	Case Loss Reserve Net of Outstanding Recoveries (2)
1,966,623 1,389,172 2,453,704 2,432,642 2,232,012 3,159,002 1,870,368 2,900,789 2,300,650 2,701,513 2,455,870 2,421,867 2,389,475 2,389,475 2,389,475 2,286,881 2,662,128,681 2,662,128,681 2,662,128,681 2,662,128,681 2,662,128,681 2,662,143	Incurred Loss Net of Recoveries (1) + (2) (3)	1,465,567 1,021,721 1,121,741 1,955,001 1,385,001 1,385,001 1,947,424 1,423,954 1,423,954 1,1507,137 1,866,224 2,101,237,816,141 1,565,511 1,565,511 1,565,6	Incurred Loss Net of Recoveries (1) + (2)
78. 78. 1,794 2,096 2,396 3,518 2,385 16,602 52,611 65,517 64,905 64,905 64,905 64,905 93,881 -252,713 -252,73 191,507	IBNR Loss Reserves Net of Recoveries	36,844 48,046 47,261 50,486 -6,818 -128,504 -306,860 -306,8749	BNR Loss Reserves Net of Recoveries
192,490 43,243 76,094 176,890 144,204 255,929 499,263 554,947 733,329 558,784 540,500 674,799 11,779,011 1,329,686 2,092,930 10,761,277	Unpaid Loss Net of Recoveries (2)+(4)	185,000 43,243 -0 74,300 170,093 170,093 135,000 252,200 485,000 569,910 701,523 532,427 513,261 647,992 1,108,210 1,1684,255 1,098,825 1,098,825 1,098,825 1,098,825 1,098,825 1,098,825 1,098,825 1,098,825 1,098,825	Unpaid Loss Net of Recoveries (2)+(4)
1,966,623 1,389,172 2,454,636 2,234,108 3,161,408 3,161,408 4,873,886 1,873,886 2,063,174 2,317,25 2,764,124 2,574,1	Ultimate Loss Net of Recoveries (6)	1,465,567 1,021,721 1,212,741 1,952,601 1,365,601 1,947,424 1,423,954 1,507,137 1,836,224 2,138,122 1,186,423 1,333,401 1,616,334,01 1,616,334,01 1,616,334,01 1,616,34,134,134,134,134,134,134,134,134,134,	Ultimate Loss Net of Recoveries (6)
11,925 1,549 7,742 11,023 9,008 21,899 31,003 37,204 47,656 47,657 35,494 46,907 74,428 113,802 74,428 113,802 74,428 113,802 689,419	ULAE Reserve	11,461 1,549 0 5,576 10,537 8,363 21,569 30,046 35,139 45,199 33,260 44,804 69,460 103,762 58,575 610,875	ULAE Reserve (7)
488,863,511 519,053,307 523,777,064 553,510,294 558,628,523 587,450,777 634,198,376 682,653,284 729,700,990 766,699,565 810,718,513 886,227,512 919,055,383 928,691,242 919,055,383 928,691,242 919,055,383 928,691,242 919,055,383 928,691,242 919,055,383 928,691,242 919,055,383,470,615 947,969,920 965,735,5857 12,429,484,452	Earned Premium 	488.863.511 519.053.307 523.777.064 553.577.064 558.628.523 558.450.777 687.450.777 687.450.777 689.263.264 729.780.990 765.689.565 810.778.513 865.227.512 919.055.383 928.691.242 938.470.615 947.699.90 945.725.502	Earned Premium
0.40% 0.27% 0.44% 0.44% 0.54% 0.54% 0.30% 0.30% 0.32% 0.32% 0.32% 0.32% 0.32% 0.33% 0.32% 0.33% 0.33%	Loss Ratio (6) / (8) (9)	0.20% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25% 0.25%	Loss Ratio (6) / (8) (9)

Total Net Unpaid	Internal Loss Ad	Omen	rovision:	Case Reserves	2002/2003 2003/2004 2003/2006 2005/2006 2006/2007 2006/2009 2009/2010 2011/2011 2011/2013 2013/2014 2014/2016 2016/2016 2016/2016 2016/2016 2016/2016 2016/2016 2016/2019 2016/2019	Fiscal Year 1995/1996 1995/1997 1997/1998 1993/2000 2000/2001 2001/2002	Total All Lines	Damage No-Fault Inbility No-Fault Liability Tort and Reduce Tort Liability	Lines of Business
Total Net Unpaid Claims Liability Calculated (Net of Recoveries)	Internal Loss Adjustment Expense Provision: 1995/1996 - 2019/2020 lines of business included above Pre April 1995 highry - including Cover 07 Pre April 1995 Liability Catastrophe LAE Provision Calculated by Reinsurance Accounting Sub-Total Internal LAE Provision	Manual Entries Excluded Reconciling Items Not Included Claims Recovery Receivable Misc Reconciling Items Admin/NSF Charges on Outslanding Recoveries Sub-Total Other	1995/1996 - 2019/2020 lines of business included above Pre April 1995 injury - excluding Cover 07 Cover 07 IBNR Impact of injury Coverage Review Changes not included above Sub-Total IBNR	Case Reserves Outstanding: 1967/1996. 2019/2020 lines of business included above Pre April 1995 injury - excluding Cover 07 Pre April 1995 injury - Cover 07 Pre April 1995 lability Pre April 1995 Lability Pre April 1995 Damage Appeal Commission Case Reserve Sub-Total Case Reserves Outstanding	359,770,139 407,279,489 378,858,260 392,170,283 413,427,107 454,701,336 454,4701,336 472,519,950 472,519,950 472,519,950 472,519,950 472,519,950 472,519,950 472,519,950 472,519,950 472,519,950 472,519,950 650,461,262 561,262,162 561,262,367 563,2641,66	Paid Loss Net of Recov Amounts ————————————————————————————————————		8.303,009,416 2,786,532,536 298,796,247 11,728,851 18,154,963 11,418,222,013	Paid Loss (1)
ulated (Net of Reco	ovision: 0 lines of business in including Cover 07 vision Calculated by left Provision	led Included sivable Misc Reconc on Outstanding Reco	0 lines of business ii excluding Cover 07 age Review Change	0 lines of business in excluding Cover 07 Cover 07 , ease Reserve	22,079,988 35,800,468 43,050,062 27,760,889 24,088,801 1,98,26,770 61,398,016 55,431,187 43,063,898 40,052,940 31,989,259 31,989,259 31,989,259 31,989,259 27,928,279 20,762,279	Net of Outstanding Recoveries -(2) 42,251,692 31,079,488 28,739,755 22,198,061 17,220,519 33,995,517 38,955,171	Case Loss	-49,640,302 904,372,647 57,445,406 843,905 9,725,865 922,747,522	Case Loss Reserve (2)
veries)	ncluded above Reinsurance Account	iling Items veries	ncluded above s not included above	ncluded above	381,850,137 443,079,827 421,908,322 431,993,172 437,599,992 437,599,992 448,628,997 541,860,044 527,951,137 599,225,418 572,594,109 611,400,898 590,228,526,418 672,584,685 680,248,686 681,248,686 680,743,686 688,743,686	Net of Recoveries (1) + (2) (2) (3) 353,658,236 332,882,263 321,136,904,344 325,653,443 349,760,587 372,336,655,387,944,445		8,253,369,115 3,690,905,183 356,241,652 12,572,756 27,880,828 12,340,969,535	(1) + (2) (3)
	ling				28,629,500 20,976,520 20,976,520 13,369,665 26,395,897 35,401,380 40,148,050 26,500,884 41,974,021 51,018,441 49,481,487 55,970,885 57,414,675 75,010,272 75,010,272 75,019,273 86,139,4461,763 94,461,763	Reserves Net of Recoveries(4) 11,268,763 18,131,406 18,996,452 29,437,226 35,079,771 27,488,655 19,071,358		91,132,846 1,102,994,789 19,544,017 390,256 -198,749 1,213,863,159	IBNR Loss Reserves (4)
					50,709,497 56,776,949 56,419,727 54,156,785 59,569,172 70,074,821 87,888,900 97,405,207 94,102,339 887,960,093 887,960,093 887,960,093 887,960,093 887,960,093 109,572,573,575 95,772,573,487 96,479,466 1144,100,538 119,562,609 126,479,466 1144,100,538	Unpaid Loss Net of Recoveries (2)+(4) (-)-(5) 53,520,455 49,210,874 47,736,207 51,635,287 62,330,290 61,464,159 61,464,159 61,464,159		41,492,544 2,007,367,436 76,989,423 1,234,161 9,527,116 2,136,610,681	Unpaid Loss (2)+(4) (5)
					410,479,636 444,065,477 445,277,987 445,327,088 477,990,706 477,99	Ultimate Loss Net of Recoveries (6) 364,926,999 350,953,689 340,133,256 340,133,256 345,072,688 348,430,388 384,840,388		8,344,501,961 4,793,899,973 375,785,670 12,963,012 27,682,079 13,554,832,694	Ultimate Loss (6)
	ı	1	ı	I	4,110,981 4,259,410 4,116,998 4,336,733 4,949,456 5,796,245 6,498,566 7,596,759 7,757,819 7,475,917 7,664,048 8,281,365 8,741,369 9,893,699 11,119,893 12,591,045 119,753,051	ULAE Reserve (7) 3,684,679 3,687,565 3,579,307 4,160,646 4,987,151 4,708,736 4,708,708		6,404,575 158,735,674 7,055,334 88,544 610,875 172,895,002	ULAE Reserve (7)
2,369,128,741	172,895,002 755,483 848 -3,005,389 170,645,945	4,035,450 -35,291 -1,704 -24,850 3,973,605	1,213,863,159 3,631,030 13,928,980 988,426 1,232,411,595	922,747,522 3,115,071 38,602,328 -1,924,681 -743,823 301,181 962,097,597	474,504,619 488,823,43,53 517,038,528 522,058,554 551,232,51 556,305,534 556,305,534 556,305,534 556,305,305,306 531,945,907 631,945,907 631,945,907 631,945,907 631,930,297 761,310,613 800,728,129,96 860,628,129,1390,297 921,969,884 929,822,650 935,781,175	Earned Premium 			
					86.51% 95.32% 84.19% 85.49% 85.49% 97.12% 90.112% 90.12% 85.72% 86.32% 85.72% 86.161% 83.21% 83.21% 83.21% 83.21% 83.21% 83.21% 85.72% 86.72% 86.72%				

1995/1996 1996/1997 1997/1993 1998/1999 1999/2000 2000/2001 2001/2002 2005/2006 2005/2006 2005/2006 2005/2006 2005/2006 2007/2006 2007/2006 2007/2006 2007/2011 2011/2011 2011/2011 2011/2011 2016/2011	Hiscal Year	Damage Excludi Fiscal Year 1995/1996 1996/1997 1996/1999 1998/1999 1999/2000 2000/2001 2001/2002 2002/2003 2004/2006 2006/2006 2006/2006 2006/2006 2006/2001 2001/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011 2011/2011
24.122.48 26.186.917 25.727.596 30.183.293 29.528.701 33.453.134 32.332.602 64.371.366 82.432.793 78.010.794 79.497.602 90.491.502 101.564.182 101.564.182 101.564.183 138.950.668 138.9	Paid Loss Net of Recov Amounts	Damage Excluding Catastrophes & Liability Case Case Case Case Case Case Case Case
24,544 93,481 94,919 44,030 45,79 96,466 -74,245 -191,581 262,462 303,277 445,881 4571,949 477,496 -1,381,057 -1,487,233 -2,789,337 -7,89,337 -7,89,677 -1,487,238 -1,784,981 -2,786,813	Case Loss Reserve Net of Outstanding Recoveries (2)	Iability Case Loss Reserve Reserve Net of Outstanding Recoveries77,456 -150,629 -164,074 -304,004 -304,004 -305,677,620 -57,620 -566,438 -666,438
26.197.884 26.103.435 25.635.679 30.139.263 29.472.999 32.283.57 64.179.785 82.170.331 77.707.512 78.967.975 89.917.097 101.947.899 100.744.819 111.561.408 137.463.431 138.878.070 136.18.787 134.977.780 143.028.732 147.973.614 143.828.782 143.923.483 2,216.282,434	Incurred Loss Net of Recoveries (1)+(2) (3)	Incurred Loss Net of Recoveries (1)+(2) (3) 138,807,832 157,180,387 150,991,776 148,759,041 151,805,214 171,606,773 184,332,253 169,577,015 173,864,846 171,209,982 171,209,982 171,209,982 171,209,982 172,209,982 172,209,982 172,209,982 173,209,982 174,209,982 175,209,982 176,209,982 177,209,982 177,248,809,982 178,248,271 278,488,991 288,771,051
31,395 4,290 9,705 467,390 -80,661 -90,385 -47,536 -47,536 -94,284 -138,638 -94,284 -138,638 -94,284 -138,638 -94,016	IBNR Loss Reserves Net of Recoveries	IBNR Loss Reserves Net of Recoveries ————————————————————————————————————
55 939 -99,771 -111,420 -116,425 -116,787 -133,330 -239,116 -239,116 -239,116 -239,116 -239,116 -239,116 -377,287 -339,940 -476,258 -560,165 -710,587 -710,581 -481,460 -881,4	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) -190,980 -232,801 -270,807 -313,54 -347,344 -347,344 -347,344 -347,344 -347,344 -347,423 -1,424,907 -1,425,652 -1,224,907 -1,495,553 -1,444,753 -1,445,553 -1,444,753 -1,444,753 -1,445,553 -1,444,753 -1,444,753 -1,445,553 -1,444,753 -1,446,753 -1,446,753 -1,446,753 -1,446,753 -1,456,764 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,374 -2,052,363 -1,444,753 -3,063,427 -3,063,427 -3,063,427 -3,063,427 -3,063,562 -3,017,811 -3,563 -3,068,562 -3,017,811 -3,563 -3,068,562 -3,017,811 -3,563 -3,068,562 -3,017,811 -3,563 -3,068,562 -3,017,811 -3,563 -3,068,562 -3,017,811 -3,563 -3,068,562 -3,017,811
26,097,145 26,645,385 26,645,385 26,645,385 26,645,385 26,412,249 26,132,249 26,132,249 27,159,277 26,139,277 26,139,277 27,157,640	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries
15 8 211 139 43 366 366 36 30 30 30 30 30 30 30 40 40 40 40 40 41 42 48 48 48 48 48 48 48 48 48 48 48 48 48	ULAE Reserve (7)	ULAE Reserve (7) (7) (7) (7) (7) (8) 184 184 184 184 184 185 184 185 185 17,408 3,385 17,408 3,3485 3,377,116 3,377,116
333,624,000 334,982,000 334,982,000 420,529,000 420,529,000 421,537,79 474,504,619 486,823,443 517,038,534 517,038,534 551,232,301 556,305,364 558,194,767 689,589,615 775,717,139 761,310,639 761,310	Earned Premium (8)	Earned Premium (B) 323,624,000 335,224,000 354,992,000 420,529,000 440,103,92 447,153,90 474,504,619 474,504,619 486,823,443 551,232,301 556,385,554 551,232,301 568,385,544 551,232,301 568,385,554 568,385,554 568,385,554 568,282,177,139 761,310,613
7.74% 7.28% 6.98% 6.98% 7.57% 7.57% 7.57% 7.57% 7.57% 7.52% 7.52% 15.026% 15.026% 17.42% 15.028% 16.038% 16.038% 16.038% 16.038% 16.038%	Loss Ratio (6) / (8) 	Loss Ratio (6) / (8) / (

1995/1996 1996/1997 1997/1998 1998/1999 1998/1999 1999/2000 2001/2003 2001/2003 2005/2006 2005/2	Total Damage Fiscal Year	1995/1996 1996/1997 1997/1996 1998/1999 1998/2000 2000/22001 2000/22003 2005/2006 2006/2006 2006/2006 2006/2007 2006	Damage Catastrophes Fiscal Year Ne
181,728,020 189,454,737 179,920,112 180,355,982 189,566,790 217,631,951 219,793,441 240,638,643 270,387,794 291,705,337 291,70	Paid Loss Net of Recov Amounts	18.601,263 3.050,111 1,248,935 7,928,861 6,242,021 2,762,912 6,250,668 13,701,412 4,973,807 4,973,807 4,973,807 17,268,212 8,551,568 17,728,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,551,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,212 8,561,569 17,128,21	Paid Loss Net of Recov Amounts (1)
170,937 170,937 208,743 208,743 208,743 339,796 3371,487 439,920 439,920 439,920 439,920 439,920 439,920 41143,707 11,433,387 11,433,387 11,433,387 11,433,387 11,433,486,097 11,438,638 2,2411,820 2,2916,099 2,2546,862 2,2916,099 2,	Case Loss Reserve Net of Outstanding Recoveries (2)		Case Loss Reserve Net of Outstanding Recoveries (2)
181,046,999 189,283,800 179,877,567 180,147,290,464 219,266,904 219,353,352 240,007,468 263,265,693 263,265,693 313,294,924 329,116,418 322,565,310 32	Incurred Loss Net of Recoveries (1) + (2) (3)	18.601.263 3.050.111 1.248.935 7.928.861 6.242.021 6.250.668 13.701.412 4.973.807 8.152.128 8.551.588 17.288.212 8.551.588 17.288.212 8.551.588 17.288.213 8.571.581 17.288.213 8.571.581 17.288.213 8.571.581 17.288.213 8.571.581 17.288.213 8.571.581 17.288.213 8.571.583 17.288.213 8.571.583 17.383.683 27.335.683 27.335.683	Incurred Loss Net of Recoveries (1) + (2) (3)
161,588 161,693 216,231 216,231 216,231 218,767 218,763 218,763 218,763 218,763 218,763 2405,150 2405,15	IBNR Loss Reserves Net of Recoveries	- 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	IBNR Loss Reserves Net of Recoveries
-32.57 -32.57 -32.57 -32.57 -33.018 -424.974 -463.797 -570.254 -688.087 -688.087 -1,096.854 -1,096.854 -1,340.571 -1,722.651 -1,722.	Unpaid Loss Net of Recoveries (2)+(4) (5)	-0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -	Unpaid Loss Net of Recoveries (2)+(4)
181,481,101 189,122,148 179,567,093 179,931,008 189,102,983 217,061,697 219,135,534 239,819,725 269,381,428 253,421,766 268,187,203 289,982,717 328,564,503 289,982,760,645 388,892,661,760,645 388,892,661,760,645 388,892,661,676,909 435,654,567,690 435,654,567,690 551,676,909 551,676,909	Ultimate Loss Net of Recoveries (6)	18.601.283 5.999.978 5.999.978 5.999.978 6.242.021 6.250.668 13,701.412 4.909.465 4.909.465 4.973.807 8.122.178 8.222.188 620071 22.064.306 34.377.921 11,950.206 13,152.107 10,500.206 10,500.2	Ultimate Loss Net of Recoveries (6)
15 14 395 1139 117 367 29 29 30 30 30 30 30 30 30 30 30 30 40 123 40 410 410 410 410 410 410 410 410 410	ULAE Reserve	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ULAE Reserve
323,624,000 335,824,000 336,802,000 396,802,000 420,529,000 440,104,392 474,504,619 476,823,443 517,088,524 522,088,554 522,088,554 522,088,554 522,088,554 522,088,554 523,033,354 551,324,31 551,325,325,325	Earned Premium (8)	323,624,000 335,224,000 336,802,000 396,802,000 420,529,000 440,104,394 441,504,619 446,823,434 551,202,301 556,354 557,257,77,33 567,354 568,1945,907 681,989,615 725,777,33 680,288,142 913,300,297 921,989,894 929,822,650 934,781,159 934,781,159	Earned Premium (8)
56.18% 56.41% 50.58% 45.35% 44.97% 47.932% 47.932% 47.932% 50.543% 55.619% 55.619% 56.19% 56.19% 56.13% 57.25% 57.25% 57.25% 57.25% 57.26% 57.26% 57.26% 57.26% 57.26%	Loss Ratio (6) / (8) 	5.75% 1.79% 0.86% 0.31% 0.31% 1.429% 1.429% 1.42% 2.81% 2.81% 3.20% 3.20% 3.20% 3.20% 3.20% 2.84% 2.84% 2.84% 2.89% 2.89% 2.89% 2.89% 2.25%	Loss Ratio (6) / (8)

1995/1996 1996/1997 1997/1998 1997/1998 1998/1999 1998/2000 2000/2001 2000/2004 2004/2005 2005/2004 2005/2006 2005/2006 2005/2007 2007/2008 2008/2007 2007/2008 2008/2010 2011/2017 2011/2017 2011/2017 2011/2018 2015/2016	No-Fault Injury - Care Benefits Paid Loss Fiscal Year Net of Recc Amounts (1)	No-Fault Injury - Appeal Pa Fiscal Year Net 1995/1996 1995/1996 1996/1997 1997/1998 1999/2000 2000/2001 2000/2003 2005/2004 2005/2004 2005/2006 2005/2007 2007/2008 2005/2006 2005/2007 2007/2008 2005/2007 2007/2008 2005/2007 2007/2008 2005/2007 2007/2008 2005/2007 2007/2008 2005/2007 20
8,724,338 7,860,267 6,690,725 6,690,725 8,682,232 6,086,967 7,868,409 6,225,868 9,632,372 8,239,180 8,009,387 8,009,387 8,009,387 8,009,387 8,009,387 8,009,387 8,009,387 8,009,387 8,009,387 9,886,307 9,886,307 9,886,307 9,886,407 9,886,407 9,886,407 9,886,507 9,886,	Care Benefits Paid Loss Net of Recov Amounts (1)	Appeal Paid Loss Net of Recov Amounts (1) 794,075 819,576 374,528 754,528 754,528 759,600 439,211 4650,137 549,262 441,665 441,665 441,665 441,665 441,665 343,053 430,052 191,210 293,313 289,350 191,210 270,388 349,577 218,594 93,112 37,008
8.787,546 7,880,187 6,421,292 6,421,293 3,788,848 5,549,581 6,024,577 9,680,579 4,726,357 11,053,570 14,920,264 10,481,793 6,530,051 8,772,726 18,772,786 18,797,686 18,797,686 17,194,597 10,428,606 17,194,597 10,428,606 17,194,597 10,428,606 17,194,597 10,428,606 17,194,597 10,428,606 17,194,597 10,428,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,597 10,436,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636 17,194,636	Case Loss Reserve Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries
17.511,884 13.172,044 13.172,044 13.172,044 13.172,047 10.257,199 14.231,872 12.171,548,988 10.952,195 20.685,943 23.159,444 18.491,199,444 1	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1)+(2) (1) (3) 800.242 880.3322 380.430 380.430 380.430 380.430 755.057 441.286 742.872 442.872 442.877 743.816 440.487 743.816 440.487 293.3816 293.365 390.724 528.551 395.365 390.724 528.552 292.202.306 396.935 256.888
1,374,552 1,806,316 2,401,637 2,401,637 7,2347,962 7,2347,962 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 3,750,185 10,248,364 12,949,974 13,000,193 14,082,920 15,758,822 16,033,750,100	IBNR Loss Reserves Net of Recoveries	IBNR Loss Reserves Net of Recoveries ————————————————————————————————————
10.162.098 9.686.503 8.822.998 9.126.810 12.763.870 9.784.782 13.363.608 10.949.135 16.568.879 14.920.264 15.350.991 19.378.249 19.340.449 21.418.816 20.117.945 20.235.284 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918 16.652.918	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) (5) 58,031 70,112 45,246 71,542 108,119 78,076 122,912 129,827 137,679 142,955 184,998 239,909 235,424 251,444 251,445 251,457 47,053 1,29,77 478,875 550,338 1,29,17 1,588,678 1,129,67
18.886.436 17.556,770 15.513,751 15.513,751 15.625,161 21.446,102 15.871,729 21.520,17 17.175,003 26.201,251 23.360,378 19.734,163 27.890,561 37.285,176 27.769,376 28.914,966 24.686,022 20.639,807 21.117,789,376 24.686,022 20.639,807 21.117,789,376 25.914,866 24.686,022 20.639,807 21.117,789,376 20.125,358 20.269,345	Ultimate Loss Net of Recoveries	Ultimate Loss Net of Recoveries (6) 852,107 889,688 419,786 646,070 837,719 517,237 773,049 679,090 67
672,119 650,89 620,977 723,1679 1,014,184 772,328 941,648 871,090 1,197,279 945,373 1,101,817 1,408,095 1,527,021 1,408,095 1,527,021 1,408,095 1,527,021 1,408,095 1,527,021 1,408,095 1,527,021 1,408,095 1,527,021 1,408,096 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,523,076 1,524,031 1,534,931	ULAE Reserve (7)	ULAE Reserve
323.624,000 334,982,000 334,982,000 336,982,200 420,529,000 420,52	Earned Premium	Earned Premium ———————————————————————————————————
5.84% 4.37% 3.61% 3.61% 4.47% 4.47% 5.18% 4.47% 5.18% 5.18% 5.18% 5.18% 5.21% 5.21% 5.21% 5.21% 5.21% 5.22%	Loss Ratio (6) / (8) 	Loss Ratio (6) / (8) (9) (9) (9) (9) (12% 0.12% 0.12% 0.12% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.11% 0.15%

1995/1996 1996/1997 1997/1998 1997/1998 1998/1999 1999/2000 2001/2002 2003/2004 2005/2004 2005/2004 2005/2006 2005/2007 2006/2007 2008/2010 2011/2011	No-Fault Injury - Death Benefits Paid Loss Fiscal Year Net of Reco Amounts (1)	No-Fault Injury - Fiscal Year Fiscal Year 1995/1996 1995/1997 1997/1998 1998/2000 2001/2002 2001/2003 2003/2004 2004/2005 2005/2006 2005/2006 2006/2007 2007/2008 2008/2009 2008/2010 2011/2011
15.426,863 10,724,863 10,724,83 13,762,143 9,060,923 17,066,706 11,180,652 11,180,652 11,180,421 12,681,930 13,988,930 21,885,328 13,988,930 21,885,328 30,079,168 21,845,158 11,563,228 30,079,168 21,485,15 19,563,228 20,005,972 16,783,186,520 13,786,520 14,786,520 14,786,520 14,786,520	Paid Loss Net of Recov Amounts —— (1)	No-Fault Injury - Income Replacement Benefits Case Lite Resen Paid Loss Net of Recove Piscal Year Net of Recove 1995/1996 Piscal Year Net of Recove 1995/1996 Net of Recove 1995/1996 Net of Recove 1995/1997 Net of Recove 1995/1996 Net of Recove 1995/1997 Net of Recove 1995/1996 Net of Recove 1995/1997 Net of Recove 1995/1997 Net of Recove 1995/1996 Net of Recove 19
309,557 489,988 260,610 0 488,969 60,061 647,312 705,130 176,206 661,209 1,290,271 501,537 2,039,917 2,039,917 1,290,547 2,039,917 2,039,917 2,039,917 2,039,917 2,039,917 1,290,547 2,400,992 1,423,697 3,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,613,367 4,614,617 4,614,6	Case Loss Reserve Net of Outstanding Recoveries (2)	t Benefits Case Loss Reserve Net of Outstanding Recoveries - (2) 27,982,108 19,851,102 27,982,108 19,851,102 27,982,108 19,851,102 27,982,108 19,851,102 27,982,108 27,982,108 27,24,96,365 17,214,667 24,516,863 25,358,719 11,245,271 13,923,884 13,277,425 25,358,771,425 25,358,771,425 25,358,771,425 25,358,771,425 25,358,771,425 25,358,771,425 25,862,637 21,961,5
15,426,853 10,866,973 10,724,839 10,724,839 11,3915,221 14,252,130 9,341,533 17,066,708 11,666,647 17,970,481 13,444,858 19,864,569 14,175,136 22,556,550 22,556,550 17,554,201 18,53,865 32,119,072 32,119,072 32,119,072 32,119,072 32,119,072 32,149,072 32,149,072 32,149,072 32,149,072 32,149,072 32,149,64,219 11,666,222 17,559,987 17,559,987 17,559,987	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1) + (2) (3) 72.792.359 56.494.507 54.485.883 51.411.724 55.736.479 61.221.547 53.792.282 37.604.494 40.870.988 44.003.627 35.608.107 37.169.764 40.870.988 44.003.627 35.608.107 37.169.764 44.003.627 35.608.105 62.314.639 51.484.193 55.908.106 62.314.639 51.484.193 55.908.106 62.314.639 51.484.193 34.281.844 28.056.475 44.262.185 34.281.844 28.056.475 24.376.256.431 14.065.56445
225,330 430,441 238,272 422,074 422,074 422,074 259,645 709,686 673,556 673,556 673,556 673,576 1,017,922 1,087,724 660,442 1,736,442 1,736,427 1,736,236 1,115,724 1,550,854 1,150,174 1,550,874 1,55	IBNR Loss Reserves Net of Recoveries	BNR Loss Reserves Net of Recoverles
534,886 920,429 498,822 498,822 991,043 91,043 19,706 1,357,008 1,376,008 1,378,004 1,761,349 3,776,358 1,789,077 1,246,467 2,775,490 5,496,156 2,775,490 5,496,156 1,336,215 7,013,047 7,013,047 7,013,047 7,013,047 7,013,047 7,013,048 13,386,215 62,656,447	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) (2)+(4) (5) 36.410.435 32.190.363 33.120.363 33.947.213 33.947.213 33.948.285 41.308.533 34.286.563 26.886.021 26.086.660 25.041,447 30.446.736 24.127.024 53.169.300 47.647,457 47.971,755 47.971,755 47.97
15,426,853 11,092,303 10,724,839 10,724,839 11,682,73,745 17,066,708 12,091,725 11,066,708 12,091,726 14,194,534 20,538,104 20,538,1	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries (6) 81,220,685 68,833,767 68,144,295 78,013,217 78,013,217 78,033,045,183 52,849,925 52,849,925 52,849,925 66,233,861 66,928,031 76,644,995 77,170,114 77,489,130 77,1661,738 73,555,126 71,069,683 68,361,556 66,238,366
40.116 0.054 70.354 38.281 0.69.513 27.848 106.027 106.271 40.832 113.552 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 127.23 128.355 129.165	ULAE Reserve	ULAE Reserve (7) 2,517,272 2,377,144 2,304,012 2,621,323 3,079,302 2,401,521 3,702,523 2,402,523
323,624,000 334,882,000 334,882,000 336,882,200 440,104,392 447,153,729 447,594,793 448,6823,443 517,038,528 522,68,584 522,68,584 521,623,201 586,305,344 581,134,597 681,394,597 681,396,688,142 787,171,39 781,300,297 981,300,297	Earned Premium (8)	Earned Premium (8) 323.624,000 335.284,000 335.284,000 386,802,000 440,104,392 457,153,729 474,904,679 474,904,679 474,904,679 476,305,354 551,203,011 556,305,354 551,302,301 556,305,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 551,303,354 552,771,310,613 680,328,142 913,300,297 921,569,387 551,300,297 921,569,387 551,300,297 921,569,387 551,300,297 921,569,387 551,300,297 921,569,387 551,300,297 921,569,387 551,680,838 555,168,083
3.17% 3.02% 3.02% 3.02% 3.18% 3.49% 3.73% 2.18% 2.55% 2.18% 3.74% 4.24% 4.24% 3.19%	Loss Ratio (6) / (8) (9)	Loss Ratio (6) / (8) (9) / (8) (9) / (8) (9) / (8) (9) / (8)

1995/1996 1996/1997 1997/1998 1998/1999 1998/2000 2000/2001 2001/2002 2005/2004 2005/2004 2005/2004 2005/2004 2005/2009 2009/2010 2010/2011 2011/2012 2012/2013 2012/2013 2015/2014 2015/2014 2015/2014 2015/2017 2017/2018 2015/2017 2015/2017 2015/2017 2015/2017 2015/2017 2015/2017 2015/2017 2015/2017 2015/2017 2015/2017	No-Fault Injury - Medical Funding Paid Loss Fiscal Year Net of Recov Amounts (1)	No-Fault Injury - Fiscal Year 1995/1996 1996/1997 1997/1988 1998/1999 1999/2000 2000/2001 2001/2002 2002/2003 2003/2004 2004/2005 2005/2006 2005/2006 2005/2006 2005/2007 2001/2001 2011/2012 2011/2011 2011/2013 2015/2016 2015/2016 2015/2016 2015/2017 2011/2017 2011/2017 2011/2018 2018/2019 2018/2019 2018/2019
7,531,947 12,100,966 13,120,896 13,120,896 14,103,805 14,125,696 17,821,474 19,449,477 19,279,101 19,560,964 19,564,521 19,560,663 25,588,590 27,437,661 28,513,338 29,848,279 7,856,209 7	Medical Funding Paid Loss Net of Recov Amounts (1)	No-Fault Injury - Medical Expenses without Funding Case Loss Reserve Fliscal Year Net of Recov Outstanding Amounts Recoveries (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2
	Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries (2) 5,564,403 3,123,779 2,191,966 1,488,242 2,187,181 3,362,743 4,389,627 4,889,627 4,889,627 4,889,627 4,889,627 6,191,930 3,650,707 5,568,351 11,039,618 16,133,070 5,518,131,194 8,126,906 6,131,194 8,126,906 6,131,194 8,126,906 6,131,194 8,126,906 6,131,194 8,126,906 6,131,194 8,126,906 6,131,194 8,126,906 6,131,194 8,126,906 6,133,077 5,513,194 8,126,906 6,133,077 6,172,296 6,133,077 6,173,20
7,531,947 13,120,896 13,120,896 13,160,166 14,003,805 14,125,895 17,821,474 19,449,477 19,279,101 19,364,612 19,560,964 19,560,563 25,588,500 27,437,661 28,513,388 28,718,738 29,848,279 7,865,050 27,437,661 28,513,388 28,718,738 29,848,279 7,856,000 27,437,661 28,513,388 28,718,738 29,848,279 7,856,000 1,850,200 1,	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1)+(2) (3) (3) 29,790,703 25,203,515 22,879,365 22,879,365 22,879,365 22,879,365 22,879,367 28,804,252 28,800,20) 39,627,758 31,687,758 31,687,758 31,687,758 31,687,758 31,687,312 26,759,871 29,921,738 39,921,738 39,921,738 39,107,232 39,205,841 33,513,530 36,226,256 27,626,055 27,626,
-333,333	IBNR Loss Reserves Net of Recoveries	IBNR Loss Reserves Net of Recoveries
-333,333 -333,333	Unpaid Loss Net of Recoveries (2)+(4)	Unpaid Loss Net of Recoveries (2)(4) (2)(5) (5) 7,104,310 6,379,569 7,688,417 10,036,936 11,253,338 11,253,363,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,323,633,391 11,336,338 11,336,38
7,531,947 12,100,966 13,120,886 13,120,886 14,103,805 14,125,868 17,821,474 19,449,471 19,449,471 19,449,547 19,449,547 19,449,547 19,449,547 19,449,547 19,449,547 19,449,548 19,445,544 19,445,544 19,445,544 19,445,544 19,445,544 19,445,544 19,445,544 19,445,544 19,445,544 19,445,548 19,644,271 20,680,563 25,568,509 2	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries (6) 31,330,610 29,059,325 28,375,790 28,375,790 38,555,491 35,555,491 35,557,906 36,374,725 36,473,712 34,425,256 36,473,712 34,425,713 34,587,690 43,957,72 49,804,613 47,789,961 50,541,646 43,747,789,961 50,541,646 43,747,789,961 50,541,646 43,747,789,961 50,541,646 43,745,731 42,222,685 43,745,731 44,252,685 43,744,5373,131 42,730,299 42,171,160 43,733,131 42,730,299 42,171,160
	ULAE Reserve	ULAE Reserve (7) 487,811 552,489 646,549 646,549 846,549 887,159 897,159 897,159 897,159 897,159 897,159 1,035,477 1,284,632 1,354,543 1,463,196 1,483,062 1,483,062 1,483,062 1,483,062 1,483,062 1,483,062 1,483,062 1,483,062 1,552,180 1
323,624,000 335,224,000 336,922,000 326,982,000 420,529,000 440,104,392 447,163,729 474,504,519 474,504,519 474,504,519 474,504,519 474,504,519 474,504,519 474,504,519 474,504,519 474,504,519 474,51	Earned Premium (8)	Earned Premium (8) (8) 323,624,000 324,982,000 334,982,000 344,982,000 440,104,392 447,163,729 474,504,519 474,504 474,504 474,504 474,504 474,504 474,504 474,504 474,504 474
2.33% 3.76% 3.32% 3.32% 3.33% 4.10% 4.10% 3.75%	Loss Ratio (6) / (8) (9)	Loss (6) (6) (7) (8) (9) (9) (9) (9) (9) (9) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1

1996/1996 1996/1997 1997/1998 1998/1999 1999/2000 2000/2001 2001/2002 2002/2003 2003/2004 2004/2005 2006/2007 2007/2008 2008/2010 2010/2011 2011/2012 2012/2013 2013/2014 2014/2015 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2019 2018/2019 2018/2019 2018/2019 2018/2019	Fiscal Year	Fiscal Year Fiscal Year 1995/1996 1995/1997 1997/1998 1998/2000 2000/2001 2000/2002 2005/2003 2005/2006 2006/2007 2007/2008 2008/2009 2008/2010 2011/2011 2011/2012 2011/2012 2011/2013 2014/2015 2016/2017 2016/2017 2016/2016 2016/2016 2016/2016 2016/2016 2016/2016 2016/2016 2019/2020 Total
574,861 804,543 826,530 826,536 701,291 805,854 762,396 600,962 763,006 569,590 306,683 355,090 341,747 243,707 168,929 41,208 32,664 32,664	Paid Loss Net of Recov Amounts	Paid Loss Fiscal Year Net of Recov Amounts
1,500,809 2,582,691 3,435,692 2,372,944 2,408,802 2,115,876 5,178,533 3,493,583 3,493,	Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries
2,075,669 3,387,224 4,261,562 3,074,226 3,214,656 2,878,039 4,870,777 5,966,144 3,929,506 2,886,72 3,499,118 2,285,109 1,379,999 311,051	Incurred Loss Net of Recoveries (1) + (2) (3)	Net of Recoveries (1) + (2) (3) (3) (3) (4.792.727 15.805.730 16.179.579 18.278.802.724 17.79.92 14.05.087 13.582.020 15.633.90 15.673.71.853 14.426.660 15.653.950 15.677.714 19.742.774 1
	IBNR Loss Reserves Net of Recoveries (4)	IBNR Loss Reserves Net of Recoveries Net of Recoveries 98,853 948 94,853 135,138 135,1
1,451,721 2,772,975 3,708,086 3,708,086 2,978,918 3,403,598 2,957,164 5,531,691 7,927,664 5,538,932 5,635,129 4,695,887 7,267,844 7,225,326 8,386,542 7,217,714 5,750,038 5,750,038 5,720,625 93,413,308	Unpaid Loss Net of Recoveries (2)+(4)	Unpaid Loss Net of Recoveries (2)+(4) (2)+(3) (5) (5) (6) (7) (8) (8) (8) (8) (8) (8) (8) (8) (8) (8
2,026,581 3,577,516 4,554,616 4,554,616 4,554,616 3,680,210 4,209,452 3,719,532 3,719,532 3,719,532 5,942,662 8,720,665 5,041,822 5,041,822 5,041,822 7,445,317 7,445,317 7,453,317 8,545,411 7,268,921 5,720,655 5,433,474 5,720,655	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries
0 88,414 17,680 238,114 223,314 224,667 209,262 364,121 576,415 406,492 411,428 387,945 608,181 772,221 662,923 525,699 531,589 7,388,291	ULAE Reserve (7)	ULAE Reserve (7) 2,262 3,363 3,433 14,532 15,346 19,581 22,440 25,588 40,355 40,355 47,625 86,385 93,825 109,245 111,525 86,385 93,825 109,245 114,525 86,385 93,825 109,245 114,525 86,385 93,825 109,245 114,525 86,385 93,825 109,245 114,525 86,385 93,825 109,245 114,525 86,385 93,825 109,245 114,526 252,133 74,9,885
332,624,000 336,982,000 336,982,000 420,529,000 420,52	Earned Premium (8)	Earned Premium ———————————————————————————————————
0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.43% 0.43% 0.43% 0.70% 0.70% 0.67% 0.67% 0.67% 0.89% 0.89% 0.89% 0.89% 0.66% 0.66% 0.65%	Loss Ratio (6) / (8) 	Loss Ratio (6) / (8) (6) / (8) (6) / (8) (9) (9) 4.57% 4.46% 4.40% 4.09% 4.09% 3.56% 3.56% 3.54% 2.90% 3.54% 2.91%

1995/1996 1996/1997 1997/1998 1997/1998 1998/1999 1999/2000 2001/2002 2001/2004 2005/2004 2005/2004 2005/2004 2005/2004 2005/2006 2005/2009 2009/2010 2011/2011 2011/2012 2015/2014	No-Fault Liability Fiscal Year	Total No-Fault Injury Fiscal Year 1995/1996 1995/1998 1996/1997 1999/2000 2001/2002 2005/2006 2006/2006 2006/2006 2006/2006 2006/2006 2006/2017 2011/2018 2011/2013 2011/2013 2011/2014 2011/2014 2011/2015 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2016/2017 2017/2018 2019/20200 Total
1,079,781 387,830 149,016 468,419 146,540 578,675 871,562 871,562 675,140 667,010 467,313 1,392,873 993,546 684,240 242,267 2447,876 886,650 522,335 447,876 886,650 522,335 522,335 522,335 521,116 34,488 27,000 27,000	No-Fault Liability - Economic Loss Excluding WCB Master Claim Files Case Loss Case Loss Case Loss Paid Loss Net of Recoveries (1) (2) (3)	Paid Loss Net of Recov Amounts ————————————————————————————————————
245,000 190,000 28,250 29,250 20,250	Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries (2) 42,376,735 31,224,055 29,109,583 22,443,922 27,713,135 34,221,281 39,440,983 23,048,321 36,501,848 39,440,983 23,048,321 36,501,848 39,440,983 23,048,321 36,501,848 39,440,983 23,048,321 36,501,848 39,440,983 23,043,322,307 24,658,064 32,627,214 41,406,541 23,332,215 33,321,215
1,079,781 148,079 148,079 468,419 336,540 578,675 897,802 601,663 601,245 667,001 467,313 1,432,873 737,663 483,070 48	er Claim Files Incurred Loss Net of Recoveries (1)+(2) (3)	Incurred Loss Net of Recoveries (1) + (2) (1) + (2) (3) 158,646,715 133,655,448 130,505,264 146,102,718 140,850,149 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 152,170,319 153,180,193 174,180,620,318 154,621,520 174,674,568 174
8,649 21,180 31,465 32,766 34,054 62,026 68,974 87,325 87,325 113,849 117,1849 176,188 242,202 334,792 334,792 334,793 144,703 583,564 585,044 714,492 1,340,961 1,37,312 1,340,961	IBNR Loss Reserves Net of Recoveries	IBNR Loss Reserves Net of Recoveries ————————————————————————————————————
0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) (2)+(3) (5) 53,771,386 49,547,097 48,216,090 52,078,730 62,875,728 61,887,247 65,788,546,028 57,788,546 61,712,002 77,782,985 90,671,14 97,724,062 92,777,895 90,671,14 97,724,062 92,777,895 90,671,199 102,263,771 104,923,390 99,516,380
1,079,781 148,0780 148,0780 489,589 368,005 611,441 931,856 663,679 687,218 754,354 1,572,072 1,094,476 851,572 659,524 1,572,072 1,094,476 851,572 659,528 1,041,302 1,377,127 1,377,127 1,377,127 1,377,127 1,377,128 205,288 954,889 91,021,789 1,139,966 1,144,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392 1,444,392	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries ————————————————————————————————————
0 15,981 1,988 14,694 3,045 5,023 5,023 5,023 5,023 5,023 12,635 8,117 8,117 13,307 17,095 31,890 31,893 63,323 70,445 15,412 31,803 70,446 84,123 96,067 128,946 877,681	ULAE Reserve (7)	ULAE Reserve (7) 3,684,665 3,637,542 3,578,911 4,144,525 4,985,157 4,981,145 4,232,286 4,105,933 4,223,286 4,105,933 4,229,965 4,929,965 5,733,729 6,846,861,057 7,299,865 5,735,874 7,99,855 5,735,873 7,661,057 7,299,855 5,735,873 7,861,057 7,299,855 5,735,873
323,624,000 334,982,000 334,982,000 336,982,000 420,529,000 440,104,392 447,104,392 447,504,519 474,519 474,51	Earned Premium (8)	Earned Premium
0.13% 0.12% 0.12% 0.12% 0.13% 0.13% 0.20% 0.14% 0.14% 0.14% 0.14% 0.19% 0.19% 0.19% 0.10% 0.10% 0.11% 0.11%	Loss Ratio (6) / (8) 	Loss Ratio (6) / (8) (6) / (8) (7) (9) 52.54% 42.13% 43.10% 37.50% 37.50% 37.50% 31.73

1995/1996 1996/1997 1997/1998 1997/1999 1997/2000 2000/2001 2001/2002 2002/2003 2003/2004 2005/2006 2005/2006 2005/2006 2005/2007 2007/2008 2009/2010 2011/2012 2011/2013 2011/2014 2011/2014 2011/2015 2016/2017 2011/2018 2016/2017 2011/2018 2016/2017 2011/2018 2018/2019 2019/2020 2019/2020	No-Fault Liability Fiscal Year	1995/1996 1996/1997 1997/1998 1997/2000 2000/2001 2000/2001 2000/2004 2005/2004 2005/2006 2005/2006 2005/2006 2005/2006 2006/2007 2009/2010 2011/2012 2012/2013 2013/2014 2014/2015 2015/2016 2016/2017 2011/2018 2016/2017 2011/2018 2016/2017 2011/2018 2016/2017 2011/2018 2018/2019 2019/2020 Total	No-Fault Liability Fiscal Year
555,050 266,776 344,389 854,782 859,187 500,183 814,554 814,554 814,554 814,554 814,564,335 440,758 857,267 1,166,435 857,436,778 857,436,778 857,436,778 857,436,778 857,267 1,144,228 857,436,578 1,144,238 857,436,578 1,144,238 857,436,578 857,236 857,23	No-Fault Liability - WCB Master Claim Files Re Re Paid Loss No-Fiscal Year Net of Recov Outs Amounts Rec (1)	718,971 951,687 1,535,666 2,557,88 2,557,88 2,577,904 2,767,904 2,767,904 2,767,904 2,767,904 2,767,904 2,767,907 3,338,936 3,328,936 3,746,814 2,752,71 3,746,814 2,752,75 2,766,967 3,766,814 2,752,75 2,766,967 3,766,814 2,752,75 2,766,967 3,766,814 2,752,75 2,766,967 3,766,814 2,752,75 2,766,967 3,766,814 2,752,75 2,766,967 2,766,	No-Fault Liability - Non-Economic Loss Excluding WCB Master Claim Files Case Loss Case Loss Reserve Reserve Net of Recov Paid Loss Net of Recov Outstanding Amounts Recoveries (1) (2) (3)
0	A Files Case Loss Reserve Net of Outstanding Recoveries (2)	-68,947 -126,839 -223,333 -774,435 -1,025,966 -1,025,966 -1,025,966 -1,025,966 -1,025,966 -1,025,966 -1,167,289 -984,927 -56,189 -1,168,688 -1,168,688 -1,168,686 -1,168,686 -1,168,537 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544,544 -2,544 -2,544,544 -2,544 -2,544 -2,544 -2,544 -2,544 -2,544 -2,544 -2,544 -2,544	case Loss Reserve Net of Outstanding Recoveries (2)
555,050 266,776 344,399 854,787 399,187 500,183 814,554 814,554 40,758 857,257 418,502 736,378 414,502 736,378 414,502 736,378 414,502 736,378 414,502 736,378 414,502 736,378 414,502 736,378 414,502 736,378 434,577 114,428 857,429	Incurred Loss Net of Recoveries (1) + (2) (3)	650,024 824,848 1,312,332 1,763,448 1,311,634 2,472,181 2,270,102 1,271,588 1,661,646 1,661,646 1,661,646 1,661,646 1,651,060 3,067,879 1,554,032 2,568,175 1,557,046 1,557,046 2,035,341 2,035,341 3,400,972 3,100,1972 3,100,1972 3,100,1972 3,100,1972	Incurred Loss Net of Recoveries (1)+(2) (3)
-0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -	IBNR Loss Reserves Net of Recoveries (4)	-24.518 -17.048 -90.049 -231.091 -231.091 -231.091 -231.091 -231.091 -231.091 -301.952 -299.630 -38.784 -181.461 -17.363 -1.094.367 -186.043 -202.439 -202.439 -1.648.448 -1.875.448 -1.875.448 -1.875.448 -1.875.448 -1.875.448	IBNR Loss Reserves Net of Recoveries (4)
-0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -	Unpaid Loss Net of Recoveries (2)+(4)	-93,466 -143,887 -314,182 -542,744 -726,336 -719,019 -923,906 -1,495,828 -1,102,290 -1,102,290 -1,1037,824 -1,466,638 -1,465,638 -1,465,638 -1,465,638 -1,315,933 -1,923,333 -1,923,333 -1,923,333 -1,923,333 -1,923,333 -1,151,333	Unpaid Loss Net of Recoveries (2)+(4)
555.050 266.776 344.399 854.787 500.183 814.554 559.257 886.559 1,156.459 40.758 857.407 418.502 736.378 1114.228 1,123.599 1,123.599 1,123.599 1,123.599 1,123.599 1,123.599 1,123.599 1,123.599 1,123.599 1,123.599 1,123.599	Ultimate Loss Net of Recoveries (6)	625.505 807,799 1.221,483 1,995,139 1,915,1387 2,771,811 2,248,864 1,243,864 1,843,107 1,413,697 1,713,512 1,780,072 2,221,420 1,780,072 1,7	Ultimate Loss Net of Recoveries (6)
	ULAE Reserve (7)	1,357 3,992 5,774 6,793 3,992 5,774 6,759 11,152 27,863 29,583 29,583 29,583 66,860 97,539 120,421 707,130	ULAE Reserve (7)
323,624,000 335,224,000 335,224,000 336,822,000 420,529,000 420,529,000 440,104,392 457,163,729 474,504,619 486,823,443 517,086,528 522,068,528 522,068,528 522,068,528 522,068,528 522,068,528 521,717,108 526,194,757 631,945,907 631,94	Earned Premium (8)	323,624,000 354,982,000 354,982,000 420,529,000 440,104,392 447,163,729 447,504,519 476,504,007 486,823,443 517,008,526 522,068,526 522,068,526 521,945,907 631,945,907 641,945,907 641,945,947 641,945,947 641,945,947 641,945,947 641,945,947 641,945,947 641,947 641,947 641,947 641,947 641,947 641,947 641,947 641,947 64	Earned Premium (8)
0.17% 0.108% 0.109% 0.20% 0.119% 0.119% 0.119% 0.117% 0.117% 0.222% 0.088% 0.168% 0.168% 0.168% 0.168% 0.168% 0.119% 0.119% 0.119% 0.119% 0.111% 0.111% 0.111%	Loss Ratio (6) / (8) 	0.00% 0.00% 0.00% 0.00% 0.00% 0.10% 0.11% 0.17% 0.20% 0.38% 0.38% 0.38% 0.38% 0.20% 0.20% 0.20% 0.20% 0.11% 0.20%	Loss Ratio (6) / (8) (9)

1996/1996 1996/1997 1997/1998 1999/2000 2000/2001 2001/2002 2002/2003 2003/2004 2005/2006 2005/2006 2005/2006 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 2012/2013 2013/2014 2015/2016	Total No-Fault Liability Fiscal Year Nei	No-Fault Liability Fiscal Year 1995/1996 1995/1997 1997/1998 1998/1990 2000/2001 2000/2001 2000/2003 2000/2003 2000/2003 2000/2005 2005/2006 2006/2007 2007/2008 2008/2009 2009/2011 2011/2012 2011/2013 2013/2014 2014/2015 2015/2016 2016/2017 2017/2018 2016/2017 2017/2018 2016/2017 2017/2018 2019/2020
9,976,150 11,077,270 14,820,057 14,533,71 14,630,519 16,496,497 16,399,675 16,784,667 14,122,762 12,332,143 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 14,003,283 12,248,333 14,548,533 12,248,333 12,248,333 12,248,333 12,248,333 14,574,543 12,227,454 12,227,454 12,625,564 12,625,564 12,625,564 12,625,564	Paid Loss Net of Recov Amounts (1)	No-Fault Liability - Out of Province Paid Loss Fiscal Year Paid Loss Amounts (1) 1995/1996 11,773,712 1996/1997 1998/1999 10,533,866 1998/1999 11,522,009 13,220,514 2000/2001 13,220,514 2000/2001 13,220,514 2000/2001 13,394,792 2001/2002 15,387,638 2002/2003 13,954,432 2003/2004 12,907,178 2004/2005 2014/2015 2017/2008 2008/2009 2016/2007 2017/2008 2018/2017 2017/2008 2018/2017 2017/2018 2018/2017 2017/2018 2018/2017 2018/2018 2018/2019 201
4,012 -3,650 -127,283 -27,118 -102,821 -102,821 -102,821 -102,821 -102,821 -15,723 -45,892 -327,149 -242,565 -358,595 -1,525,591 -910,140 -1,404,068 -1,525,591 -910,747 -560,920 -1,335,064 -1,353,064 -1,353,064 -1,353,064 -1,353,064 -1,363,090 -1,469,467 -2,044,472 -2,131,792 -2,131,792 -2,131,792 -2,131,792 -1,335,063 -1,469,466 -1,506,890 -1,506,890 -1,506,89	Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries ————————————————————————————————————
9,972,96 10,949,987 14,792,940 14,450,896 14,426,242 16,426,072 16,032,359 16,032,359 16,032,359 16,032,359 16,032,359 16,032,359 16,032,359 16,032,359 17,77,77 17,422,002 12,559,77,77 17,422,002 12,559,77,77 17,422,002 10,573,006 11,085,150 10,715,193 13,879,353 10,715,193 11,925,310 11,035,733 10,1036,733 10,397,313 11,343,531 12,326,6744 22,094,97,627 19,967,627 19,967,627	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1) + (2) (1) - (2) (1) - (3) (1) - (4) - (3) (1) - (4) - (3) (1) - (4) - (4)
0 0 0 0 0 0 0 0 0 0 0 0 0 0	IBNR Loss Reserves Net of Recoveries (4)	BNR Loss Reserves Net of Recoveries
4 012 3 660 1-127,283 -18,469 -81,641 -81,77,188 -13,766 -317,613 -317,631	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) (2)+(3) (2)+(4) (5) (5) (6) (10) (10) (10) (10) (10) (10) (10) (10
9,972,98 10,949,977 14,801,588 14,472,077 16,041,887,707 16,041,888 16,471,998 16,471,199 16,471,199 16,471,199 16,471,199 17,198 17,198 17,198 18,471,197 12,918,198 11,193,031,73 13,791,986 10,476,73 13,791,986 10,476,73 13,791,986 10,476,73 11,535,182 11,535,183	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries (6) 11,769,700 9,318,359 10,437,539 13,890,515 15,341,746 13,050,515 15,341,746 13,050,515 15,341,746 13,050,515 15,341,746 13,050,515 17,762,270 9,201,747 19,201,747 19,201,747 19,201,747 19,201,747 10,300,173 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473 11,217,236 11,022,473
15,981 1,976 14,894 5,833 5,049 20,575 42,574 36,089 21,739 21,739 21,739 21,739 21,739 21,739 21,739 21,739 21,739 21,739 21,734 36,089 30,817 210,876 210,87	ULAE Reserve (7)	ULAE Reserve (7) -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0
323,824,000 335,284,000 336,882,000 336,882,000 420,859,000 440,104,392 447,156,199 448,823,443 517,088,584 552,065,554 551,232,301 556,305,356 575,717,139 761,310,61 768,589,61 755,717,139 761,310,61 786,389,61 786,717,139 761,310,61 786,389,61 786,717,139 761,310,61 786,389,61 786,717,139 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21 781,310,21	Earned Premium	Earned Premium (8) 323,624,000 335,254,000 335,254,000 336,802,000 440,104,392 447,153,729 447,153,729 447,153,729 447,153,729 447,153,729 447,153,729 447,153,729 447,153,529
2.97% 3.08% 3.124% 3.124% 3.124% 3.124% 3.18% 2.15% 2.15% 2.15% 1.65% 1.65% 1.65% 1.65% 1.65% 1.65% 2.75% 2.75% 2.75%	Loss Ratio (6) / (8)	Loss Ratio (6) / (8) (9) 3.64% 2.78% 3.50% 3.36% 2.95% 3.36% 2.97% 1.73% 1

2003/2004 2004/2005 2005/2006 2005/2006 2006/2007 2008/2009 2009/2010 2010/2011 2011/2013 2013/2014 2014/2015 2016/2016 2016/2016 2016/2017 2017/2018 2018/2019 2019/2020 2019/2020	Tort and Reduced No-Fault injury Paid Loss Fiscal Year Net of Recov Amounts (1)	Total No-Fault Injury and Liability Paid Loss Paid Loss Paid Loss Amounts (1) 1995/1996 112,9678,55 1995/1997 112,288,06 1995/1997 112,288,06 1995/1999 112,0478,97 112,288,06 1995/1999 112,0478,97 112,0478,
493,567 367,451 1,240,568 477,752 841,711 1,204,860 644,202 541,774 445,991 564,203 636,607 1,096,132 761,395 590,898 872,314 745,09 371,987 1,728,851	Paid Loss Net of Recov Amounts (1)	Paid Loss Net of Recov Amounts (1) 112,9678,523 112,1476,937 112,3041,394 112,2476,937 129,195,832 119,131,496 120,709,387 129,195,832 119,131,496 135,117,436 135,117,436 135,117,436 135,117,436 135,117,436 135,117,436 135,117,436 135,117,436 135,117,436 135,117,436 135,117,136 135
7,490 0 0 4,700 6,808 211 11,878 8,435 16,032 8,845 12,562 9,594 12,562 9,594 110,132 110,132 176,667 176,677	Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Net of Outstanding Recoveries (2) 42.372.723 31.250.405 28.982.300 22.406.805 27.610.315 34.367.004 39.395.091 22.711.772 36.259.283 43.787.937 28.866.596 25.157.843 30.990.364 63.101.306 57.037.410 44.502.668 41.896.405 41.896.405 53.73.406 53.101.306 57.037.410
501,057 367,451 1,240,968 477,752 846,411 1,211,688 846,413 553,652 464,426 660,235 645,426 660,235 645,727 105,728 773,957 630,701 982,446 921,717 921,717 921,717	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1) + (2) (3) (13,588,463 141,459,237 145,488,204 160,553,613 155,076,391 168,590,923 141,842,689 171,376,714 166,692,192 151,055,405 171,376,716 166,692,192 151,055,405 171,376,716 166,692,192 151,055,405 171,376,716 166,692,192 151,055,405 171,376,716 166,692,192 151,055,405 171,376,716 166,692,192 151,055,405 171,376,716 171,716,717,724 171,717,724 171,717,724 171,717,724 171,718,508 171,718,508 171,985,086 171,985,086 171,985,086 171,985,086 171,985,086 171,985,086
785 1,784 2,096 2,396 2,398 3,518 2,385 2,385 16,602 11,767 17,472 17,472 17,472 17,473 17,47	IBNR Loss Reserves Net of Recoveries	BNR Loss Reserves Net of Net of Recoveries (4) 11,394,651 18,293,042 19,106,925 29,653,457 29,653,773 35,183,773 35,183,773 27,697,402 21,331,672,42 21,331,672,42 21,331,672,42 21,331,672,976 36,627,976 36,627,976 36,627,976 36,627,976 36,627,976 36,627,976 37,446 42,492,111 52,318,302 27,032,466 74,828,477 72,375,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124 82,266,777 82,275,124
7,490 6,786 9,204 14,263 25,037 3,799 26,357 26,574 144,766 6,744 144,766 230,799 610,633 1,234,161	Unpaid Loss Net of Recoveries (2)+(4)	Unpaid Loss Net of Recoveries (2)+(4) (5) (5) (5) (5) (5) (5) (5) (5) (6) (6) (6) (6) (6) (6) (6) (6) (6) (6
501,057 367,451 1,241,43 479,546 848,507 1,214,064 449,932 556,037 566,037 566,037 662,094 11,23,371 788,142 667,633 1,017,070 975,848 982,620 12,963,012	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries 183,445,888 161,831,505 160,666,62 175,141,686,162 175,141,686,162 175,147,685,911 182,703,783 187,880,448 170,689,911 172,708,384 170,689,911 172,708,384 170,689,911 172,708,384 170,689,911 172,7885,381 170,689,911 172,7885,381 170,689,94 177,685,381 180,477,049 177,685,381 170,689,844 170,689,941 170,685,911 180,572,500 180,572,50
464 73 748 758 769 779 770 770 770 770 770 770 77	ULAE Reserve	ULAE Reserve (7) (7) (7) (7) (7) (8) (8) (10) (8) (10) (10) (10) (10) (10) (10) (10) (10
486 823 443 517,088 528 522,058 554 551,232,201 556,305 554 585,194,757 631,945,917 681,945,917 681,945,917 680,589 167 725,717,139 761,310,613 880,795,396 880,828,142 913,300,297 921,969,884 929,822,650 934,781,175 934,781,175 934,781,175	Earned Premium (8)	Earned Premium (8) 323,624,000 335,254,000 336,802,000 340,529,000 440,104,992 457,153,729 474,504,619 488,823,615 57,038,528 527,038,534 551,236,355 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536 551,038,536
0.10% 0.24% 0.24% 0.24% 0.15% 0.21% 0.21% 0.21% 0.08% 0.08% 0.08% 0.08% 0.09% 0.09% 0.019% 0.07%	Loss Ratio (6) / (8) 	Loss Ratio (6) / (8) / (

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2003/2004 2004/2006 2005/2006 2005/2006 2005/2006 2006/2009 2006/2009 2006/2009 2010/2011 2011/2012 2011/2014 2014/2015 2015/2014 2016/2017 2017/2018 2016/2017	Total Tort and R Fiscal Year	2003/2004 2003/2004 2005/2005 2005/2006 2006/2007 2007/2008 2008/2010 2019/2010 2011/2012 2011/2013 2013/2014 2014/2015 2016/2017 2017/2018 2016/2017 2017/2018 2018/2016 2018/2016 2018/2016 2018/2016 2018/2016 2018/2016
1,422,415 2,453,700 2,453,700 2,558,542 2,657,218 3,017,284 1,617,957 1,563,917 1,563,917 1,563,917 1,563,917 1,563,917 1,563,917 1,946,272 1,792,408 1,356,631 1,356,631 1,356,639 1,079,708	Total Tort and Reduced No-Fault Injury and Tort Liability Case Loss Reserve Paid Loss Net of Recov Outstanding Amounts Recoveries (1) (2)	Paid Loss Net of Recov Amounts (1) 1,280,567 1,084,964 1,212,741 1,180,790 1,215,508 1,812,424 1,171,754 1,002,137 1,276,315 1,436,599 1,325,998 1
43,243 74,300 74,300 174,700 174,700 174,700 174,700 174,700 252,411 496,878 680,711 493,267 475,594 610,067 610,67 610,687 610,687 1,154,832 1,187,892 1,187	ry and Tort Liability Case Loss Reserve Net of Outstanding Recoveries (2)	Case Loss Reserve Reserve Net of Outstanding Recoveries (2) 185,000 43,243 43,243 47,300 170,93 135,000 170,93 135,000 170,93 135,000 170,93 146,000 159,910 664,679 484,381 486,000 597,305 1,115,025 1,1415,000 597,305 1,145,0752 1,4415,500 9,725,865
1,386,623 1,389,172 2,433,700 2,432,842 2,332,010 3,159,092 1,870,368 2,060,798 2,200,650 2,701,513 2,455,870 2,421,867 2,339,475 2,349,475 2,349,475 2,339,475 2,349,	Incurred Loss Net of Recoveries (1) + (2) (3)	Incurred Loss Net of Recoveries (1) + (2) (3) (3) (3) (4), (5), (6), (6), (7), (7), (7), (7), (7), (7), (7), (7
785 1,794 2,096 2,396 3,358 2,385 16,602 52,617 64,905 64,677 64,905 64,677 20,113 -93,861 -252,731 -252,731	IBNR Loss Reserves Net of Recoveries (4)	BNR Loss Reserves Net of Recoveries
192,400 43,243 76,094 176,896 176,896 144,204 255,929 499,263 584,947 733,322 587,784 540,500 674,790 674,790 11,774,944 1,779,011 1,329,686 1,329,290	Unpaid Loss Net of Recoveries (2)+(4) (5)	Unpaid Loss Net of Recoveries (2)+(4) (5) (5) (5) (74,300 170,093 135,000 170,093 135,000 170,523 135,001 170,1523 135,001 170,1523 135,001 170,1523 135,001 170,1523 135,001 170,1523 135,001 170,1523 135,001 170,1523 135,001 170,1523 1352,101 101,102,201 11,103,102 11,103,102 11,103,102 11,103,102 11,103,102 11,103,103 11,103 1
1,386,623 1,389,172 2,444,465 2,244,166 2,224,106 3,161,488 1,873,886 2,083,174,282 2,754,124 2,274,124 2,274,124 2,521,387 2,486,772 2,446,772 2,446,772 2,446,772 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773 2,446,773	Ultimate Loss Net of Recoveries (6)	Ultimate Loss Net of Recoveries ————————————————————————————————————
1,549 1,549 1,749 1,008 1,008 21,899 31,003 31,003 47,656 40,673 35,494 46,901 74,428 113,802 74,549	ULAE Reserve (7)	ULAE Reserve (7) (7) (7) (7) (7) (1),549 (10,537 (10,537 (10,537 (10,537 (10,537 (10,537 (10,537 (10,537) (10,5
488,823,443 517,038,528 522,058,554 551,232,301 556,305,354 558,194,757 631,945,907 631,945,907 631,945,907 631,945,907 631,945,907 631,945,907 631,945,907 631,945,907 631,945,907 631,945,908 600,628,142 911,300,287 911,300,287 921,969,894 925,569,894	Earned Premium (8)	Earned Premium ———————————————————————————————————
0.40% 0.27% 0.47% 0.44% 0.40% 0.54% 0.30% 0.30% 0.30% 0.30% 0.30% 0.30% 0.30% 0.30% 0.30%	Loss Ratio (6) / (8)	Loss Ratio (6)/(8) (9) (9) (9) (23% 0.23% 0.25%

Injury Coverage Review Impacts Ultimate Loss by Fiscal Year As of March 31, 2020

988,426	ı	988,426		1		Total
		1				2019/2020
573,526		573,526				2018/2019
110,612	1	110,612	,		,	2017/2018
76,835	•	76,835		•	,	2016/2017
49,290	,	49,290	,		,	2015/2016
31,5		31,572	,	•		2014/2015
24,731		24,731	,	•		2013/2014
19,6	1	19,666	1			2012/2013
17,024	1	17,024	1			2011/2012
16,591	ı	16,591	1	•		2010/2011
13,308	•	13,308	1			2009/2010
10,236		10,236		•		2008/2009
8,694	1	8,694	1			2007/2008
7,210	•	7,210		•	,	2006/2007
7,1	,	7,149	,		,	2005/2006
726	1	726				2004/2005
4,4		4,495		•		2003/2004
4,2	1	4,277	1			2002/2003
3,402	•	3,402		•	,	2001/2002
2,9,	•	2,908	1	•		2000/2001
3,022	,	3,022	,	•	,	1999/2000
597	•	597	,	•		1998/1999
583	1	583	1	•		1997/1998
1,383	•	1,383		•	,	1996/1997
589		589	•	•		1995/1996
lotal	Non-Economic Loss	Permanent Impairment	Medical	Income Replacement	Appeal	FΥ

1,005,092	•	1,005,092	1	•	1	Total
		1				2019/2020
584,048		584,048				2018/2019
112,250		112,250				2017/2018
77,973		77,973	,	•		2016/2017
50,019	•	50,019	,	•	,	2015/2016
32,040	•	32,040	,	•		2014/2015
25,098	•	25,098	,	•		2013/2014
19,958		19,958		•		2012/2013
17,276		17,276	,	•		2011/2012
16,837	•	16,837	,	•	,	2010/2011
13,505	•	13,505	,	•	,	2009/2010
10,387		10,387		•		2008/2009
8,823		8,823		•		2007/2008
7,317		7,317				2006/2007
7,254	•	7,254	,	•	,	2005/2006
737	•	737	,	•	,	2004/2005
4,561	•	4,561	,	•	,	2003/2004
4,341		4,341				2002/2003
3,452		3,452	,	•		2001/2002
2,951	•	2,951	,		,	2000/2001
3,066	•	3,066	,	•	,	1999/2000
605	•	605	,	•	,	1998/1999
591		591				1997/1998
1,403		1,403				1996/1997
598		598	,	•	,	1995/1996
Total	Non-Economic Loss	Permanent Impairment	Medical	Income Replacement	Appeal	Fγ
		Actuarial Liability by Year	Actuarial			

			or - comploi	32 - Comprehensive	33 - Glass	-		
	3,419,801	3,852,730	138,290,396	7,160,323	416,801		4,257,985	9,438,85
	4,270,459	4,537,605	160,862,128	8,154,829	979,298	,	5,472,749	11,042,670
2	4,107,708	4,295,726	165,527,297	9,516,998	1,040,574		5,076,223	12,427,028
-	4,793,170	4,686,760	153,436,647	9,382,228	934,872		4,849,524	10,245,216
_	5,012,452	5,099,962	155,508,614	8,928,462	550,368	149,199	5,052,660	12,639,359
•	4,706,147	4,693,443	151,713,803	10,665,806	353,229	1,363,778	5,025,702	11,822,363
	5,507,401	4,530,637	164,339,834	10,221,718	307,247	1,550,199	5,455,921	11,037,388
	5,668,643	5,556,095	176,876,596	10,400,390	355,554	1,702,640	5,213,074	10,376,880
	5,986,493	5,845,432	182,120,603	13,352,180	385,148	1,796,009	5,958,479	9,858,830
-	6,552,132	5,810,585	202,000,182	12,249,141	577,593	1,813,139	6,179,230	9,600,347
_	6,511,044	5,193,894	200,639,157	13,073,295	896,911	1,662,364	6,940,686	10,680,818
_	7,010,212	7,285,272	231,706,313	17,609,213	1,106,293	1,965,935	6,427,661	11,011,630
	7,730,622	6,289,102	213,629,165	17,886,290	1,615,949	1,714,051	6,915,450	11,798,403
	7,485,718	8,686,053	253,511,664	23,367,110	1,820,294	1,902,030	6,690,231	9,032,317
	8,125,607	8,010,535	256,892,591	21,258,710	2,003,832	1,866,280	7,667,902	12,157,959
	7,543,200	7,529,584	252,814,051	22,043,186	2,601,899	1,646,535	7,814,775	14,001,042
	8,294,413	6,642,095	270,563,223	24,895,107	3,250,692	1,641,527	7,897,883	17,244,436
	8,353,259	6,990,560	294,603,524	29,479,965	4,037,942	1,640,160	7,491,274	24,379,018
	8,446,087	7,682,462	314,848,112	31,303,586	4,877,348	1,643,110	9,445,436	24,374,352
2019 137,110,981	7,420,086	7,870,835	315,541,163	37,188,328	6,282,431	1,369,676	10,336,418	25,682,435
2020 130,689,222	7,614,021		311,638,938	39,846,475	8,098,054	1,550,982	8,302,682	
21-PD Auto 22 - PD Property 23 - L	22 - PD Property 2	23 - Loss of Use	31 - Collision	32 - Comprehensive	33 - Glass			25,180
5.981		139,463	7.143.135	181.138	5.785		41 - FLE	25,180 25 Theft
	178,425	155,523	8,329,538	206,366	11,394	34 - Ded -	41 - FLE 95,485	25,180, 25 Theft 42 - Theft 376
2	198,664	145,156	8,642,243	231,358	6,373			25,180 25,180 42 - Theft 376, 442.
_	243,341	155,019	8,617,753	297,948	7,095			25,180 42 - Theft 376, 442, 484,
	337,015	180,171	8,299,306	197,483	2,752	1 1 1 1		25,180 42 - Theft 376, 442, 484, 437,
	199,445	153,583	7,908,852	251,468	1 212	- - - 46,330		25,180 42 - Theft 376, 442, 484, 437, 477,
	330,012	148,081	8,404,358	247,127	1,11,1	- - - 46,330 49,459		25,180 42 - Theft 376, 442, 484, 437, 477, 481,
	445,236	179,612	10,284,413	320,922	510	- - - 46,330 49,459 29,218		25,180 42 - Theft 42 - 444 447 447 481 453
	347,638	182,710	10,403,853	195,642	510 2,779	- - - 46,330 49,459 29,218 86,304		25,180 42 - Theft 376 442 484 437 477 481 483 532
2009 3,006,153	539,412	195,555	11,387,230	313 013	510 2,779 2,026	- - - 46,330 49,459 29,218 86,304 70,943		25,180 42 - Theft 376 442 484 437 487 487 487 487 383
_	398,611	177,123	10,306,943	313,913	510 2,779 2,026 2,445	- - - 46,330 49,459 229,218 86,304 70,943 76,836		25,180 42 - Theft 376 442 484 437 477 481 453 535 535 624
	507,712	245,779	13,548,341	452,062	510 2,779 2,026 2,445 4,091	- - - - - - - - - - - - - - - - - - -		25,180 42 - Theft 376, 442, 484, 437, 477, 477, 481, 453, 532, 532, 534,
	345,910	290,119	12,670,329	313,913 452,062 399,853	2,779 2,779 2,026 2,445 4,091 1,915	- - - - - - - - - - - - - - - - - - -		25,180 42 - Theft 376, 442, 484, 437, 477, 481, 535, 535, 536, 488,
	366,602	314,644	15,192,167	452,062 399,853 154,785	2,779 2,026 2,445 4,091 1,915 6,009	- - - - - - - - - - - - - - - - - - -		25,180 25,180 42 - Theft 376 442 484 487 477 477 477 477 481 483 533 532 535 535 535 535 535 535 535 53
	416,925	295,517	16,291,167	452,062 399,853 154,785 486,510	2,026 2,445 4,091 1,915 6,009 5,492	- - - - - - - - - - - - - - - - - - -		25,180 25,180 42 - Theft 47,184 484 484 484 487 487 481 483 532 532 532 533 534 544 544 544 548 548 548 548 54
	544,612	253,391	15,576,758	313,913 452,062 399,853 154,785 486,510 353,635	2,779 2,026 2,445 4,091 1,919 6,009 5,492 4,188	- - - - - - - - - - - - - - - - - - -		25,180 42 - Theft 376 444 447 447 447 447 447 447 4
•	626,914	252,807		452,062 399,853 154,785 486,510 353,635 453,220	5,00 510 2,779 2,026 2,445 4,091 1,915 6,009 5,492 4,188 9,019	- - - - - - - - - - - - - - - - - - -		25,180 25,180 42 - Theft 442, 484 437, 447, 447, 447, 447, 447, 447, 447, 44
-	587 816	230 446	14,648,976	452.062 399.853 154.785 486.510 353.635 453.220 470.476	2,779 2,026 2,445 2,445 4,091 1,915 6,009 5,492 4,188 9,019 9,819			25,180 25,180 42 - Theft 47 - 484 484 487 481 481 483 532 532 532 533 534 544 548 548 548 548 548 548 54
	001,010	200,410	14,648,976 15,099,237	313,913 452,062 399,853 154,785 486,510 333,635 453,230 470,476 470,476 432,2459	5,00 510 2,779 2,026 2,445 4,091 1,915 6,009 5,492 5,492 9,019 9,819 9,819 5,601	- - - - - - - - - - - - - - - - - - -		25,180, 25,180, 42 - Theft 47, 484, 484, 487, 487, 487, 487, 481, 433, 532, 532, 532, 532, 534, 448, 544, 488, 548, 548, 548, 548, 54
-	565,972	195,935	14,648,976 15,099,237 15,643,406	451,206 452,062 399,853 154,785 486,510 353,635 453,220 470,476 470,476 601,001	5,00 510 2,779 2,026 2,445 4,091 1,915 6,009 5,492 4,188 9,019 9,819 5,601			25,180 25,180 42 - Theft 442,484 444,437 447,477 447,477 448,532 532,532 532,532 533,532 534,644 544,488 544,488 546,444 548,488 54
2018 3,968,310	565,972	195,935	14,648,976 15,099,237 15,643,406 15,459,527	451,206.2 452,06.2 399,853 154,785 486,510 353,635 453,220 470,476 422,459 601,001 658,397	5,00 510 2,779 2,026 2,445 4,091 1,915 6,009 5,492 4,188 9,019 9,819 5,601 12,814	- - - - - - - - - - - - - - - - - - -		25,180,115 25,180,115 376,947 442,923 484,831 437,006 477,714 481,688 453,586 535,986 545,348 544,348 488,220 505,993 345,944 486,288 537,265 537,265 740,288

2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	2	Financial Claim Counts	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	2
25,959	27,743	29,128	29,311	28,695	30,931	33,184	35,819	29,439	33,866	29,877	31,680	29,531	30,118	26,537	27,960	29,168	27,994	25,978	28,251	27,156	21-PD Auto	1 Counts	126,907,632	133,211,860	134,441,769	129,755,364	121,821,494	121,936,948	120,614,185	121,587,132	98,228,278	105,886,697	89,479,452	90,314,971	83,479,386	79,222,923	69,461,399	68,624,281	72,460,277	55,050,680	24,139,659	24,862,231	22,446,875	21-PD Auto
879	968	1,006	1,083	1,037	1,032	1,142	1,178	1,150	1,148	1,191	1,203	1,173	1,204	1,370	1,332	1,557	1,636	1,695	1,513	1,582	22 - PD Property		7,032,417	6,791,586	7,880,115	7,765,443	7,667,498	6,998,587	7,708,682	7,119,115	7,384,712	6,502,501	6,112,433	6,012,720	5,638,855	5,223,407	5,177,388	4,506,702	4,675,437	4,549,828	3,909,044	4,092,034	3,252,105	21-PD Auto 22 - PD Property 23 - Loss of Use
12,614	13,987	14,435	14,257	13,522	14,248	15,204	16,250	13,087	15,278	12,975	13,757	13,288	13,756	12,420	13,145	13,700	12,840	11,617	12,151	10,908	23 - Loss of Use		6,840,743	7,675,965	7,486,527	6,760,114	6,389,288	7,276,193	7,715,017	8,371,409	5,998,984	7,039,493	5,016,771	5,615,030	5,662,722	5,376,484	4,382,556	4,539,861	4,919,792	4,531,741	4,150,569	4,382,082	3,713,268	23 - Loss of Use
57,374	60,782	62,980	61,581	58,052	59,892	64,760	67,116	57,884	64,729	57,716	60,198	55,158	53,898	48,991	48,217	49,314	50,075	59,770	61,786	56,067	31 - Collision		297,306,616	300,081,635	299,204,706	279,504,287	255,914,247	237,237,293	240,601,423	238,319,497	200,958,836	218,157,972	190,332,214	190,612,953	171,716,750	166,592,183	155,935,476	143,804,951	147,209,308	144,818,894	156,885,053	152,532,590	131,147,261	31 - Collision
9,257	9,096	8,458	7,750	7,187	6,576	6,934	7,878	7,177	7,452	6,655	6,611	6,828	6,021	6,007	6,217	6,270	6,220	6,240	5,727	4,945	32 - Comprehensive		39,142,845	36,529,931	30,702,585	29,047,505	24,424,631	21,589,966	20,905,075	22,880,600	17,731,505	17,209,361	12,621,233	11,935,228	13,156,538	10,079,468	9,974,591	10,414,338	8,730,979	9,084,280	9,285,640	7,948,463	6,979,185	32 - Comprehensive
22,516	21,219	18,617	16,391	12,664	9,723	8,283	7,650	6,761	4,669	3,545	2,381	1,381	1,030	879	1,033	1,416	2,952	4,691	4,908	2,232	33 - Glass		8,077,378	6,269,616	4,864,172	4,032,341	3,240,873	2,592,881	1,999,644	1,814,802	1,609,940	1,104,378	892,819	575,149	383,122	352,774	306,738	352,017	547,616	927,777	1,034,202	967,904	411,017	33 - Glass
98	98	Ξ	93	89	78	76	66	47	55	57	79	70	55	68	39	7					34 - Ded		30,196	8,830	44,557	37,202	36,084	31,316	30,633	27,794	20,595	19,228	19,432	36,304	25,066	16,336	20,981	14,319	2,869					34 - Ded
555	664	658	635	608	649	625	640	659	669	782	773	715	776	760	805	872	871	828	974	861	41 - FLE		7,872,596	9,870,203	9,129,192	7,371,653	7,566,074	7,498,001	7,452,398	6,546,097	6,289,470	6,253,299	6,812,804	5,954,854	5,904,322	5,152,485	5,370,608	4,915,157	4,972,104	4,797,647	5,026,077	5,434,625	4,162,501	41 - FLE
3,360	3,386	3,112	3,020	2,504	2,053	2,049	1,806	2,417	2,345	2,505	2,367	2,515	3,199	3,602	4,012	4,675	4,085	4,965	4,580	3,753	42 - Theft		24,401,518	24,917,855	23,634,148	23,647,866	16,707,171	13,408,206	11,697,775	8,686,373	11,292,410	10,523,411	10,136,470	8,975,705	9,322,844	9,844,573	10,583,659	11,340,676	12,161,645	9,808,209	11,942,198	10,599,748	9,061,910	42 - Theft

2019 2020	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
4.0% 1.8%	4.3%	4.3%	7.7%	8.5%	7.1%	1.7%	6.7%	4.4%	5.1%	0.8%	7.5%	0.5%	6.6%	-1.2%	26.3%	111.6%	5.6%	6.5%		4,889	4,802	4,615	4,427	4,245	3,942	3,635	3,394	3,337	3,127	2,995	2,851	2,827	2,630	2,618	2,454	2,484	1,967	929	880	011
-10.4% 14.0%	9.2%	-3.0%	9.0%	0.5%	11.7%	-5.9%	13.4%	10.4%	2.7%	4.0%	10.8%	14.8%	11.7%	12.7%	8.0%	20.6%	-14.7%	31.6%		8,003	7,019	7,831	7,173	7,394	6,782	6,750	6,043	6,421	5,664	5,132	4,998	4,807	4,338	3,779	3,383	3,003	2,781	2,306	2,705	1,000
5.8% -1.2%	9.4%	0.4%	-7.5%	0.6%	-1.5%	12.4%	-0.5%	19.2%	-5.3%	4.2%	9.0%	10.8%	2.2%	-3.8%	1.7%	-1.2%	-0.9%	5.9%		542	549	519	474	473	511	507	515	458	461	387	408	426	391	353	345	359	353	357	361	0.00
3.9% 5.0%	4.7%	3.0%	11.3%	6.6%	4.6%	2.3%	3.0%	2.2%	4.1%	1.7%	0.7%	-2.9%	6.7%	-0.1%	3.2%	10.2%	6.3%	5.5%		5,182	4,937	4,751	4,539	4,408	3,961	3,715	3,551	3,472	3,370	3,298	3,166	3,113	3,091	3,183	2,982	2,985	2,892	2,625	2,469	mjo o o
10.6% 5.3%	-3.1%	10.3%	3.5%	8.9%	3.8%	17.6%	7.0%	21.8%	5.0%	-6.3%	15.1%	0.8%	-0.9%	20.3%	4.7%	-1.9%	7.2%	-1.7%		4,229	4,016	3,630	3,748	3,398	3,283	3,015	2,904	2,471	2,309	1,897	1,805	1,927	1,674	1,660	1,675	1,393	1,460	1,488	1,388	,
13.1% 21.4%	6.2%	-3.9%	4.0%	10.5%	1.8%	-0.4%	0.7%	-6.1%	4.3%	-12.9%	-19.0%	-1.9%	2.4%	-11.9%	23.1%	42.6%	11.8%	7.1%		359	295	261	246	256	267	241	237	238	237	252	242	277	342	349	341	387	314	220	197	
-77.5% 242.0%	0.3%	-1.3%	1.0%	-0.4%	4.3%	-3.9%	25.3%	2.5%	-25.8%	28.3%	20.6%	-3.7%	-16.0%							309	90	401	400	405	401	403	421	438	350	341	460	358	297	309	367	410				
7.2% 4.7%	19.4%	-6.7%	7.7%	-3.1%	16.6%	7.2%	2.1%	7.3%	13.1%	-6.7%	24.4%	-6.0%	15.7%	7.1%	3.5%	-9.3%	8.8%	15.4%		14,174	14,872	13,871	11,613	12,444	11,553	11,924	10,228	9,544	9,347	8,712	7,704	8,258	6,640	7,067	6,106	5,702	5,508	6,070	5,580	
-3.1% -1.3%	-3.0%	17.4%	2.1%	14.4%	18.7%	2.9%	4.1%	10.9%	6.7%	2.3%	20.5%	4.7%	3.9%	8.7%	8.3%	-0.2%	3.9%	4.2%		7,263	7,358	7,594	7,831	6,671	6,531	5,709	4,810	4,672	4,488	4,046	3,792	3,707	3,077	2,938	2,827	2,601	2,401	2,405	2,314	,

SASKATCHEWAN AUTO FUND Capital Margin Calculation

Five-Year Forecast With 1.7% Basic Rate and No Capital Adjustment:

	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
Increase (decrease) to Rate Stabilization Reserve (RSR)	568,391	40,276	61,732	46,196	55,242	58,010
RSR Appropriated (to) from Redevelopment Reserve	0	0	0	0	0	0
Rebate to policyholders	-285,000	0	0	0	0	0
RSR Balance, End of Year (Capital Available)	1,090,138	1,130,414	1,192,146	1,238,342	1,293,584	1,351,594
Capital Required	642,243	671,433	679,708	692,564	716,540	744,679
Forecasted MCT (no margins)	168.1%	163.6%	167.8%	166.5%	169.7%	172.1%
Calculation of Capital Maintenance Provision:	2020/2021	2021/2022				
2022-2026 Average % Increase In Capital Required		2.62%				
Cap Req Using Long-term % Increase	642,243	659,084				
Target MCT for Capital Maintenance		140.0%				
Capital Maintenance Provision		23,578				
Calculation of Capital Build/(Release) Provision:	2021/2022					
Forecasted Smoothed MCT (no margins)	165.8%					
MCT percentage difference from target MCT 1/5 of MCT shortfall percentage from target	-25.8% -5.2%					
Smoothed Capital Required	656,838					
Capital Build/(Release) Provision	-33,944					
Calculation of Required Capital Margin:						
Capital Maintenance Amount Additional Change in Required Capital* Total Capital Maintenance Provision Amount	23,578 3,893 27,471					
Capital Build/(Release) Amount Additional Change in Required Capital* Total Capital Build/(Release) Provision Amount	-33,944 -5,605 -39,549					
Total Capital Required/(Excess) Provision	-12,078					
Variable Expense % Break Even %	10.47% -5.07%					
Total Premium Required/(Excess)	-12,767					
All Vehicles Incl Trailers Projected Rating Year Average Premium	988,030		Maintenance	Release		
Required Capital Margin Current Capital Margin	-1.29% 2.23%		2.9%	-4.2%		
Adjustment to Capital Margin	-3.445%					

Vehicle Class	Discount Program	Projected Rating Year Exposures	Projected Rating Year Average Premium Incl existing Capital Margin w/o Rate Change	Projected Rating Year Average Premium Excl existing Capital Margin w/o Rate Change	Class Specific Required Premium	Class Specific Required Rate Change	Credibility Weighted Required Premium	Required Rate Change	Required Rate with Capital Margin	Required Rate Change with Capital Margin
CLEAR-Rated Vehicles	Combined	830,267	1,107	1,083	1,031	-4.8%	1,031	-4.8%	1,037	-6.3%
A - Commercial Light Trucks	IRP BR	107								
F - Farm Light Truck - 1994-2003	Combined	55,148								
F - Farm Light Truck - 2004 & Newer	Combined									
LV - Private Passenger Vehicles (PPV) LV - PPV - Farm Cars, SUVs and Vans	Combined Combined	754,013								
LV - PPV - Farm Cars, SOVS and Vans LV - Police Cars	Sask BR	14,727 75								
LV - Police Cars LV - Police Trucks, Vans & SUVs	Sask BR	500								
LV - Udrives	Sask BR	5,558								
PT - Taxis (Rural)	Sask BR	141								
Conventionally Rated Vehicles								46.20/		4420
Ambulances	Sask BR	272	894	875	1,311	49.9%	1,017	16.2%	1,022	14.3%
A - Commercial Vehicles:	100.00	272	740	722	057	20.70/	702	6.8%	706	5.0%
Heavy Trucks & Vans IRP	IRP BR	373	748		957		782	8.9%	786	7.0%
Heavy Trucks & Vans IRP \$15K Ded. Heavy Trucks and Vans Non-IRP	IRP BR Sask BR	167 1,473	401 918	392 898	726 1,062		983	9.5%	429 989	7.0%
Power Units IRP	IRP BR	2,913	2,375		3,094		3,094	33.2%	3,112	31.0%
Power Units IRP \$15K Ded.	IRP BR	2,913	1,223	1,196	2,073		2,073	73.3%	2,085	70.4%
Power Units Non-IRP	Sask BR	1,598	1,338		1,478		1,406	7.5%	1,414	5.7%
C & D - Commercial Vehicles:	- COSK SA	1,338	1,338	1,303	1,470	12.570	1,700	7.370	1,714	5.770
Heavy Trucks and Vans	Sask BR	12,956	677	662	594	-10.3%	594	-10.3%	598	-11.7%
Power Units	Sask BR	5,720	1,300		1,115		1,115	-12.3%	1,122	-13.7%
F - Farm Vehicles:	1	2,720	1,500	1,2,2			_,110		_/122	2
Heavy Trucks and Vans	Sask BR	17,739	227	222	196	-11.9%	208	-6.1%	210	-7.6%
Light Trucks - 1993 & Older	Combined	4,957	173	169	110	-35.2%	143	-15.4%	144	-16.8%
Power Units	Sask BR	16,146	481	470	516	9.6%	516	9.6%	518	7.8%
Hearses	Sask BR	111	371	363	526	44.9%	382	5.4%	384	3.7%
L - Dealer Plates	Sask BR	3,810	656	642	654	1.9%	654	1.8%	657	0.2%
L - Snowmobile Dealers	Sask BR	24	53		25		52	0.0%	52	-1.6%
LV - Antiques	Combined	21,789	72		77		76	7.3%	76	5.5%
LV - Buses	Sask BR	350	518		558		516	1.8%	519	0.2%
LV - Buses (Restricted)	Sask BR	13	338	330	743		368	11.4%	370	9.6%
LV - Motorcycles	Combined	4,669	1,565	1,531	1,960		1,942	26.9%	1,953	24.8%
LV - Motorhomes	Combined	3,826	473	462	1,202		1,031	122.8%	1,036	119.2%
MT - Snowmobiles	None	3,820	79	77	39		72	-6.3%	73	-7.8%
PB - Passenger Inter-city Buses	Combined	425	1,857	1,817	2,371		2,060	13.4%	2,072	11.5%
PC - Passenger City Buses	Sask BR	547	2,054	2,010	2,423		2,339	16.4%	2,352	14.5%
PS - Passenger School Buses	Sask BR	3,003 478	588		633		627	9.0%	630	7.3% 29.4%
PT - Taxis	Sask BR	4/8	3,512	3,435	4,518	31.5%	4,518	31.5%	4,543	29.4%
Trailers										
F - Trailers	None	45,215	68	67	77		75	12.8%	76	11.0%
LT - Trailer Dealers/Movers	None	485	571	559	495	-11.4%	536	-4.0%	539	-5.6%
T - Personal Trailers	None	53,355	215	210	357		357	70.1%	359	67.3%
T - Utility	None	70,430	40		36		36	-8.3%	36	-9.8%
TS - Commercial Trailers	None	53,287	123	120	118	-1.5%	118	-1.5%	119	-3.1%
Miscellaneous Classes										
A - Excess Value	None	9,666	15	15	7	-51.8%	14	-6.5%	14	-8.0%
C&D - Non-Resident	None	82	77		98		75	0.0%	76	-1.6%
C&D - Excess Value	None	63,367	15		7		12	-18.1%	12	-19.4%
Industrial Tracked Vehicles	NA	0	281	275	98		275	0.0%	276	-1.6%
LV - Motorized Bicycle	SDR	7	56		12		54	0.0%	55	-1.6%
PV - Converted Vehicles	SDR	10	704	688	139		679	-1.4%	683	-3.0%
PV - Heavy Trucks and Vans	Combined	671	721	706	429		645	-8.5%	649	-10.0%
PV - Power Units	SDR	90	1,007	985	323		935	-5.1%	940	-6.7%
TS - Excess Value	None	70,219	17	17	10	-41.8%	15	-12.6%	15	-14.0%
24 Hour Permit		198	1,825	1,825	4,700	157.5%	3,889	113.1%	3,911	114.3%
8 Day Permit		1,524	1,095	1,095	2,912		2,912	166.0%	2,929	167.5%
In-transit Permit		66	886	886	1,566		1,566	76.6%	1,575	77.6%
TIC		118	574	574	1,533		1,418	147.2%	1,426	148.6%
All Vehicles Including Trailers All Vehicles Excluding Trailers & Misc	-	1,165,000 941,368	1,010,017,117 982,955,188	988,032,095 961,560,483	964,038,416 930,978,840		963,894,962 929,891,306	-2.44% -3.29%	969,310,925 935,116,205	-4.0% -4.9%
All verilcies excluding Trailers & Misc		941,368	982,955,188	901,300,483	930,978,840	-3.2%	929,891,306	-3.29%	935,110,205	-4.9% -4.2%

Vehicle Class	Discount Program	Projected Rating Year Exposures	Projected Rating Year Average Premium Incl existing Capital Margin w/o Rate Change	Projected Rating Year Average Premium Excl existing Capital Margin w/o Rate Change	Class Specific Required Premium	Class Specific Required Rate Change	Credibility Weighted Required Premium	Required Rate Change	Required Rate with Capital Margin	Required Rate Change with Capital Margin
	Combined	830,267	1,107	1,083	1,122	3.6%	1,122	3.6%	1,129	1.9%
	RP BR	107								
	Combined Combined	55,148								
. 0		75 4 042								
	Combined	754,013								
	Combined	14,727								
	Sask BR Sask BR	75 500								
		5,558								
	Sask BR Sask BR	141								
	Dask DIV	141								
Conventionally Rated Vehicles										
	Sask BR	272	894	875	1,424	62.8%	1,053	20.4%	1,059	18.5%
A - Commercial Vehicles:										
	RP BR	373	748	732	1,062	45.2%	805	10.0%	809	8.2%
	RP BR	167	401	392	726	84.9%	427	8.9%	429	7.0%
	Sask BR	1,473	918	898	1,153	28.4%	1,030	14.7%	1,036	12.8%
	RP BR	2,913	2,375	2,324	3,258		3,258	40.2%	3,276	37.9%
	RP BR	2,015	1,223	1,196	2,073	73.3%	2,073	73.3%	2,085	70.4%
	Sask BR	1,598	1,338	1,309	1,625	24.1%	1,491	13.9%	1,499	12.1%
C & D - Commercial Vehicles:										
· · · · · · · · · · · · · · · · · · ·	Sask BR	12,956	677	662	644	-2.7%	644	-2.7%	648	-4.3%
	Sask BR	5,720	1,300	1,272	1,221	-4.0%	1,221	-4.0%	1,228	-5.5%
F - Farm Vehicles:										
· · · · · · · · · · · · · · · · · · ·	Sask BR	17,739	227	222	205		213	-4.0%	214	-5.5%
	Combined	4,957	173	169	117	-30.7%	147	-13.5%	147	-14.9%
	Sask BR	16,146	481	470	561	19.3%	561	19.3%	564	17.3%
	Sask BR	111	371	363	560		386	6.5%	389	4.8%
	Sask BR	3,810	656	642	712	10.9%	707	10.2%	711	8.4%
	Sask BR	24	53	52	25		52	0.0%	52	-1.6%
	Combined	21,789	72	71	85		81	15.3%	82	13.4%
	Sask BR	350	518	506	613	21.1%	525	3.7%	528	2.0%
	Sask BR	13	338	330	804	143.5%	374	13.1%	376	11.2%
	Combined	4,669	1,565	1,531	2,200	43.8%	2,173	42.0%	2,185	39.6%
	Combined	3,826	473	462	1,302	181.5%	1,107	139.4%	1,113	135.5%
	None	3,820	79	77	42		73	-5.8%	73	-7.3%
	Combined	425	1,857	1,817	2,607	43.5%	2,164	19.1%	2,176	17.1%
	Sask BR	547	2,054	2,010	2,674	33.1%	2,538	26.3%	2,552	24.2%
	Sask BR	3,003	588	575	690	20.0%	677	17.8%	681	15.8%
PT - Taxis	Sask BR	478	3,512	3,435	4,968	44.6%	4,968	44.6%	4,996	42.3%
Trailers										
F - Trailers	None	45,215	68	67	82	22.1%	80	19.1%	80	17.2%
LT - Trailer Dealers/Movers	None	485	571	559	540	-3.4%	552	-1.2%	555	-2.8%
T - Personal Trailers	None	53,355	215	210	386		386	83.9%	388	80.9%
T - Utility 1	None	70,430	40	39	36	-7.0%	37	-6.5%	37	-8.1%
TS - Commercial Trailers	None	53,287	123	120	127	5.9%	127	5.9%	128	4.2%
Miscellaneous Classes										
	None	9,666	15	15	8	-47.2%	14	-5.9%	14	-7.4%
	None	82	77	75	98		75	0.0%	76	-1.6%
	None	63,367	15	15	7		12	-16.5%	12	-17.9%
	NA	03,307	281	275	98		275	0.0%	276	-1.6%
	SDR	7	56	54	13		54	0.0%	55	-1.6%
,	SDR	10	704	688	149		679	-1.4%	683	-3.0%
	Combined	671	721	706	469	-33.6%	654	-7.3%	658	-8.8%
	SDR	90	1,007	985	349	-64.6%	937	-4.9%	942	-6.5%
	None	70,219	17	17	10		15	-11.4%	15	-12.8%
	-									
24 Hour Permit		198	1,825	1,825	5,169	183.3%	4,285	134.8%	4,309	136.1%
8 Day Permit		1,524	1,095	1,095	3,219	194.0%	3,219	194.0%	3,237	195.6%
In-transit Permit		66	886	886	1,566	76.6%	1,566	76.6%	1,575	77.6%
TIC		118	574	574	1,710	198.2%	1,447	152.3%	1,455	153.7%
All Mark Little and a land all all and the second and		1,165,000	1,010,017,117	988,032,095	1,048,246,599	6.1%	1,047,295,536	6.00%	1,053,180,118	4.3%
All Vehicles Including Trailers All Vehicles Excluding Trailers & Misc		941,368	982,955,188	961,560,483	1,012,743,942		1,010,988,493	5.14%	1,016,669,069	3.4%

Conventionally Rated

	Undiscounted Pure			Annual	
	Premium before	Pure Premium	Undiscounted Pure	Discount	Discounted
Coverage	Adjustments	Adjustments	Premium	Factor	Pure Premium
Damage Excluding Liabilities and Catastrophes	235.76	1.0000	235.76	0.9947	234.52
Damage Liabilities	115.89	1.0000	115.89	0.9953	115.34
Damage Catastrophes	7.89	1.0000	7.89	0.9923	7.83
Liability - Economic Loss	1.03	1.0000	1.03	0.8373	0.86
Liability - Non-Economic Loss	0.41	1.0000	0.41	1.3474	0.55
Liability - Out of Province	38.50	1.0000	38.50	0.9107	35.06
Injury - Appeal	1.24	1.0357	1.29	0.7348	0.95
Injury - Care Benefits	14.20	1.1972	17.00	0.4031	6.85
Injury - Income Replacement Benefits	50.11	1.0780	54.70	0.5333	29.17
Injury - Death Benefits	15.70	1.0088	15.91	0.9569	15.22
Injury - Medical Expenses without Funding	31.17	1.0844	34.35	0.7129	24.49
Injury - Permanent Impairment	19.01	1.0453	19.50	0.9389	18.30
Tort - Injury	2.09	1.0450	2.18	0.9674	2.11
Tort - Liability	0.57	1.0000	0.57	0.8970	0.51
Total	533.57	1.0196	544.98	0.9024	491.78
Impact	<u> </u>	·	<u> </u>		-9.76%

Trailers

Coverage	Undiscounted Pure Premium before Adjustments	Pure Premium Adjustments	Undiscounted Pure Premium	Annual Discount Factor	Discounted Pure Premium
Damage Excluding Liabilities and Catastrophes	79.29	1.0000	79.29	0.9947	78.87
Damage Liabilities	0.00	1.0000	0.00	0.9953	0.00
Damage Catastrophes	24.11	1.0000	24.11	0.9923	23.93
Liability - Economic Loss	0.00	1.0000	0.00	0.8373	0.00
Liability - Non-Economic Loss	0.00	1.0000	0.00	1.3474	0.00
Liability - Out of Province	0.00	1.0000	0.00	0.9107	0.00
Injury - Appeal	0.00	1.0357	0.00	0.7348	0.00
Injury - Care Benefits	0.00	1.1972	0.00	0.4031	0.00
Injury - Income Replacement Benefits	0.00	1.0780	0.00	0.5333	0.00
Injury - Death Benefits	0.00	1.0088	0.00	0.9569	0.00
Injury - Medical Expenses without Funding	0.00	1.0844	0.00	0.7129	0.00
Injury - Permanent Impairment	0.00	1.0453	0.00	0.9389	0.00
Tort - Injury	0.00	1.0450	0.00	0.9674	0.00
Tort - Liability	0.00	1.0000	0.00	0.8970	0.00
Total	103.40	1.0000	103.40	0.9942	102.80
Impact					-0.58%

Miscellaneous

Coverage	Undiscounted Pure Premium before Adjustments	Pure Premium Adjustments	Undiscounted Pure Premium	Annual Discount Factor	Discounted Pure Premium
Damage Excluding Liabilities and Catastrophes	7.07	1.0000	7.07	0.9947	7.04
Damage Liabilities	0.49	1.0000	0.49	0.9953	0.49
Damage Catastrophes	0.03	1.0000	0.03	0.9923	0.03
Liability - Economic Loss	0.00	1.0000	0.00	0.8373	0.00
Liability - Non-Economic Loss	0.00	1.0000	0.00	1.3474	0.00
Liability - Out of Province	0.00	1.0000	0.00	0.9107	0.00
Injury - Appeal	0.00	1.0357	0.00	0.7348	0.00
Injury - Care Benefits	0.03	1.1972	0.04	0.4031	0.01
Injury - Income Replacement Benefits	0.07	1.0780	0.08	0.5333	0.04
Injury - Death Benefits	0.01	1.0088	0.01	0.9569	0.01
Injury - Medical Expenses without Funding	0.12	1.0844	0.13	0.7129	0.09
Injury - Permanent Impairment	0.10	1.0453	0.10	0.9389	0.10
Tort - Injury	0.00	1.0450	0.00	0.9674	0.00
Tort - Liability	0.00	1.0000	0.00	0.8970	0.00
Total	7.92	1.0033	7.95	0.9823	7.81
Impact		_			-1.77%

Undiscounted Pure Premium

Coverage	before Adjustments	Pure Premium Adjustments	Undiscounted Pure Premium	Annual Discount Factor	Discounted Pure Premium
Damage Excluding Liabilities and Catastrophes	345.83	1.0000	345.83	0.9947	344.01
Damage Liabilities	116.28	1.0000	116.28	0.9953	115.73
Damage Catastrophes	31.72	1.0000	31.72	0.9923	31.48
Liability - Economic Loss	0.95	1.0000	0.95	0.8373	0.79
Liability - Non-Economic Loss	1.83	1.0000	1.83	1.3474	2.46
Liability - Out of Province	24.76	1.0000	24.76	0.9107	22.55
Injury - Appeal	1.52	1.0357	1.57	0.7348	1.16
Injury - Care Benefits	15.63	1.1972	18.71	0.4031	7.54
Injury - Income Replacement Benefits	48.71	1.0780	51.53	0.5333	27.49
Injury - Death Benefits	12.11	1.0088	12.18	0.9569	11.65
Injury - Medical Expenses without Funding	34.24	1.0844	34.85	0.7129	24.85
Injury - Permanent Impairment	14.17	1.0453	14.27	0.9389	13.40
Tort - Injury	0.93	1.0450	0.97	0.9674	0.94
Tort - Liability	1.24	1.0000	1.24	0.8970	1.12
Total	649.91	1.0163	656.69	0.9215	605.15
Impact					-7.85%

CLEAR-Rated Vehicles (without large loss)

Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

	Undiscounted Pure	<u> </u>		Annual	
	Premium before	Pure Premium	Undiscounted	Discount	Discounted Pure
Coverage	Adjustments	Adjustments	Pure Premium	Factor	Premium
Damage Excluding Liabilities and Catastrophes	489.57	1.0000	489.57	0.9947	487.00
Damage Liabilities	167.06	1.0000	167.06	0.9953	166.27
Damage Catastrophes	42.42	1.0000	42.42	0.9923	42.10
Liability - Economic Loss	1.36	1.0000	1.36	0.8373	1.14
Liability - Non-Economic Loss	2.75	1.0000	2.75	1.3474	3.70
Liability - Out of Province	33.84	1.0000	33.84	0.9107	30.82
Injury - Appeal	2.19	1.0357	2.27	0.7348	1.67
Injury - Care Benefits	22.24	1.1972	26.63	0.4031	10.73
Injury - Income Replacement Benefits	68.85	1.0548	72.62	0.5333	38.73
Injury - Death Benefits	16.89	1.0043	16.97	0.9569	16.23
Injury - Medical Expenses without Funding	49.01	1.0106	49.53	0.7129	35.31
Injury - Permanent Impairment	19.36	1.0045	19.45	0.9389	18.26
Tort - Injury	1.18	1.0450	1.24	0.9674	1.20
Tort - Liability	1.89	1.0000	1.89	0.8970	1.69
Total	918.62		927.59		854.85

CLEAR-Rated Vehicles (with large loss)
Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

Coverage	Undiscounted Pure Premium before Adjustments	Pure Premium	Undiscounted Pure Premium	Annual Discount Factor	Discounted Pure Premium
Damage Excluding Liabilities and Catastrophes	489.57	1.0000	489.57	0.9947	487.00
Damage Liabilities	167.06	1.0000	167.06	0.9953	166.27
Damage Catastrophes	42.42	1.0000	42.42	0.9923	42.10
Liability - Economic Loss	1.36	1.0000	1.36	0.8373	1.14
Liability - Non-Economic Loss	2.75	1.0000	2.75	1.3474	3.70
Liability - Out of Province	33.84	1.0000	33.84	0.9107	30.82
Injury - Appeal	2.19	1.0357	2.26	0.7348	1.66
Injury - Care Benefits	22.24	1.1972	26.63	0.4031	10.73
Injury - Income Replacement Benefits	68.84	1.0548	72.62	0.5333	38.73
Injury - Death Benefits	16.97	1.0043	17.05	0.9569	16.31
Injury - Medical Expenses without Funding	49.39	1.0106	49.91	0.7129	35.58
Injury - Permanent Impairment	19.43	1.0045	19.52	0.9389	18.33
Tort - Injury	1.20	1.0450	1.26	0.9674	1.22
Tort - Liability	1.89	1.0000	1.89	0.8970	1.69
Total	919.17		928.14		855.29

Class LV - Motorcycles (without large loss)

Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

	Undiscounted Pure	!		Annual	
	Premium before	Pure Premium	Undiscounted	Discount	Discounted Pure
Coverage	Adjustments	Adjustments	Pure Premium	Factor	Premium
Damage Excluding Liabilities and Catastrophes	188.44	1.0000	188.44	0.9947	187.45
Damage Liabilities	24.54	1.0000	24.54	0.9953	24.42
Damage Catastrophes	1.17	1.0000	1.17	0.9923	1.16
Liability - Economic Loss	-	1.0000	0.00	0.8373	0.00
Liability - Non-Economic Loss	-	1.0000	0.00	1.3474	0.00
Liability - Out of Province	44.98	1.0000	44.98	0.9107	40.96
Injury - Appeal	9.88	1.0357	10.24	0.7348	7.52
Injury - Care Benefits	180.68	1.1972	216.31	0.4031	87.20
Injury - Income Replacement Benefits	701.47	1.1007	772.11	0.5333	411.79
Injury - Death Benefits	96.85	1.0260	99.36	0.9569	95.08
Injury - Medical Expenses without Funding	369.19	1.1196	413.34	0.7129	294.69
Injury - Permanent Impairment	257.31	1.0110	260.14	0.9389	244.25
Tort - Injury	43.44	1.0450	45.40	0.9674	43.92
Tort - Liability	-	1.0000	0.00	0.8970	0.00
Total	1,917.94		2,076.03		1,438.44

Class LV - Motorcycles (with large loss) Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

	Undiscounted Pure	;		Annual	
	Premium before	Pure Premium	Undiscounted	Discount	Discounted Pure
Coverage	Adjustments	Adjustments	Pure Premium	Factor	Premium
Damage Excluding Liabilities and Catastrophes	188.44	1.0000	188.44	0.9947	187.45
Damage Liabilities	24.54	1.0000	24.54	0.9953	24.42
Damage Catastrophes	1.17	1.0000	1.17	0.9923	1.16
Liability - Economic Loss	-	1.0000	0.00	0.8373	0.00
Liability - Non-Economic Loss	-	1.0000	0.00	1.3474	0.00
Liability - Out of Province	44.98	1.0000	44.98	0.9107	40.96
Injury - Appeal	9.88	1.0357	10.24	0.7348	7.52
Injury - Care Benefits	188.13	1.1972	225.23	0.4031	90.79
Injury - Income Replacement Benefits	720.09	1.1007	792.62	0.5333	422.73
Injury - Death Benefits	98.14	1.0260	100.69	0.9569	96.35
Injury - Medical Expenses without Funding	398.15	1.1196	445.77	0.7129	317.81
Injury - Permanent Impairment	259.75	1.0110	262.61	0.9389	246.57
Tort - Injury	43.44	1.0450	45.40	0.9674	43.92
Tort - Liability	-	1.0000	0.00	0.8970	0.00
Total	1,976.71		2,141.67		1,479.68

Ambulance Data Source: Internal Data Coverage: All

Rating year: 17/08/2021
Adjustments to current on-level premium

Component of Premium

Change in Required Premium \$ Change in Required Premium %	Required Premium	Total Expenses	Impact of Break Even Margin	Traffic Safety and Auto Pay)	Impact of Variable Expenses (Premium Tax,	Credit for Malus component of SDR	Appeal Commission	Medical Funding	Issuer Fees	Reinsurance Costs and Salvage	Administrative Expenses	Loss Adjusting Expenses	Expenses	Projected Pure Premium (discounted)	Impact of Discounting	Projected Pure Premium (undiscounted)	Tort Liability	Tort Injury	Permanent Impairment	Medical Excluding Funding	Death	IRB	Care	Appeal	Out of Province	Non- Economic Loss	Economic Loss	Catastrophes	Damage Liability	Damage Excluding Liability and Catastrophes	Losses	•
ı	1,096.98	258.67	2.69	67.43		0.00	0.06	8.82	52.89	9.95	55.73	61.10		838.31 -	-28.47	866.78 -	0.00	0.00	7.16 -	16.45	1.40 -	26.74 -	3.84 -	0.06	0.00	0.00	0.00	7.72	106.03	697.39 -	2014 Rate Analysis Loss Pure Premium (\$) Adj	
121.30 -11.1%		N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A		121.30	4.49	125.79			0.73	0.26	0.40	6.09	0.29	0.03			1	5.84	25.66	150.08	Loss Trend Adjustments	-
0.67 0.1%		N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A		0.67	- 0.86	1.53	ı	•	1	1	1	1.03	0.49	1	ı	1	ı	1	1	ı	On-Level Adjustments	
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10.7%	8.9%	7.4%	19.1%	7	8	∞
6.5%	4.8%	16.7%	34.6%	6	6	5
7.4%	5.7%	10.6%	25.1%	1 8	9	9
-6.5%	-8.9%	0.0%	100.0%	1	11	1
9.6%	7.8%	10.6%	31.2%	ω	ω	ω,
3.8%	2.2%	49.5%	49.7%	7	7	7
13.3%	11.4%	0.0%	100.0%	ı	1 2	1 12
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	-17.9% -17.9% 0.7% 7.2% -11.3% 27.2% 21.1.6% 5.4% 11.6% 5.4% 11.5% 11.1% 11.5% 11.5% 11.1% 11.5% 11.1% 11.5% 11.1% 11.5% 11.1% 11.1% 11.5% 11.5% 11.1%		1.19.3% 1.17% 1.0.9% 5.5.9% 5.5.9% 20.55% 3.7% 10.6% 10.3% 10.5% 10.5% 10.6%	-19.3% 6.6% 1.7% 1.17% 1.16% 27.6% 27.6% 27.6% 24.6% 27.6% 27.6% 27.6% 27.6% 27.1% 27.2% 2	1.19.3% 6.65% 88.4% 1.7% 31.6% 88.4% 1.7% 31.6% 88.6% 90.5%	1.19.3% 6.6% 89.4% 2 1.17% 31.6% 85.6% 2 2.0.5% 27.6% 99.5% 2 2.12.7% 32.1% 99.5% 2 2.12.7% 32.1% 99.5% 2 2.10.7% 0.0% 0.0% 91.9% 2 2.0.5% 27.1% 91.9% 2 2.0.6% 34.2% 94.8% 2 2.10.7% 0.0% 0.0% 94.8% 2 2.10.7% 0.0% 0.0% 94.8% 2 2.10.6% 0.0% 0.0% 94.8% 2 2.10.6% 0.0% 0.0% 94.8% 2 2.10.6% 0.0% 0.0% 94.8% 2 2.10.6% 0.0% 0.0% 0.0% 1 2.2% 22.7% 83.1% 83.1% 3 2.2.8% 98.8% 2 2.13.4% 99.8% 2 2.13.4% 99.8% 2 2.13.4% 0.0% 100.0% 1 2.13.4% 0.0% 100.0% 1 2.2% 0.0% 100.0% 1 2.2% 10.0% 100.0% 1 2.2% 10.0% 100.0% 1 2.2% 10.0% 100.0% 1 2.2% 10.0% 100.0% 1 2.2% 10.0% 100.0% 1 2.2% 10.0% 100.0% 1 2.2% 10.0% 100.0% 1 2.2% 10.0% 100.0% 1 3.3.4% 0.0% 0.0% 100.0% 1 3.3.4% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0

Vehicle Class CLEAR Rated Vehicles A - Commercial Light Trucks F - Farm Light Truck - 2003 F - Farm Light Truck - 2004 & Newer	2021 Indicated Average Rate Change 1.4%	2021 Proposed Average Rate Change 0.9% 15.4% -18.0%	2021 Proposed Average Rate Change with Capital Amounts -0.8% -13.5% -19.3%	% of Class Currently within +/-5% of Adequate 0.0% 6.6%	% of Class That Will Be within +/-5% of Adequate with Proposed Rates 0.9% 85.9% 76.6%	# of Rate Programs Until 95% of Vehicles are Adequate 4 3 3	# of Rate Programs Until All Vehicles are Adequate 4 6
A - Commercial Light Trucks F - Farm Light Truck - 1994 - 2003	L:470	15.4%	-0.6% 13.5% -19.3%	0.0%	0.9% 85.9%	ω 4	
F - Farm Light Truck - 2004 & Newer		2.8%	1.1%	29.6%	76.6%	, ω	
LV - Private Passenger Vehicles (PPV) LV - PPV - Farm Cars, SUVs and Vans		0.9% 7.5%	-0.8% 5.8%	27.4% 25.2%	83.6% 87.4%	2	
LV - Police Cars		-11.8%	-13.3%	32.1%	81.6%	2	
LV - Police Trucks, Vans & SUVs		22.1%	20.1%	0.0%	0.0%	9	
LV - U Drives PT - Taxis (Rural)		1.3%	-0.3%	26.6% 35.3%	86.3% 89.3%	2	
Conventionally Rated Vehicles	45 50/	10.10/	0 00/	200	0 00/	٥	
Ambulances A - Commercial Vehicles:	18.3%	10.1%	8.3%	0.0%	0.0%	~	
Heavy Trucks and Vans IRP Reg. Ded.	8.3%	6.1%	4.4%	31.7%	86.2%	ω	
Heavy Trucks and Vans IRP \$15K Ded.	8.9%	9.1%	7.2%	15.7%	100.0%	2 2	
Power Units IRP Reg. Ded.	36.6%	10.0%	8.2%	0.0%	0.0%	CT C	
Power Units IRP \$15K Ded.	73.3%	10.0%	8.2%	0.0%	0.0%	6	
Power Units Non-IRP	10.6%	7.6%	5.9%	17.1%	78.6%	ω	
C & D - Commercial Vehicles:	6 690	E 00%	7 /0/	27 7%	202 200	J	
Power Units	-8.2%	-6.5%	-8.0%	15.4%	68.1%	1	
F - Farm Vehicles:	7 400		0 000	4 500	80 40/	٠	
Light Trucks - 1993 & Older	-14.5%	-14.5%	-15.9%	0.0%	100.0%	⊢	
Power Units	14.3%	10.7%	8.9%	28.1%	84.9%	ω	
Hearses	5.0%	6.1%	4.3%	0.0%	100.0%	دا د	
L - Snowmobile Dealers	0.0%	0.0%	-1.6%	100.0%	100.0%	1	
LV - Antiques	11.2%	10.8%	9.4%	0.0%	100.0%	⊢ ,	
LV - Buses	2.8%	2.7%	1.1%	20.7%	100.0%	, h	
LV - Motorcycles:	3/2%	12.2%	10.3%	0.0%	100.0%	1 L	10 1
Cruiser/Touring	35.0%	8.6%	6.8%	7.4%	17.7%	9 5	
Dual Purpose/Other	25.9%	5.4%	3.7%	16.7%	28.7%	7	
Sport	33.8%	5.9%	4.1%	10.6%	22.1%	10	
MT - Snowmobiles	-6.0%	-6.5%	-8.9%	0.0%	100.0%	12 \	
PB - Passenger Inter-city Buses	16.2%	8.1%	6.3%	10.6%	30.9%	ω	
PC - Passenger City Buses	21.2%	2.9%	1.3%	49.5%	49.7%	4 8	
PT - Taxis	37.9%	10.0%	8.2%	0.0%	0.0%	∞ ⊦	
Trailers							
F - Trailers	15.9%	15.9%	13.4%	7.9%	100.0%	1	
LT - Trailer Dealers/Movers	-2.6%	-2.6%	-4.1%	0.0%	10.3%	4	4
T - Personal Trailers	76.8%	29.0%	26.8%	0.0%	57.2%	, (u	
TS - Commercial Trailers	-/.5% 2.1%	2.1%	-0.2%	0.0%	100.0%	ı ı	_
10 COMMISSION FINANCIS	1.1	1.4.70	Č.	000	10000		
Miscellaneous Classes						,	
A - Excess Value	0.0%	0.0%	-2.6%	100.0%	100.0%	1 2	
C&D - Excess Value	-17.3%	0.0%	0.0%	0.0%	0.0%	2	
Industrial Tracked Vehicles	0.0%	0.0%	-1.4%	100.0%	100.0%	1 4	
LV - Motorized Bicycle	0.0%	0.0%	-1.6%	100.0%	100.0%	ם	1
PV - Converted Vehicles	-1.4%	-1.4%	-3.0%	98.3%	100.0%	1	
PV - Heavy Trucks and Vans	-7.9%	-6.1%	-7.6%	25.3%	88.0%	2	
PV - Power Units	-5.0%	-3.5%	-5.1%	10.7%	51.1%	ω	
TS - Excess Value	-12.0%	0.0%	0.0%	0.0%	0.0%	2	
24 Hour Permit	123.7%	120.0%	120.0%	0.0%	100.0%	ь	
8 Day Permit	175.1%	104.2%	104.2%	0.0%	0.0%	2	
Intransit Permit	76.6%	76.5%	76.5%	0.0%	100.0%	⊢ 1	
TIC	149.7%	145.5%	145.5%	0.0%	100.0%	1	
Total							
All Vehicles Excluding Trailers & Misc.	0.8%	1.4%	-0.3%	25.1% 20.6%	82.8% 84.0%	3 2	
All Vellicies	1.7/0	1.7/0	0.0%	20.070	04.0/0	_	

All Vehicles Excluding Trailers & Misc. All Vehicles	Total	Intransit Permit	8 Day Permit	24 Hour Permit	TS - Excess Value	PV - Power Units	PV - Heavy Trucks and Vans	PV - Converted Vehicles	LV - Motorized Bicycle	Industrial Tracked Vehicles	C&D - EXCESS Value	C&U - Non-Resident	A - Excess Value	Miscellaneous Classes	TS - Commercial Trailers	T-Utility	T - Personal Trailers	LT - Trailer Dealers/Movers	F - Trailers	Trailers	TO THE STATE OF TH	PT - Taxis	PS - Passenger School Buses	PC - Passenger City Buses	PR - Passanger Inter-city Ruses	MT- Snowmohiles	IV - Motorhomes	Sport Sport	Cruiser/Touring	LV - Motorcycles:	LV - Buses (Restricted)	LV - Buses	LV - Antiques	L - Snowmobile Dealers	L - Automobile & Motorcycle Dealer Plates	Hearses Onto	Eight Trucks - 1993 & Older	Heavy Trucks and Vans	F - Farm Vehicles:	Power Units	Heavy Trucks and Vans	C & D - Commercial Vehicles:	Power Units Non-IRP	Power Units IRP \$15K Ded.	Dower Inite IRP Reg Ded	Heavy Trucks and Vans Non-IRB	Heavy Trucks and Vans IRP Reg. Ded.	A - Commercial Vehicles:	Ambulances	Commentionally Bated Wakidles	PT - Taxis (Rural)	LV - U Drives	LV - Police Trucks, Vans & SUVs	LV - Police Cars	LV - PDV - Farm Cars SHVs and Vans	F - Farm Light Truck - 2004 & Newer	F - Farm Light Truck - 1994 - 2003	A - Commercial Light Trucks	CLEAR Rated Vehicles	Vehicle Class		
0.8% 1.7%	149./%	76.6%	175.1%	123.7%	-12.0%	-5.0%	-7.9%	-1.4%	0.0%	0.0%	-1/.3%	0.0%	-6.2%		2.1%	-7.5%	76.8%	-2.6%	15.9%		01:070	37.9%	13.3%	21 2%	16.0%	-6.0%	13/16%	32 5%	35.0%	34.2%	12.2%	2.8%	11.2%	0.0%	5.9%	60%	14.5%	-5.1%	1	-8.2%	-6.6%		10.6%	73.3%	26 6%	13.0%	8.3%	10.000	18 3%										1.0%		Average Rate	
1.3% 1.7%	145.5%	76.5%	104.2%	120.0%	0.0%	-4.6%	-7.0%	-1.4%	0.0%	0.0%	0.0%	0.0%	0.0%		2.1%	-7.7%	29.7%	1.0%	15.9%		10:000	15.0%	13.3%	4 7%	11 1%	-6 5%	21 9%	8 4%	£ 5%	11.9%	12.2%	2.7%	10.8%	0.0%	5.9%	6.1%	12 1%	0.3%		-8.1%	-6.5%		8.9%	15.0%	15.0%	10.4%	7.1%	4.0.470	15.1%		0.9%	5.6%	22.5%	-10.8%	7.1%	4.0%	-17.8%	19.1%	0.8%	Rate Change	Average	2021
-0.3% 0.0%	145.5%	76.5%	104.2%	120.0%	0.0%	-6.1%	-8.6%	-3.0%	-1.6%	-1.4%	0.0%	-2.6%	0.0%		-0.2%	-10.0%	27.5%	-0.5%	13.4%		20.270	13.1%	11.4%	3.0%	9.5%	-89%	10.0%	5.6%	10.9%	10.1%	10.3%	1.1%	9.4%	-1.6%	4.1%	43%	10.2%	-2.0%		-9.7%	-8.0%		7.1%	13.1%	13 1%	7.0%	5.4%	20.270	13 2%		-0.7%	3.9%	20.5%	-12.2%	7.0%	2.3%	-19.2%	17.1%	-0.9%		Rate Change with	2021 Proposed
340,270 457,054	c	0	0	0	2,923	54	446	0	0	0	1,9/6	0	260		38,457	72,379	0	289	0		ď	0	0	0	0,000	4 580	0 4	43	30 130	272	0	89	0	0	0	, T, T	1 446	4,373		4,569	8,344		9	0	0 0	21	14	٠	0		46	713	0	72	3 170	5,033	13,023	1		Decrease > 5%	Currently Needing	
245,352 248,975	o	0	0	0	0	9	166	9	7	0	0	2		,	0	0	11	0	3,419		c	0	0	277	47	0	0 5	£3	325	533	0	74	0	25	0	7,500	4 360	295	2	982	4,448		280	0	0 62	272	135	٠	o		50	1,503	0	35	3,83,8	13,241	957	0		Adequate	+/-5% of	
377,338 487,295	119	64	1,506	197	0	20	45	0	0	0	0	0	0	,	15,520	0	52,569	197	39,719		G.E.	517	3.081	283	398	0	4 073	310	5,744	4,663	15	194	21,387	0	3,896	123	0 736	14,486		831	1,017		1,347	2,025	3 140	1 101	277	***	292		49	3,367	460	1	8 739	22,721	597	114		Increase > 5%	Needing	# of Exposures
902,617 1,103,318	119	64	0	197	0	51	629	10	7	0	0	2	Û		53,977	72,379	30,078	50	43,139		100	139	3.081	279	247	4 580	0	132	1,283	1,734	15	357	21,387	25	3,896	123	13.746	17,130		5,927	13,710		1,410	0	1,330	1 229	375	to of to	292		139	5,340	0	105	15.264	39,332	13,287	1		Proposed Rates	of Adequate with	# of Exposures That
60,343 90,006	0	0	1,506	0	2,923	33	27	0	0	0	1,976	0	097		0	0	22,502	436	0		270	378	0	282	198	0	270 7	283	9167	3,734	0	0	0	0	0	0	1 706	2,025		454	99		226	2,025	3 142	9.0	51	¢	0		7	244	460	3	487	2,554	1,290	114			5% of adequate with	
2 2	H	. 1	2	1	2	ω	2	1	1	1	2	2	2		1	1	4	4	1			7	1	7	J. F	1	7	so 0	6	1 00	1	1	1	1	1	1 6	3	בן ג		1	1		2	5 .	Δ	υ <u>μ</u>	2	*	2		2	2	9	2	2	2 2	2	3		are Adequate	95% of Vehicles	# of Rate
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9 9	۳	. 12	2	1	2	· U	ω	Р	- μ-	- μ-	2	, p	2		1	1	4	4	1			7		7	ء بر	٠,	7	ه د	n or	9	1	1	1	1	1	، د	n F	ı (u		2	2		3	6	л	u p	ω	r	2		2	2	9	2	2 2	2 ~	ω	3		Class is Adequate	Programs Until	4 > 6 D > 6 >

Total All Vehicles Excluding Trailers & Misc. All Vehicles	TIC	Intransit Permit	8 Day Permit	24 Hour Permit	TS - Excess Value	PV - Power Units	PV - Heaw Trucks and Vans	PV - Converted Vehicles	LV - Motorized Bicycle	Industrial Tracked Vehicles	C&D - Excess Value	C&D - Non-Resident	A - Excess Value	Miscellaneous Classes	TS - Commercial Trailers	T - Utility	I - Personal Trailers	LT - Trailer Dealers/Movers	F- Irallers	Irallers	Tuelland	PI - laxis	ra - rasseriger acritori pases	DC Dassager School Buses	DC - Dassenger City Ruses	DR - Passenger Inter-city Buses	MT - Snowmobiles	LV - Motorhomes	Sport	Dual Purpose/Other	cruiser/ Louring	LV = MOtorcycles.	LV Materials	LV Buses (Bestriet ad)	LY Disco	IV - Antiques	L - Snowmobile Dealers	L - Automobile & Motorcycle Dealer Plates	Hearses	Power Units	Light Trucks - 1993 & Older	Heavy Trucks and Vans	r - Farm Venicles:	Power Units	Heavy Irucks and vans	C & D - Confineration vertices:	C & D Commorcial Vehicles:	Power Units Non-IRD	Power Units IRP \$15K Ded.	Power Units IRP Reg. Ded.	Heavy Trucks and Vans Non-IRP	Heavy Trucks and Vans IRP \$15K Ded.	Heavy Trucks and Vans IRP Reg. Ded.	A - Commercial Vehicles:	Ambulances	Conventionally Rated Vehicles	TI - IOXIS (NOI OI)	PT - Tayle (Bural)	IV-III Drives	IV - Police Trucks Vans & SIIVs	LV - Police Cars	LV - PPV - Farm Cars. SUVs and Vans	LV - Private Passenger Vehicles (PPV)	F - Farm Light Truck - 2004 & Newer	F - Farm Light Truck - 1994 - 2003	A - Commercial Light Trucks	CLEAR Rated Vehicles	wellide class	Vehicle Class				
0.8% 1.7%	149.7%	76.6%	175.1%	123.7%	-12.0%	-5.0%	-7.9%	-1.4%	0.0%	0.0%	-17.3%	0.0%	-6.2%		2.1%	-7.5%	76.8%	-2.6%	15.9%			37.9%	13.370	12 200	21 2%	16.7%	-6.0%	134.6%	33.8%	25.9%	35.0%	35.2%	700 700	17.7%	700 C	11.2%	0.0%	5.9%	6.0%	14.3%	-14.5%	-5.1%		-8.2%	-6.6%	6 60/	10.0%	10.6%	73.3%	36.6%	12.0%	8.9%	8.3%		18.3%												1.4%	Cliange	Change	Average Rate	2021	3	
1.4%	145.5%	76.5%	104.2%	120.0%	0.0%	-3 5%	-6.1%	-1.4%	0.0%	0.0%	0.0%	0.0%	0.0%		2.1%	-7.7%	29.0%	-2.6%	15.9%	41		10.0%	13.370	12 200	2 9%	8 1%	-6.5%	18.5%	5.9%	5.4%	8.6%	0.1/0	0.10/	17 70	7 70/0	10.8%	0.0%	5.9%	6.1%	10.7%	-14.5%	0.9%		-6.5%	-5.9%	E 00/	7.070	7.6%	10.0%	10.0%	8.1%	9.1%	6.1%		10.1%		1.370	13%	E 200	22.1%	-11.8%	7.5%	0.9%	2.8%	-18.0%	15.4%	0.9%	rate change	Rate Change	Average	2021	3	
-0.3% 0.0%	145.5%	76.5%	104.2%	120.0%	0.0%	-5.1%	-7.6%	-3.0%	-1.6%	-1.4%	0.0%	-2.6%	0.0%		-0.2%	-10.0%	26.8%	-4.1%	13.4%	42.40/		8.2%	11.4/0	11 /0/	1 3%	63%	-8.9%	16.5%	4.1%	3.7%	5.8%	0.470	£0.370	10.3%	1 10	9.4%	-1.6%	4.1%	4.3%	8.9%	-15.9%	-0.8%		-8.0%	-7.4%	7 40/	3.370	5.0%	8.2%	8.2%	6.3%	7.2%	4.4%		8.3%		0.370	-0 3%	2 /0/2	20.1%	-13.3%	5.8%	-0.8%	1.1%	-19.3%	13.5%	-0.8%			Average Rate Change with	2021 Proposed	2	
334,931 451,715	0	0	0	0	2.923	5.4	446	0	0	0	1,976	0	260		38,457	72,379	c	289		,		c		0	0	0	4.580	0	43	99	130	272	3	0 0 0	80	0	0	0	0	1,446	5,927	4,373		4,569	8,344	0 3 4 4	9	٥٥	0	0	0	21	14		0		ŧ	45	667	0	72	2.961	282,311	5,937	13,019	1		Deciredae / J/o	Decrease > 5%	# or Exposures			
240,818 244,442	0	0	0	0	0	9	166	9	7	0	0	2	0		0	0	11	С	3,419	,		C		2,3	277	47	0	0	53	155	325	225	53	o ¥	7/	0	25	0	0	4,360	0	295		982	4,448	4 4 4 0	200	280	0	0	323	27	135		0		JI	51	1 / 00	0	35	3.962	209,536	12,450	961	0		nucquate	Adequate	+/-5% of	# of Exposures		
387,210 497,168	119	64	1,506	197	0	20	45	0	0	0	0	0	0		15,520	0	52,569	19/	39,/19	20140		51/	2,001	2 091	783	398	0	4,073	319	600	3,/44	4,000	1 (5)	154	104	21 387	0	3,896	123	9,736	0	14,486		831	1,01/	1 017	1,34/	1 3 4 7	2.025	3.142	1,101	122	277		292		+3	49	2 / 22	460	1	8.822	272,456	23,609	597	114		III case > 3/0	Increase > 5%	Needing	# of Exposuers		
794,414 995,057	119	64	0	197	0	43	578	10	7	0	0	2	0		53,977	72,379	30,078	50	43,139			0	3,081	2001	279	138	4.580	0	102	260	/85	1,14/	1117	15	257	21 387	25	3,896	123	13,196	5,927	17,130		4,344	12,/4/	12777	1,280	1 286	0	0	872	170	367		0		130	130	4017	0	88	13.757	638,727	32,161	12,522	1		r i oposed nates	Proposed Rates	of Adequate with	# of Exposures That	" .f F That	
168,545 198,267	0	0	1,506	0	2.923	41	79	0	0	0	1,976	0	260		0	0	22,502	436		>		51/		202	787	307	0	4,073	313	595	3,414	4,321	1 221	0 0	0	0	0	0	0	2,346	0	2,025		2,038	1,052	1000	100	25.1	2.025	3.142	552	0	59		292			15	337	460	20	1.989	125,576	9,835	2,056	114		Li oposed Rates	Proposed Rates	5% of Adequate with	# of Exposures That	" - A Thomas That	
2	1	1	2	1	2	ا بد	2	1	1	1	2	1	2		1	1	. 5	4		•		9		٠ (8	2	1	7	10	7	9) Io	3 +	4 ۱	٠,	4	1	1	1	3	1	1		1	, ,	,	ú	ی د	6	5	3	2	3		2		7	2 1	,	Q	2	2	2	3	3	4		al c yacdaare	are Adequate	95% of Vehicles	# of Rate	E - E D. +>	
10	1	1	2	1	2	6	4	2	2	1	2	1	2		1	1	6	4				9		٠, ١	٥	N I	1	7	10	7	TO	10	Ď.		•	4	1	1	ь	4	1	4		4		J	·	л	80	7	3	2	4		2		ú	ı,	0 (Q	3	3	4	4	6	4		l		All Vehicles are	# of Rate	E - E D - E - C	
10 10	1	1	2	1	2	6	w	12	12	1	2	1	2		1	1		1	_			9) F	۵ (٥	ı,	1	7	10	6	. 4	o u	D F	٠,	- F	۱ د	1.	1	ь	3	1	4		u	2 ~	٥		4	7	6	ω	2	3		2		7	2	o (٥	w	2	ω	ω	5	4		Classis Durchaste	Class is Adequate	Programs Until	t) h D) t)		

Total All Vehicles Excluding Trailers & Misc. All Vehicles	24 Hour Permit 8 Day Permit Intransit Permit TIC	PV - Converted Vehicles PV - Heavy Trucks and Vans PV - Power Units TS - Excess Value	C&D - Excess Value Industrial Tracked Vehicles LV - Motorized Bicycle	Miscellaneous Classes A - Excess Value C&D - Non-Resident	T - Utility TS - Commercial Trailers	Trailers F-Trailers LT-Trailer Dealers/Movers T-Personal Trailers	PT - Taxis	PC - Passenger City Buses PS - Passenger School Buses	PB - Passenger Inter-city Buses	LV - Motorhomes	Sport Sport	Cruiser/Touring	LV - Motorcycles:	LV - Buses	LY - Antiques	L - Automobile & Motorcycle Dealer Plates	Hearses	Light Trucks - 1993 & Older	F - Farm Vehicles: Heavy Trucks and Vans	Power Units	C & D - Commercial Vehicles: Heavy Trucks and Vans	Power Units Non-IRP	Power Units IRP \$15K Ded.	Heavy Trucks and Vans Non-IRP	Heavy Trucks and Vans IRP \$15K Ded.	A - Commercial Vehicles:	Convertionally Rated Vehicles Ambulances	PT - Taxis (Rural)	LV - U Drives	LV - Police Trucks, Vans & SUVs	LV - Police Cars	LV - Private Passenger Vehicles (PPV)	F - Farm Light Truck - 2004 & Newer	F - Farm Light Truck - 1994 - 2003	CLEAR Rated Vehicles	Vehicle Class
0.8% 1.7%	123.7% 175.1% 76.6% 149.7%	-1.4% -7.9% -5.0% -12.0%	-17.3% 0.0% 0.0%	-6.2% 0.0%	-7.5% 2.1%	15.9% -2.6% 76.8%	37.9%	13.3%	16.2%	134.6%	33.8%	35.0%	34.2%	2.8%	11.2%	5.9%	6.0%	-14.5%	-5.1%	-8.2%	-6.6%	10.6%	73.3%	12.0%	8.9%	200	18.3%								1.1%	2021 Indicated Average Rate Change
1.3%	120.0% 104.2% 76.5% 145.5%	-1.4% -6.6% -4.3% 0.0%	0.0% 0.0%	0.0%	-7.7% 2.1%	15.9% -0.8% 29.6%	12.5%	13.3%	9.6%	20.7%	7.4%	10.7%	10.1%	2.7%	0.0%	5.9%	6.1%	-14.5%	0.0%	-7.5%	-6.4%	8.4%	12.5%	9.3%	8.9%	5 500	12.6%	1.2%	5.5%	22.6%	-11.3%	%8.0	3.5%	-17.9%	0.8%	2021 Proposed Average Rate Change
-0.3% 0.0%	120.0% 104.2% 76.5% 145.5%	-3.0% -8.2% -5.8% 0.0%	-1.4% -1.6%	0.0%	-10.0% -0.2%	13.4% -2.4% 27.5%	10.6%	11.4%	7.8%	18.6%	5.7%	8.9%	8.3%	1.1%	9,4%	4.1%	4.3%	-15.9%	-1.7%	-9.0%	-7.8%	6.6%	10.6%	7.5%	7.0%	7.00/	10.7%	-0.5%	3.7%	20.6%	-12.7%	-0.9%	1.8%	-19.3%	-0.8%	2021 Proposed Average Rate Change with
338,653 455,437	0 0 0	0 446 54 2,923	1,976 0	260 0	72,379 38,457	0 289 0	0	0	0	0 0	43	130	272	89	0 0	0	0	5,927	4,373	4,569	8,344	9	0	0	21		0	46	701	0	72	285,762	6,022	13,023	3	# of Exposures Currently Needing Decrease > 5%
241,901 245,525	0 0 0	9 166 9 0	0 0 7	0	0 0	3,419 0	0	0	47	0	53	325	533	74	0 25	0	4,300	0	295	982	4,448	280	0	323	27	4.07	0	50	1,495	0	35	209,978	13,154	957		# of Exposures Currently within +/-5% of Adequate
382,405 492,363	197 1,506 64 119	0 45 20 0	0	0	0 15,520	39,719 197 52.569	517	3,081	398	4,073	319	3,744	4,663	194	21,387	3,896	123	0	14,486	831	1,017	1,347	3,142 2,025	1,101	122	277	292	49	3,386	460	0,747	268,563	22,819	597	1	# of Exposures Currently Needing Increase > 5%
859,915 1,065,176	197 0 64 119	10 588 49 0	0 0 7	0	72,379 53,977	43,139 50 30.078	139	3,081	139	0 0	121	857	1,286	357 15	25 21,387	3,896	123	5,927	17,130	5,314	13,637	1,303	0	1,183	170	207	0	138	5,133	0	97	691,969	35,919	13,054	1	# of Exposures That Will Be within +/-5% of Adequate with Proposed Rates
103,045 128,148	0 1,506 0	0 69 35 2,923	1,976 0 0	260 0	0 0	0 436 22,502	378	0	306	4,073	294	3,342	4,182	0	0 0	0	T,/90	0	2,025	1,067	172	334	3,142 2,025	241	0	3	292	7	450	460	11	72,334	6,077	1,524	444	# of Exposures That Will not be within +/- 5% of Adequate with Proposed Rates
2 2	1 1 1	1 2 3 2	2 1 1	2	1 1	4 4 1	7	1	1 ω μ	7	00 0	7	00 H	حر د		. 1	1 2	. 1	1	1	2	2	5 4	. 3	1	ا د	2	2	2	9	2	2	2	2	u	# of Rate Programs Until 95% of Vehicles are Adequate
9 9	1 2 1	2 5 3 1	1	2	1 1	5 4 1	7	1	1 33 1	7	9	n 00	9	- 1-	1	. 1	1 4	1	ω	3	2	4	8 6	3	1		2	2	ω	9	2	υω	3	5 (υ	# of Rate Programs Until All Vehicles are Adequate
9 9	1 1 1	1 3 5 2	1 1	2	1	1 4	7	1	1ω.	7	9	л (00	9	- p	P F	. 1	12 0	1	ω	2	2	3	6	1 3	1	١	2	2	2	9	2	2	2	4	v	# of Rate Programs Until

Jurisdictional Comparison - SDR & BR

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mmercial vahicles	Non-fleet commercial vehicles
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Driver Risk Premium7	Driver Risk Premium
Driver Penalty Point Premium4	Driver Penalty Point
Insurance Corporation of British Columbia (ICBC)4	Insurance Corporation
Driver Safety Rating	Driver Safety Rating .
Manitoba Public Insurance (MPI)2	Manitoba Public Insura
ndividual Safety Programs2	ndividual Safety Program

Individual Safety Programs Manitoba Public Insurance (MPI) Driver Safety Rating¹

based on the customer's driving record. The scale has 36 levels. The Driver Safety Rating (DSR) system recognizes safe driving behaviour using the DSR scale

driving and at-fault claims move them down the scale. The highest-risk drivers pay up to a vehicle premiums and up to an additional \$30 savings on driver's licence premiums. Unsafe Driving safely moves a driver up the scale, which saves them money – up to 33% savings on insurance. \$3,000 premium on their driver's licence charge and receive no savings on their vehicle

previous DSR level and their driving record from the past year. scale and what they owe for the next year. They adjust the driver's level on the scale using their Each year prior to renewal, MPI will send a notice showing the driver where they are on the

even more on their driver's licence and vehicle premiums. convictions or suspensions will move the driver one level up the scale. This will save the driver Starting at the base level, each year of safe driving without any vehicle claims and driving

administrative suspensions, will move a driver down the scale. Moving down the scale means High-risk driving, including traffic convictions, at-fault claims or alcohol- or drug-related higher premiums.

active licence who is at level -20 will move up the scale by seven levels for one year of safe DSR rating substantially by changing their driving behaviour. For example, a driver with an Drivers in the negative on the scale that have had a history of high-risk driving, can raise their driving

¹ Information source: https://www.mpi.mb.ca/Pages/driver-safety-rating.aspx

DSR LEVEL	DR	DRIVER'S LICENCE COST	ST	DSR VEHICLE
	DSR DRIVER PREMIUM*	DRIVER'S LICENCE	TOTAL	DISCOUNT
+15	\$15	\$20	\$35	33%
+14	\$20	\$20	\$40	30%
+13	\$20	\$20	\$40	29%
+12	\$20	\$20	\$40	28%
+11	\$20	\$20	\$40	27%
+10	\$20	\$20	\$40	26%
+9	\$25	\$20	\$45	25%
+8	\$30	\$20	\$50	25%
+7	\$30	\$20	\$50	25%
+6	\$30	\$20	\$50	20%
+5	\$30	\$20	\$50	15%
1	\$30	\$20	\$50	15%
+3	\$35	\$20	\$55	10%
+2	\$35	\$20	\$55	10%
**	\$40	\$20	\$60	5%
0 (BASE)	\$45	\$20	\$65	0%
i.	\$200	\$20	\$220	0%
-2	\$200	\$20	\$220	0%
۵.	\$300	\$20	\$320	0%
4	\$400	\$20	\$420	0%
ů	\$450	\$20	\$470	0%
-6	\$500	\$20	\$520	0%
-7	\$650	\$20	\$670	0%
-8	\$800	\$20	\$820	0%
-9	\$900	\$20	\$920	0%
-10	\$1,000	\$20	\$1,020	0%
-11	\$1,200	\$20	\$1,220	0%
-12	\$1,400	\$20	\$1,420	0%
-13	\$1,600	\$20	\$1,620	0%
-14	\$1,800	\$20	\$1,820	0%
-15	\$2,000	\$20	\$2,020	0%
-16	\$2,200	\$20	\$2,220	0%
-17	\$2,400	\$20	\$2,420	0%
-18	\$2,600	\$20	\$2,620	0%
-19	\$2,800	\$20	\$2,820	0%
-20	\$3,000	\$20	\$3,020	0%

^{*}Note that the driver premium is in addition to the \$20 licence charge.

There's an online calculator that demonstrates how the program works based on a driver's location on the scale. The calculator can be found here:

Insurance Corporation of British Columbia (ICBC)

(DPP), Multiple-crash Premium, Driver Risk Premium (DRP), and Driver Factor. ICBC runs multiple programs to encourage safe driving. The programs are Driver Penalty Point

Driver Penalty Point Premium²

recorded on the driver's driving record. a driver received during a 12-month period called the "assessment period." The assessment offence carries a different number of points. Each year ICBC looks at the total number of points Driver Penalty Points are collected on a driver's driving record through traffic offences. Each period may include driving offences during an earlier period which have only recently been

Autoplan insurance premiums. They are billed even if a driver doesn't own or insure a vehicle. driving record, the more they will pay as a result. Driver Penalty Points are separate from period, will pay a Driver Penalty Point (DPP) premium. The more penalty points on a driver's Drivers that collect more than three points on their driving record during the assessment

or after June 10, 2019 may be factored into a driver's premium costs for Collision and Extended As of September 1, 2019, convictions for frequent or serious driving offences that occurred on Third Party Liability coverages.

and the Driver Risk Premium. A driver will be billed once per year under the program that or convictions, such as excessive speeding, may apply to both the Driver Penalty Point program The premium ranges from \$252 for four points to \$34,560 for 50 or more points. Some offences results in the higher premium.

Drivers have two options to reduce the cost of their driver penalty point (DPP) premium:

- If a driver gives up their driver's licence for one year from their birthday, their DPP premium can be eliminated.
- 2 If a driver gives up their licence for at least 30 days during their billing period, their DPP premium could be reduced.

Drivers that have been suspended or prohibited from driving for 60 days or more, are eligible for a DPP premium reduction. These 60 days must have been completed within the billing

A DPP premium reduction is also available if, for 30 days during their billing period, a driver

living in another province and held a driver's licence from there

² Information source: https://www.icbc.com/driver-licensing/tickets/Pages/Driver-Penalty-Points.aspx

- staying in a country other than Canada or the U.S. incarcerated, or
- not operating a vehicle for medical reasons.

The Driver Penalty Point premium required depends on the total number of points accumulated in a 12-month period. These points stay on a driver's driving record for five years, but the premium is only paid once.

50 or more	49	8	47	46	ŝ	2	5 R	4	40	3	***	37	3	t# 1	r t	1 K	1 12	30	29	28	27	26	25	24	23	22	21	20	19	18	17	15	14	13	12	ш	10	0 6		1 0	· ·		0-3	Number of penalty points
\$28,800	\$26,880	\$25,728	\$24,576	\$23,424	\$22,272	\$21,312	\$19,392	\$18,432	\$17,472	\$16,416	\$15,648	\$14,880	\$14,112	\$13.344	\$17,808	t t	\$10,464	\$9,792	\$9,216	\$8,640	\$8,064	\$7,488	\$6,912	\$6,432	\$ 5,952	\$5,472	\$4,992	\$4,512	\$4,128 1	\$3.744	3 360	\$2,592	\$2,304	\$2,016	\$1,512	\$1,296	\$1,086	47E8	60 M	o des	\$276	\$210	2	Annual Driver Penalty Point premium \$ (prior to November 1, 2019)
\$34,560	\$32, 256	\$30,874	\$29,491	\$28,109	\$26,726	\$25,574	\$23,270	\$22,118	\$20,966	\$19,699	\$18,778	\$17,856	\$16,934	\$16,013	\$14,170		\$12,557	\$11,750	\$11,059	\$10,368	\$9,677	\$8,986	\$8,294	\$7,718	\$7,142	\$6,566	\$5,990	\$5,414	\$4,954	\$4,493	94.032	\$3,110	\$2,765	\$2,419	\$1,814	\$1,555	\$1,303	4977	9740	\$432	\$331	\$252	N	Annual Driver Penalty Point premium 5 (as of November 1, 2019)

Driver Risk Premium3

A driver will pay a Driver Risk Premium if they have at least one of the following:

- one or more driving-related Criminal Code convictions
- one or more 10-point Motor Vehicle Act convictions
- one or more excessive speeding convictions
- two or more roadside suspensions/prohibitions
- driving two or more convictions over a three-year period for using an electronic device while

reviews their driving record for offences in the previous three years Each year just prior to a driver's assessment date (which is usually their date of birth) ICBC

billings for more than one year, depending on the rest of their driving record in a three-year A driver will receive only one DRP invoice per year, but each driving offence may impact DRP

insurance premiums. They are billed even if a driver doesn't own or insure a vehicle The Driver Risk Premium (DRP), like Driver Penalty Points (DPP), is separate from Autoplan

This table shows the DRP amounts a driver may have to pay for different types of driving

³ Information Source: https://www.icbc.com/driver-licensing/tickets/Pages/Driver-Risk-Premium.aspx

10	9	00	7	6	U	4	ω	2	ц	Conviction
\$34,560	\$34,560	\$34,560	\$34,560	\$34,560	\$34,560	\$20,966	\$11,750	\$5,414	\$1,303	Criminal Code of Canada convictions
\$1,627	\$1,411	\$1,224	\$1,066	\$922	\$806	\$706	\$619	\$533		Roadside suspensions /prohibitions
\$1,627	\$1,411	\$1,224	\$1,066	\$922	\$806	\$706	\$619	\$533		Use of an electronic device while driving
\$1,627	\$1,411	\$1,224	\$1,066	\$922	\$806	\$706	\$619	\$533	\$461	Excess Speed

Amounts continue to increase for more than 10 convictions.

give up their driver's licence for: There are two ways to reduce the cost of a driver's Driver Risk Premium (DRP). The driver can

- their entire billing period and their DRP premium could be eliminated
- at least 30 days during their billing period and their Driver Risk Premium can be reduced.

Multiple Crash Premium 4

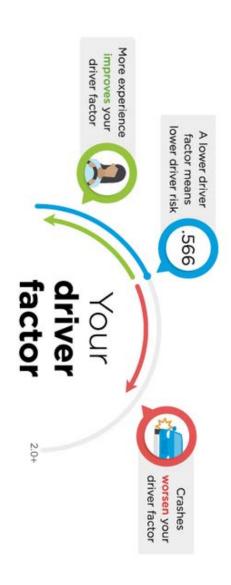
than 50 per cent at fault for these crashes, the multiple crash premium doesn't apply. For each additional crash within three years, they would pay an extra \$500. If the driver is less pay a multiple crash premium (MCP) of \$1,000 in addition to their regular Autoplan premiums. If a driver is 50 per cent or more at fault for three crashes in three years, they might need to

crash premium to the amount of time they have given up their licence. before giving it up for a full year, ICBC will pro-rate the outstanding amount on their multiple Interest will be applied to any outstanding amounts. If the driver gets their licence re-issued A driver can avoid paying the multiple crash premium by giving up their licence for one year.

⁴ Information source: https://www.icbc.com/driver-licensing/tickets/Pages/Multiple-crash-premium.aspx

Driver Factor⁵

higher risk. As drivers gain driving experience, and for each year they remain crash-free, their number lower than 1.000 represents a lower driving risk and a higher number represents a whether they are a senior or new resident. The driver factor reference point is 1.000 – a driver factor primarily looks at a driver's driving experience and crash history, as well as The driver factor is a 3 decimal point number that represents a driver's risk on the road. The driver factor will improve.



policy's combined factor may not be the same. Every insurance policy will start with a base and other considerations. This explains why a customer's individual driver factor and the the collective risk of up to two listed drivers, as well as applied discounts, territory adjustments, Customers will be asked to list who drives their car. The resulting combined factor represents premium, which then increases or decreases depending on the policy's combined factor.

with the highest risk. principal driver and the remaining 25% will be based on the driver factor of the listed driver most cases, 75% of the Basic insurance premium will be based on the driver factor of the Up to two individual driver factors will be used to determine the combined factor of a policy. In

caused by learners won't go on their driving record – ICBC doesn't want to penalize learners if drivers represent and helps cover the costs of crashes caused by learners. Additionally, crashes additional premium will apply. The learner driver premium recognizes the risk that learner driving experience means greater risk, so when one lists learners on their policy, a new Learner drivers don't have a driver factor, so they won't affect your Basic premium. But less they were to cause a crash while they are learning to drive

⁵ Information source: <u>Driver factor (icbc.com)</u>

range from \$130 to \$230 per year, depending on where the customer lives. need to pay the premium for each learner listed on their policy. The learner driver premium will The learner driver premium covers all learners using a customer's car – the customer doesn't

same scan period. discounts will be reduced with one at-fault crash and eliminated with a second crash in the for inexperienced drivers. ICBC continues to offer discounted premiums, however, these the current nine years of crash-free driving. Basic insurance premiums are currently discounted will be able to receive Basic insurance savings for up to 40 years of driving experience, up from Generally, drivers with more years of driving experience will see greater savings. A customer

experience behind the wheel. However, this discount will be reduced if they cause a crash, and ICBC will continue to offer inexperienced drivers discounted premiums while they gain more eliminated if they cause a second one in the scan period.

is also considered. The scan period is the timeframe ICBC uses to review crash history. As part will pay in insurance. Like driving experience, the crash history of the drivers listed on the policy Crash history is a key indicator of driver risk. The more crashes a driver causes, the more they of the insurance model, ICBC has introduced a ten-year scan period.

Business Safety Programs

Manitoba Public Insurance (MPI)

Autopac Fleet Program⁶

they will see the results of their safety efforts through a sliding scale of rebates and surcharges driving and vehicle maintenance. MPI encourages customers to focus on safety. By doing so, Autopac Fleet Program upholds MPI's commitment to a rating structure that rewards safe Discounts for fleet owners are handled differently than with individual vehicle owners. The The lower the losses MPI pays, the less they will have to pay to insure their fleet

To qualify, one must:

- plates) on the first day of any customer month in their registration period Have 10 or more vehicles registered (including vehicles under dealer and repairer
- Meet the required minimum number of insured days.

Excluded vehicles are:

vehicles classified as insurance-exempt vehicles

⁶ Information source: <u>Autopac Fleet Program (mpi.mb.ca)</u>

- vehicles for hire
- trailers
- vehicles for which premiums are paid only for Personal Injury Protection Plan coverage
- off-road vehicles
- motorcycles
- mopeds
- mobility vehicles
- vehicles under a Lay-up policy
- vehicles under a Rental Vehicle Insurance policy

to the customer's fleet experience. the cost of the claim (including all costs for which the fleet driver is responsible) will be charged fleet experience. For example, if the driver is held 40% responsible for a claim, then only 40% of and fleet premiums for New and Leased Vehicle Protection coverage are not included in the comprehensive claims, which are fully included in the calculation of the loss ratio. Losses paid customer paid to MPI. Claims are included according to the degree of responsibility, except for the ratio between all the losses MPI paid on the customer's behalf and the fleet premiums the Rebates and surcharges are determined by the loss experience of the fleet. A loss experience is

Currently, the maximum amount used for any one loss is \$25,000. Rebates and surcharges will vary, determined by the customer's loss ratio.

33%. Fleets can qualify for the same maximum savings as drivers on the Driver Safety Rating Fleets with the lowest ratio of claims to premiums paid are eligible for premium rebates up to (DSR) scale.

53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	Rebates If Your Loss Experience Is (%)
17	16	15	14	13	12	11	10	9	00	7	6	u	4	ω	2		Your Refund Will Be (%)
	37 or less	မ	39	40	41	42	43	4	45	46	47	48	49	50	51	52	If Your Loss Experience Is (%)
	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	Your Refund Will Be

104	103	102	101	100	99	98	97	8	35	3,	iS	22	76	98	89	88	87	85	85	49	83	82	82	80	70-79	Surcharges If Your Loss Experience Is (%)
25	24	23	22	21	20	19	18	17	16	ts	14	13	12	11	10	· o	60	7	0.	u	4	ю	22	p.in	Ni	Your Surcharge Will Be (%)
	129 or more	128	127	126	125	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110	109	108	107	106	105	If Your Lass Experience Is (%)
	50	49	48	47	46	6	4	45	45	41	40	29	38	27	36	25	34	33	32	21	90	29	28	27	26	Your Surcharge Will Be (%)

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\$5,425	\$3,750	Claims
		Divided Fleet By Prem
\$2,495	\$10,144	Fleet Premiums
217%	37%	Equals Less Ratio
50% of premium \$2,495	33% of premium	Equals Less Refund/Surcharge Rebate/Surcharge Amount
or a surcharge of \$1,247	a rebate of \$3,348	Rebate/Surcharge Amount

indicate the customer's rebate or surcharge, based on the fleet results for the year. ratio. A final fleet assessment package is sent annually with a statement of account. This will progress package that includes reports on fleet identification, claims incurred, and fleet loss MPI will help customers manage the loss experience of their fleet by providing a quarterly

Insurance Corporation of British Columbia (ICBC) Fleetplan⁷

companies. Businesses that can benefit from Fleetplan include transport operations, trades and smaller

Minimum requirements

- company, and Customer has five or more motor vehicles that are registered or leased to them or their
- the vehicles are primarily used for commercial or business purposes.

Trailers can be included in a fleet, once the minimum requirement for motor vehicles is met.

- Fleetplan. Customers insuring five to 19 motor vehicles can choose whether or not to participate in
- must participate in Fleetplan. Customers that have 20 or more motor vehicles insured for commercial or business use

⁷ Information source: <u>Fleetplan (icbc.com)</u>

where they're listed as a driver) may be affected. in a non-fleet vehicle, the driver's personal insurance premiums (and those of any other policies Rate classes will not impact fleet drivers if they're involved in a crash. If an at-fault crash occurs

By using Fleetplan, a customer gets higher maximum premium discounts, access to enhanced financing, and simpler administration.

Financial benefits

- A maximum premium discount of up to 63 per cent.
- Convenient payment options, including debit card, credit card and ICBC's payment plan.
- Payment plan financing for fleets allows mid-term changes to the plan.

Administrative benefits

- Vehicle licences and insurance expire on the same date for all vehicles in the fleet, making administration easier.
- No need to list drivers or declare a principal driver.
- Access to quarterly and four-year loss/claims experience reports

Service benefits

- Access to ICBC appraisers who specialize in heavy vehicles and equipment
- 24/7 claims service, including out-of-province.

premium (before discount) compared to all dollars used to pay for the fleet's at-fault claims loss ratio and a higher fleet discount. The loss ratio is the percentage of the fleet's total is based on the fleet's "loss ratio" over a three-year period. Fewer at-fault claims means a lower into account, the overall fleet discount or surcharge is applied. The fleet discount or surcharge the territories in which it operates and the value of the vehicle. Once these factors are taken For each vehicle in the fleet, the premium is based on the business use of the vehicle,

"Retro") that can earn large fleets up to 35 per cent in premium returns ICBC has a voluntary, performance-based program (Fleet Premium Adjustment Agreement, or

To join, a customer needs to

- insure more than 200 vehicles, or
- have an annual premium after discount of \$100,000 or more.

Premiums are based on the customer's loss ratio

(Hell 1933 Fatto 13 75 % Of 1633
following year

Non-fleet commercial vehicles⁸

policies for each of their vehicles might be the right fit for the customer. If a business insures fewer than 20 motor vehicles, separate (individually rated) insurance

A customer can purchase insurance separately for each of their vehicles if

- they're insuring fewer than 20 motor vehicles, and
- their vehicles are **primarily used for business** purposes.

under Fleetplan. Note: If they're insuring five or more vehicles, they have the option of participating

With individually rated commercial insurance, a customer buys policies for each vehicle. It's similar to buying regular car insurance.

Insurance premiums are calculated based on factors like

- the driving experience and claims history of the driver(s) of the vehicle
- the customer's eligibility for any discounts
- the business or commercial purpose of the vehicle
- where it's driven or stored (also called territory)

vehicle. Customers will need the date of birth and driver's licence number for everyone listed. now the principal driver, and the customer should list other drivers who will operate the commercial vehicle(s). The person who operates a non-fleet commercial vehicle the most is As of September 1, 2019, customers will be asked to list those who drive their non-fleet

in an at-fault crash, and depending on the rate class of the vehicle involved, then it may affect Under the new insurance model, crashes will now follow the driver. If an employee is the driver future policies where they are listed as a driver unless the claim is repaid

⁸ Information source: Non-fleet commercial vehicles (icbc.com)

Safe Driver Recognition and Business Recognition - Discounts, Surcharges, Demerit Revenue

			Business R	Recognition		Safe Driver Recognition			
Fiscal	Insured Years	BR Discount	Per Insured	BR Surcharge	Per Insured	SDR Discounts	Per Insured	SDR Demerit Revenue	Per Insured
Year	As at March 31		Year		Year		Year		Year
2015-16	935,723	(\$10,247,928)	(\$11)	\$2,132,792	\$2	(\$118,698,628)	(\$127)	\$17,594,524	\$19
2016-17	933,738	(\$11,626,292)	(\$12)	\$628,303	\$1	(\$123,112,006)	(\$132)	\$17,576,420	\$19
2017-18	937,399	(\$16,908,785)	(\$18)	\$978,425	\$1	(\$127,266,996)	(\$136)	\$36,128,104	\$39
2018-19	936,573	(\$18,068,373)	(\$19)	\$1,068,475	\$1	(\$131,036,804)	(\$140)	\$36,130,631	\$39
2019-20	940,761	(\$18,534,994)	(\$20)	\$1,061,294	\$1	(\$132,995,218)	(\$141)	\$36,877,173	\$39
2020-21	938,283	(\$18,790,938)	(\$20)	\$1,117,259	\$1	(\$138,148,190)	(\$147)	\$25,906,859	\$28

SASKATCHEWAN AUTO FUND Capital Margin Calculation

Five-Year Forecast With 0% Basic Rate and No Capital Adjustment:

	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
Increase (decrease) to Rate Stabilization Reserve (RSR)	498,028	46,148	58,308	45,447	56,270	58,500
Capital Available (RSR less deductions)	1,007,880	1,034,028	1,072,336	1,084,283	1,148,303	1,214,553
Capital Required	636,673	658,738	672,430	693,578	716,398	743,337
Forecasted MCT (no margins)	158.3%	157.0%	159.5%	156.3%	160.3%	163.4%
Calculation of Capital Maintenance Provision:	2020/2021	2021/2022				
2022-2025 Average % Increase In Capital Required		3.07%				
Cap Req Using Long-term % Increase	636,673	656,197				
Target MCT for Capital Maintenance		125.0%				
Capital Maintenance Provision		24,406				
Calculation of Capital Build/(Release) Provision:	2021/2022					
Forecasted Smoothed MCT (no margins)	157.6%					
MCT percentage difference from target MCT 1/5 of MCT shortfall percentage from target	-32.6% -6.5%					
Smoothed Capital Required	647,705					
Capital Build/(Release) Provision	-42,279					

Calculation of Required Capital Margin:

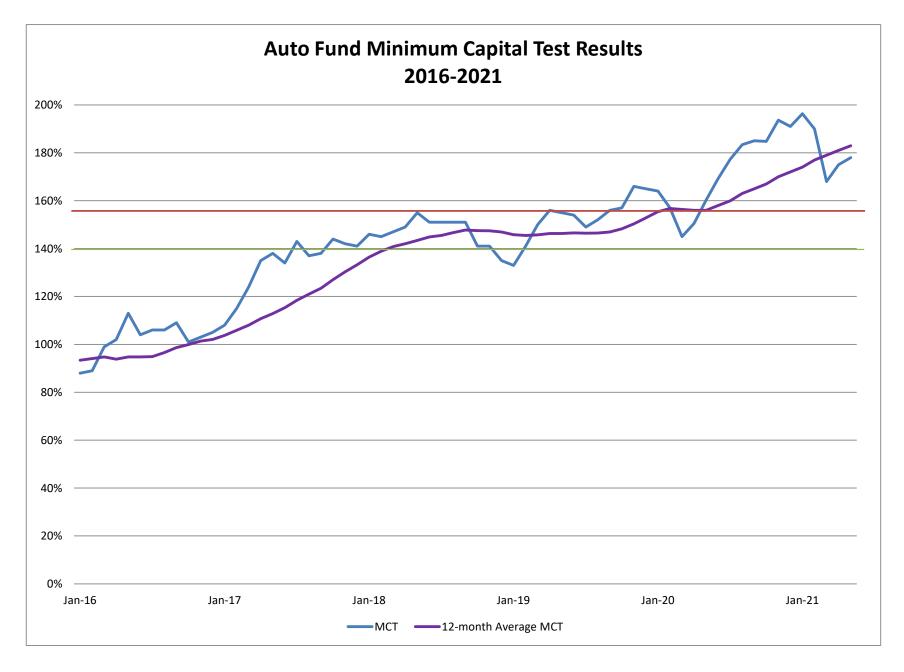
Adjustment to Capital Margin	All Vehicles Incl Trailers Projected Rating Year Average Premium Required Capital Margin Current Capital Margin	Total Premium Required/(Excess)	Variable Expense % Break Even %	Total Capital Required/(Excess) Provision	Capital Build/(Release) Amount Additional Change in Required Capital* Total Capital Build/(Release) Provision Amount	Capital Maintenance Amount Additional Change in Required Capital* Total Capital Maintenance Provision Amount
-4.37%	988,030 -2.24% 2.23%	-22,116	10.47% -5.07%	-20,923	-42,279 -7,214 - 49,494	24,406 4,164 28,570
	Maintenance 3.1%					
	Release -5.3%					

Saskatchewan Auto Fund Statement of Operations (Thousands of \$) 2.75% overall rate decrease in 2021/2022

Year ended March 31	2020-21	2021-22	Fore 2022-23	Forecast 2023-24	2024-25	2025-26
(\$000's)	❖	↔	❖	❖	↔	❖
Direct premium	988,904	994,564	1,000,163	1,018,105	1,036,421	1,055,120
Ceded premium	(9,397)	(9,481)	(9,696)	(9,870)	(10,047)	(10,228)
Net premiums written	979,507	985,083	990,467	1,008,235	1,026,374	1,044,892
Net premiums earned	964,891	986,758	985,285	1,001,689	1,019,668	1,038,044
Claims incurred	516,502	676,216	724,933	804,409	832,817	861,126
Prior year claims (Net of Disc/PFAD)	156,354				•	
Loss adjusting expense (LAE)	142,075	164,491	165,519	168,984	171,870	177,805
Issuer fees and premium taxes	96,998	101,248	108,959	105,748	104,106	108,319
Administrative expenses	66,714	90,886	93,792	102,920	89,957	81,929
Traffic safety	33,326	40,479	41,289	42,114	42,957	43,816
Total claims and expenses	1,011,969	1,073,320	1,134,492	1,224,175	1,241,707	1,272,995
Premium Deficiency Adjustments	1	1	1	1	1	1
Underwriting loss	(47,078)	(86,562)	(149,207)	(222,486)	(222,039)	(234,951)
Investment earnings	466,210	34,935	68,120	126,678	134,249	142,431
	100 000	33 483	6 407	(F 080)	E 086	4301
Rebate to policyholders *	(285,000)	-	,	(1)000	-	- 1
RSR Balance, Beginning of Year	806,747	1,019,775	1,053,258	1,059,755	1,054,675	1,060,661
RSR Balance, End of Year	1,019,775	1,053,258	1,059,755	1,054,675	1,060,661	1,064,862
Loss ratio excl LAE	69.7%	68.5%	73.6%	80.3%	81.7%	83.0%
LAE ratio	14.7%	16.7%	16.8%	16.9%	16.9%	17.1%
Loss ratio	84.5%	85.2%	90.4%	97.2%	98.5%	100.1%
Issuer fee and premium tax ratio	10.1%	10.3%	11.1%	10.6%	10.2%	10.4%
Administrative expense ratio	6.9%	9.2%	9.5%	10.3%	8.8%	7.9%
Traffic safety ratio	3.5%	4.1%	4.2%	4.2%	4.2%	4.2%
Combined ratio	105.0%	108.8%	115.2%	122.3%	121.7%	122.6%
Minimum Capital Test	158%	157%	153%	146%	145%	144%
MCT - Rolling 12 month avg.	154%	157%	155%	150%	146%	145%
Administrative expense ratio:						
Corporate Transformation - Internal	0.3%	0.4%	0.4%	0.6%	0.4%	0.3%
Corporate Transformation - External	0.0%	1.2%	1.2%	1.7%	0.3%	0.0%
Corporate Transformation	0.3%	1.6%	1.6%	2.3%	0.7%	0.3%
W/O Corporate Transformation	6.6%	7.6%	8.0%	8.0%	8.1%	7.6%
	6.9%	9.2%	9.6%	10.3%	8.8%	7.9%

Excluding impact of discounting due to bond yield changes

122.8%	122.5%	123.5%	122.0%	118.2%	68.0%	Combined ratio
100.3%	99.3%	98.4%	97.2%	94.6%	47.5%	Loss Ratio



Jun-05 Sep-05 Sep-05 Sep-05 Sep-05 Sep-06 May-06 Jun-06 May-06 Jun-06 May-06 Jun-06 May-06 Jun-06 May-06 Jun-07 Jun-07 Jun-07 Jun-07 Jun-07 Jun-08 Jun-09 Jun-11 Ju	Month/Yea Jan-05 Feb-05 Mar-05 Apr-05 May-05
147% 147% 156% 156% 165% 165% 165% 165% 165% 165	r MCT 139% 139% 146% 147%
148% 150% 150% 150% 150% 150% 150% 150% 150	12-month Average MC
189 123 342 200 018 670 205 621 418 203 347 426 205 223 877, 426 205 223 877, 426 207 28 999 24 249 728 999 24 249 728 999 24 259 197, 287 266 516 52 271, 286 598 268 599 51 274, 903 144 207, 144, 148 215, 157, 164 217, 167, 168 217, 167, 168 217, 167, 168 217, 170, 216 114, 271, 171, 189 115, 170, 216 115, 1	T RSR Balance

May-15 Jun-15 Aug-15 Aug-15 Sep-15 Oct-16 Apr-16 Aug-16 Oct-16 Coct-16 Aug-16 Coct-17 Aug-17 Aug-18 Aug-18 Aug-18 Aug-19	Apr.13 May.13 Jun-13 Jun-13 Jun-13 Aug.13 Sap.13 Sap.13 Nov.13 Nov.14 Apr.14 Apr.15 Apr.15 Apr.15
1002% 1004% 868% 868% 889% 889% 103% 1006% 1006% 1006% 1006% 1006% 1006% 1006% 1018% 1018% 1048% 1048% 1148% 1148% 1148% 1148% 1148% 1148% 1148% 1148% 1148% 1149% 1159%	69 % 68 % 68 % 68 % 68 % 68 % 68 % 68 %
841% 844% 844% 845% 846% 887% 886% 887% 8889% 990% 995% 995% 995% 995% 995% 1001% 1001% 1002% 1004% 1005% 1005% 1005% 1006% 1007% 10	57% 59% 609% 609% 609% 609% 609% 605% 64% 64% 65% 66% 65% 66% 66% 67% 68% 68% 68% 68% 68% 68% 68% 68% 68% 68
350,079,482 350,079,482 310,548,125 310,548,125 310,548,125 310,548,125 301,865,399 320,660,591 337,729,062 334,159,966 337,729,062 334,159,966 332,315,996 337,776,524 389,859,659 470,859,675 470,859,675 470,859,675 470,859,675 470,859,675 662,744,401 673,265,399 662,374,861 478,961,769 673,265,399 673,276,200 683,762,103 683,76	1153,492,680 1178,167,693 1179,893,044 167,993,521 182,249,775 202,273,644 208,119,775 202,273,644 208,119,775 202,273,644 208,119,775 116,319,968 116,929,548 11

PROTECTED WHEN COMPLETED

31/03/2021

Date

Saskatchewan Auto Fund
(Name of Insurer)

P&C

Quarterly Return & Annual Supplement

Canadian & Foreign
Property and Casualty Insurers

Jurisdiction of incorporation:

Saskatchewan

Saskatchewan Auto Fund Canadian/Foreign Insurer

CONSOLIDATED FINANCIAL STATEMENTS

ASSETS (\$'000)

0	3,713,020	TOTAL ASSETS 89		
B/S - Total Other Assets	7,712	Other Assets 88		
		Defined Benefit Pension Plan 58		
10,706 B/S - Intangible Assets	10,70	Intangible Assets 56		
		Goodwill 54		
		Deferred Tax Assets 44		
		Current Tax Assets , 52		
B/S - Deferred Policy Acquisition Costs	31,762	Deferred Policy Acquisition Expenses 43		
B/S - Total Property & Equipment	56,251	Property and Equipment 41		40.70
		Pooled Funds 45		
		Interests in Subsidiaries, Associates & Joint Ventures 40		50.32
		Investments Accounted for Using the Equity Method:		
		Other Recoverables on Unpaid Claims 37		
9	159	Unpaid Claims and Adjustment Expenses 31		60.30
B/S - Reinsurers Share of Uncarned Premiums	7,411	Uncarned Premiums 30		60.10
		Recoverable from Reinsurers:		
MCT calculations file	3,290	Other Receivables 27		50.20
6,210 Net of intercompany rec/pay	6,21	Subsidiaries, Associates & Joint Ventures 25		50.40
		Facility Association and the "P.R.R."		
8 B/S - A/R - Other Insurers	658	Other Insurers 23		
MCT calculations file	218,835	Instalment Premiums 22		
MCT calculations file	7,452	Policyholders 21		
MCT calculations file	8,397	Unaffiliated Agents and Brokers 20		50.20
		Receivables:		
9	3,318,239	Total Investments (lines 04 to 10)		40.07
B/S - Investments - Pooled funds	1,506,582	Other Loans and Invested Assets 10		40.80
B/S - Investments - Infrastructure	296,242	Investment Properties 09		40.70
5 B/S - Investments - Shares & Convertible Bonds	126,935	Common Shares 08		40.52
		Preferred Shares 07		40.42
		Mortgage Loans 06		40.32
B/S - Investments - Bonds & Debentures	1,102,061	Bonds and Debentures 05		40.22
MCT calc file	286,419	Short Term Investments 04		40.12
		Investments:		
		Assets held for sale 50		
B/S - A/R - Accrued Investment Income	8,497	Investment Income due and accrued 02		
27,441 B/S - Cash & Cash Equivalents	27,44	Cash and Cash Equivalents 01		
	(01)			
	Total			d
	Current Period		FS Notes Reference	Reference Page

^{*} Foreign insurers: Excludes deposits of reinsurers held in special trust accounts.

3.713,019 Total Assets (Statement of Financial Position)
3.713,019 Total Assets (Statement of Financial Position)
Unpaid claims recoverable... credit balance moved to liabilities
0 Intercompany receivable (payable) - to net
3.713,019 Assets after adjustments
1 StB Zero

Saskatchewan Auto Fund Canadian/Foreign Insurer

CONSOLIDATED FINANCIAL STATEMENTS LIABILITIES, EQUITY, HEAD OFFICE ACCOUNT, RESERVES & AOCI (8'000)

I					
		79	TOTAL LIABILITIES, HEAD OFFICE ACCOUNT, RESERVES & AOCI		
		50	Accumulated Other Comprehensive Income (Loss) Tetal Hoad Office Accumat Bassauce & ACCI	<u> </u>	20.42
		2.5	Assumilated Other Commishancins Income (Loca)	3	3
		55	Reserves	5	20.45
		53	(Specify)		
		51	Head Office Account	15	20.45
			HEAD OFFICE ACCOUNT, RESERVES & AOCI		
			FOREIGN INSURERS ONLY:		
<u> 9</u>	3,713,019	89	TOTAL LIABILITIES AND EQUITY		
133	1,090,139	49	Total Equity		
>	1 000 12	40	Total Forth		
		48	Non-controlling Interests		
19	1,090,139	59	Total Policyholders/Shareholders' Equity		
		47	Accumulated Other Comprehensive Income (Loss)	42	20.42
<u> 0</u>		45	Reserves	45	20.
19	1,090,139	4	Retained Earnings	2	20
		43	(Specify)		
		42	Controlled Surplus		
		33	Contributed Constru		
		3	Prof. and		
		4	Common		
			Shares issued and paid		
			VITIO		
			CANADIAN INSURERS ONLY:		
<u>(0</u>	2,622,880	29	Total Liabilities		
1		28	Provisions and Other Liabilities		
		26	Preserred Shares - Debt		
		25	Subordinated Debt		
		24	Employment Benefits (not including amounts on line 23 above)		
1		23	Defined Benefit Pension Plan		
0		22	Self-Insured Retention (SIR) portion of unpaid claims		
		21	Deferred Tax Liabilities		
		18	Current Tax Liabilities		
1		17	Liabilities held for sale		
		15	Premium Deficiency		
		34	Ceded Deferred Insurance Operations Expenses		
		20	Ceded Deterred Premium Taxes		
		20	Ureamed commissions		01.00
	710,108,1	13	Unpad Claims and Adjustment Expenses	5 K	80.30
1 <u>1</u>	400,504	1.2	AT TO THE TABLE TO	. la	90.10
	708 907	13	Literatural Description	5 6	60 10
		=	Enoughrances on Real Estate	76 ——	 B
		10	Policyholder Dividends and Rating Adjustments		
362,399 MCT calc file	20,752	09	Other Taxes due and accrued		
MCT cale file	318,075	07	Expenses due and accrued		
0		06	Subsidiaries, Associates & Joint Ventures/Affiliates	46	50.40
B/S - A/P - Amounts Due to Reinsurers	7,566	05	Other Insurers	30	50.30
MCT cale file	16,006	04	Policyholders		
0		03	Agents and Brokers	20	50.20
			Payables:		
		02	Borrowed Money and Accrued Interest		
0		01	Overdrafts		
			LIABILITIES		
<u> </u>	(01)		(55)		
	Current Period		oles	ge Reference	Reference Page
I			(* 500)		

3,713,019 Assets after adjustments (20.10)

<u>SGI CANADA</u> Canadian/Foreign Insurer

HEAD OFFICE ACCOUNT (Foreign Insurers) (\$'000)

	89	Balance at end of Year		
	Head Office Account 15	Net increase (decrease) in Head Office Account		
	Decrease (increase) in Reserves 12	Decrease (increase) in Reserves		
	Subtotal 11	Subtotal		
	23	Other		
	Premiums/Claims 22	Premiums/Claims		
	Expenses 21	Expenses		
	Advances (Returns) 20	Advances (Returns)		
		Transfers from (to) Head Office		
	Net income (loss) for the year 10	Net income (loss) for the year		20.30
	. 09	Adjusted balance at beginning of year		
	(Specify) 04	(Specify)		
	Prior period adjustments: 02	Prior period adjustments:		
	01	Balance at beginning of year		
(01)				
Current Period			Reference	Reference Page

CONSOLIDATED FINANCIAL STATEMENTS

RESERVES (\$'000)

0	Total Reserves 99		
	General and Contingency Reserves 98		
	Nuclear Reserve 96		
	Mortgage Reserve 95		
	Premium Reserve 91		
	Reserve Complement 90		
	Earthquake Reserves		
(01)			
		Reference	
Current Period		FS Notes	Reference Page

Saskatchewan Auto Fund Canadian Insurer 31/03/2021 Date

CONSOLIDATED FINANCIAL STATEMENTS

STATEMENT OF CHANGES IN EQUITY (\$'000)

									Accumulated	Other Comprehensiv	e Income (Loss)					
		Share Capital	Other Capital	Contributed Surplus	Retained Earnings	Reserves	Available- for- Sale Financial Assets	Cash Flow Hedges	Translation of Foreign Operations	Revaluation Surplus	Share of OCI of Associates & Joint Ventures		Other AOCI	Total Policyholders/ Shareholder's Equity	Non-controlling Interests	Total Equity
		(01)	(13)	(21)	(03)	(23)	(07)	(09)	(05)	(11)	(25)	(27)	(31)	(15)	(17)	(19)
Balance at Beginning of Prior Year	01	0	0	0	1,024,459		0	0		0	0	0	0	1,024,459	0	1,024,459
Total Comprehensive Income for the year	09	0	0	0	324,212	(0	0	(0	0	0	0	324,212	0	324,212
Issue of Share Capital	02	0	0	0	0	(0	0	(0	0	0	0	0	0	0
Transfer from/to Retained Earnings	15	0	0	0	0	(0	0		0	0	0	0	0	0	0
Decrease/increase in Reserves	13	0	0	0			0	0	(0	0	0	0	0	0	0
Dividends																
Preferred	17	0	0	0		C	0	0		0	0	0	0	0	0	0
Common	18	0	0	0	0	C	0	0	(0	0	0	0	0	0	0
Other	16	0	0	0	0	C	0	0	(0	0	0	0	0	0	0
Balance at End of Prior Year	19	0	0	0	1,348,671	0	0	0	(0	0	0	0	1,348,671	0	1,348,671
Changes in Equity for Current Year																
Total Comprehensive Income for the year	29				26,468									26,468		26,468
Issue of Share Capital	22													0		0
Transfer from/to Retained Earnings	35													0		0
Decrease/increase in Reserves	33													0		0
Dividends																
Preferred	37													0		0
Common	38													0		0
Other	36				-285,000									-285,000		-285,000
Balance at End of Current Year	39	0	0	0	1,090,139	C	0	0	(0	0	0	0	1,090,139	0	1,090,139

1,090,138 B/S - Rate Stabilization Reserve

1

CONSOLIDATED

MINIMUM CAPITAL TEST/BRANCH ADEQUACY OF ASSETS TEST: CAPITAL (MARGIN) REQUIRED AND MCT (BAAT) RATIO (\$'000)

437,183	
	Excess Capital (Net Assets Available) over Minimum Capital (Margin) Required 79
642,234	Total Minimum Capital (Margin) Required 69
0	
0	Phase-in of Capital (Margin) Required 62
642,234	Minimum Capital (Margin) Required (line 59 / 1.5) 60
963,351	Total Capital (Margin) Required at Target 59
85,927	Less: Diversification credit 52
105,200	Operational risk margin 50
26,614	Subtotal: Credit risk margin 49
0	Counterparty default risk for unregistered reinsurance collateral and SIRs 44
254	
26,360	Counterparty default risk for balance sheet assets 40
	Credit Risk:
706,119	
2,156	
111,690	risk
349,034	
133,275	
109,964	Interest rate risk 30
211,345	
1	red for reinsurance ceded to unregistered insurers
0	
155,154	
56,190	Premium liabilities 20
	Insurance Risk:
	Capital (Margin) Required at Target:
	Total Net Assets Available 19
	Net Assets Available (from page 30.92 - net assets available)
	Assets Available:
1,079,417	Total Capital Available 09
0	
1,079,417	Capital available (from page 30.62 - capital available) 01
,	Capital Available:
(01)	(55)
Current Period	

Note: See Section VI of the P&C instructions and the MCT Guideline.

Saskatchewan Auto Fund Canadian Insurer 31/03/2021 Date

CONSOLIDATED MINIMUM CAPITAL TEST: CAPITAL AVAILABLE (\$'000)

0.00.0	randaminat roop 1/2 min 101 range of f ~ substantion to
0.00%	Validation test: 40% limit for category B and C capital instruments 60 Validation test: 40% limit for category B and C capital instruments
1,079,417	
10,722	ctions from capital available
10 700	
	Investments in own capital instruments not derecognized for accounting purposes 44
0	Net defined benefit pension plan surplus asset, net of available refunds (net of eligible deferred tax liability) 43
0	Deferred tax assets excluding those arising from temporary differences (net of eligible deferred tax liability) 42
10,706	
0	Goodwill (net of eligible deferred tax liability) 40
0	DPAE other for A&S business 38
0	the regulator requires collateral and no collateral has been received
16	Receivables and recoverables from unregistered insurers not covered by acceptable collateral 36
0	Loans considered as capital to joint ventures and limited partnerships with more than 10% ownership 55
0	Loans considered as capital to associates 54
	ying subsidiaries
	OLG MAIL 1079 OWNGISHIP
0 0	
	yiig suosidiaties
0	
1,090,139	Subtotal: capital available gross of deductions 29
0	rolling interests
0) INSTRUMENTS
	of category ⊂ instruments for capital adequacy purposes
0	fying category C instruments - Subordinated debt
0	
	Qualifying category B instruments - Other 21
0	Qualifying category B instruments - Non-cumulative perpetual preferred shares 20
0	
	Impact of snadow accounting
	cupied properties - revaluation surplus
	risk
	Less: Accumulated net after-tax fair value gains (losses) on of cash flow hedges that are not fair valued on the balance sheet
0	nsive income (loss)
0	íngency reserves
0	Nuclear reserves
	Less: Earthquake EPR not used as part of financial resources to cover exposure
0	Earthquake reserves 10
1,090,139	earnings net of adjustments
	Accumulated net after-tax revaluation losses in excess of gains on owner-occupied properties - revaluation model
	Unrealized net after-tax fair value gains (losses) on owner-occupied properties at conversion to IFRS - cost model 05
	Accumulated net after-tax fair value gains (losses) due to changes in the company's own credit risk 04
1,090,139	Kejanieu estinijas – VS
0 000 1	
0	Qualifying category A common shares 01
,	
(01)	(55)
Current Period	
Current Period	8

Subordinated debt not meeting category C qualifying criteria 78
Preferred shares (other) not meeting category C qualifying criteria 77
Non-cumulative perpetual preferred shares not meeting category B qualifying criteria 76
Common shares not meeting category A qualifying criteria 75
Non-qualifying capital instruments:
Deferred tax assets arising from temporary differences, excluding those realizable through loss carryback 74
Defined benefit pension plan assets 73
Deferred tax assets excluding those arising from temporary differences 72
Intangible assets, including computer software 71
Goodwill 70
Deferred tax liabilities related to (used to offset the associated gross amounts):

31/03/2021 Date

CONSOLIDATED

MCT (BAAT) INSURANCE RISK: CAPITAL (MARGIN) REQUIRED FOR UNPAID CLAIMS AND PREMIUM LIABILITIES (\$'000)

		1	Ur	npaid Claims Margin					Premi	um Liabilities Ma	roin		
		Net unpaid claims		Net unpaid claims	Risk	Capital (margin)	Net premium	PfADs	Net premium	Net written	Greater of net premium	Risk	Capital (margin)
		discounted		discounted, net of	factor	required for	liabilities	(premium	liabilities net of	premiums	liabilities net of PfADs	factor	required for
Class of insurance				PfADs		unpaid claims		liabilities)	PfADs	(past 12 m)	and 30% net written		premium liabilities
											premiums		
		(02)	(04)	(06)	(08)	(10)	(12)	(14)	(16)	(18)	(20)	(22)	(29)
Personal Property, excluding Home and Product Warranty	03	0		0	15.00%	0			0	0	0	20.00%	0
- Home Warranty	04	0		0	15.00%	0			0	0	0	20.00%	0
- Product Warranty	05	0		0	15.00%	0			0	0	0	20.00%	0
Subtotal - Personal	06	0	0	0		0	0	0	0	0	0		0
Commercial Property	07	0		0	10.00%	0			0	0	0	20.00%	0
Aircraft	10	0		0	20.00%	0			0	0	0	25.00%	0
Automobile - Liability	19	93,372	7,816	85,556	10.00%	8,556	8,087	677	7,410	21,348	7,410	15.00%	1,112
Automobile - Personal Accident	20	1,661,348	336,594	1,324,754	10.00%	132,475	171,253	34,696	136,557	451,824	136,557	15.00%	20,484
Automobile - Other	21	96,638	2,483	94,155	15.00%	14,123	177,532	4,561	172,971	506,074	172,971	20.00%	34,594
Boiler & Machinery, excluding Equipment Warranty	32	. 0		0	15.00%	0			0	0	0	20.00%	0
- Equipment Warranty	33	. 0		0	15.00%	0			0	0	0	20.00%	0
Credit	34	. 0		0	20.00%	0			0	0	0	25.00%	0
Credit Protection	35	. 0		0	20.00%	0			0	0	0	25.00%	0
Fidelity	36	. 0		0	20.00%	0			0	0	0	25.00%	0
Hail	38	0		0	20.00%	0			0	0	0	25.00%	0
Legal Expense	40	0		0	25.00%	0			0	0	0	30.00%	0
Liability													
- Comprehensive General Liability (with products)	50	0		0	25.00%	0			0	0	0	30.00%	0
- Comprehensive General Liability (without products)	51	0		0	25.00%	0			0	0	0	30.00%	0
- Cyber Liability	52			0	25.00%	0			0	0	0	30.00%	0
- Directors and Officers Liability	53	0		0	25.00%	0			0	0	0	30.00%	0
- Excess Liability	54	0		0	25.00%	0			0	0	0	30.00%	0
- Professional Liability	55	0		0	25.00%	0			0	0	0	30.00%	0
- Umbrella Liability	56	0		0	25.00%	0			0	0	0	30.00%	0
- Pollution Liability	57	0		0	25.00%	0			0	0	0	30.00%	0
- All other	58	0		0	25.00%	0			0	0	0	30.00%	0
Liability - total	59	0	0	0		0	0	0	0	0	0		0
Other Approved Products	63	0		0	20.00%	0			0	0	0	25.00%	0
Surety													
- Contract Surety	60	0	o	0	20.00%	0			0	0	0	25.00%	0
- All Other Surety	61	0		0	20.00%	0			0	0	0	25.00%	0
Surety - total	64	0	0	0		0	0	0	0	0	0		0
Title	66	0		0	15.00%	0			0	0	0	20.00%	0
Marine	68	0		0	20.00%	0			0	0	0	25.00%	0
Accident and Sickness	70					0							0
Total	89	1,851,358	346,893	1,504,465		155,154	356,872	39,934	316,938	979,246			56,190
I .		•	346,893							979 246	2021 MCT - Auto Fund		

Note: See Section VI of the P&C instructions and the MCT Guideline.

31/03/2021 Date

Saskatchewan Auto Fund Canadian/Foreign Insurer

CONSOLIDATED

MCT (BAAT) MARKET RISK CAPITAL (MARGIN) REQUIREMENTS (\$'000)

	Fair value	Modified or effective duration	Modified or effective Dollar fair value change duration (01)x(02)xΔy	Dollar fair value change (01)x(02)x(-Δy)
(55)	(01)	(02)	(03)	(04)
Interest rate sensitive assets:				
Term deposits 01	286,419	0.38	1,360	-1,360
Bonds and debentures 02	1,102,061	7.49	103,180	-103,180
Commercial paper 03			0	0
Loans 04			0	0
Mortgages 05	225,209	2.48	6,981	-6,981
MBS and ABS 06			0	0
Preferred shares 07			0	0
Other (specify) 08			0	0
Total interest rate sensitive assets 09	1,613,689		111,521	-111,521
Interest rate sensitive liabilities:				
Net unpaid claims and adjustment expenses 10	1,851,358	9.27	214,526	-214,526
Net premium liabilities 11	356,872	1.56	6,959	-6,959
Other as approved by the regulator			0	0
Total interest rate sensitive liabilities 19	2,208,230		221,485	-221,485
	Notional value		Dollar fair value Ay	Dollar fair value -Ay
Allowable interest rate derivatives:	(05)		(06)	(07)
Long positions 20				
Short positions 21				
Total allowable interest rate derivatives 29			0	0
Capital required for Δy shock increase 30			0	
Capital required for Δy shock decrease 31				109,964
				10000

Note: $\Delta y = 1.25\%$

Capital	(Marş	Capital (Margin) Required for Foreign Exchange Risk	Exchange Risk		
	- 2	Net open long position 1 in Carve-out 2 in CAD CAD, before carve-out		Net open long position in CAD, less carve-out	Net open short position ³ in CAD
(55)		(10)	(12)	(14)	(16)
U.S. Dollar	40			0	
Euro	4.			0	
U.K. Pound	42			0	
Swiss Franc	43			0	
Danish Krone	4			0	
Swedish Krona	45			0	
Australian Dollar	46			0	
Hong Kong Dollar	47			0	
Singapore Dollar	4 8			0	
Japanese Yen	50			0	
China Yuan Renminbi	51			0	
Chilian Peso	52			0	
Indian Rupee	53			0	
Other (specify)	54	1,332,752		1,332,752	
Total net position	59	1,332,752	0	1,332,752	0
Net exposure = MAX (Total net open long positions, Absolute value of total net open short positions)	net op	en short positions)		60	1,332,752
Total foreign exchange risk margin				69	133,275

349,034					
					Total equity risk margin 79
0					Total of instruments used as part of an equity hedging strategy 78
6	30.00%	0			Portfolio of instruments being hedged - active management and hedging strategy #3 $$77$$
0	30.00%	0			Portfolio of instruments being hedged - active management and hedging strategy #2 76
0	30.00%	0			Portfolio of instruments being hedged - active management and hedging strategy #1 75
(27) (29)	(22)	(25)	(23)	(21)	Instruments used as part of an equity hedging strategy:
Correlation Capital (Margin) factor Required (22)×(25) + MIN((21), (23)) × (1-(27)) × 1.5	Risk factor	Net exposure amount: Absolute value of ((21)- (23))	Exposure amount of the portfolio of hedging instruments	Exposure amount	
349,034					Total of instruments NOT used as part of an equity hedging strategy 74
6 0	30.00%				Short common shares and equity derivatives 73
0	30.00%			0	Joint ventures and limited partnerships with less than or equal to 10% owner. 71
0	30.00%			0	Long equity derivatives 72
% 349,034	30.00%			1,163,445	Long common shares 70
(21)x(22) (29)	(22)			(21)	Instruments NOT used as part of an equity hedging strategy:
Capital (Margin)	Risk factor			Exposure amount	
		isk	Capital (Margin) Required for Equity Risk	Capital (Margin	

0	10.00%	0	Other (specify) 91
2,156	10.00%	21,562	Equipment 90
(29)	(22)	(20)	(55)
(21)x(22)			
Capital (Margin) Required	Risk factor	Balance Sheet Value	
	ures	r Other Market Risk Expos	Capital (Margin) Required for Other Market Risk Exposures
111,690		575,794	Total real estate risk margin 89
3,469	10.00%	34,689	Owner-occupied properties (valued using cost model) 81
108,221	20.00%	541,105	Investment properties 80
(29)	(22)	(20)	
(21)x(22)			
Required			
Capital (Margin)	Risk factor	Balance Sheet Value	

Noses:

I Enter long positions as positive.

I Enter long positions as positive.

A curve-out sloer position of 25% of liabilities denominated in each currency, converted in CAD.

Enter sloer positions as negative (no curve-out on sloer positions).

Saskatchewan Auto Fund Canadian Insurer

CONSOLIDATED

MCT CREDIT RISK: CAPITAL REQUIRED FOR BALANCE SHEET ASSETS (8'000)

	Risk Factor (%)	Balance Sheet Value	Redistribution of Exposure for	Net Exposure	Capital Required
(55)	(01)	(02)	Guarantees	(05)	(03)
Cash held on premises 01	0.00%	27,441		27,441	
	0.25%	0		0	0
Investment Income Due and Accrued 02	2.50%	8,497		8,497	212
Long-term obligations including term deposits, bonds, debentures and loans 06		1,102,061	0	1,102,061	5,054
Short-Term Obligations including Commercial Paper 07		286,419	0	286,419	530
Loans (at amortized cost):					
First mortgages on one- to four-unit residential dwellings	4.00%	69,815		69,815	2,793
not first mortgages on	10.00%	155,394		155,394	15,539
đ	15.00%	0		0	0
Subsidiaries, Associates & Joint Ventures (not considered capital) 23	45.00%	0		0	0
				0	
Adjustment to reflect difference between amortized cost and Balance Sheet value of loans		0		0	
Preferred Shares 25		0	0	0	0
Other Investments 35	10.00%	0		0	0
Government Grade 50	0.00%	0		0	
	0.70%	0		0	c
Agents, Brokers, Policyholders, Associates, Joint Ventures, Limited Partnerships, Non-qualifying Subsidiaries and Other Receivables:					
- Instalment Premiums (not yet due) 54	0.00%	218,835		218,835	
- Outstanding less than 60 days 55	5.00%	25,349		25,349	1,267
	10.00%	0		0	0
Insurers - Registered Associated 42	0.00%	0		0	
- Registered Non-associated 57	0.70%	658		658	5
- Unregistered 58		0		0	
Recoverable from Reinsurers:					
- Registered Associated - Unearned Premiums 45	0.00%	0		0	
- Unpaid Claims	0.00%	0		0	
- Registered Non-associated - Unearned Premiums 60	2.50%	7,411		7,411	185
- Unpaid Claims 61	2.50%	148		148	4
- Unregistered 63		11		11	
Other Recoverables on Unpaid Claims including SIRs not deducted from capital 65	20.00%	0		0	0
Deferred Tax Assets arising from temporary differences, that can be applied to recoverable income taxes paid in the preceding 3 years 66	10.00%	0		0	0
Assets held for sale 67	20.00%			0	0
	10.00%	7,712		7,712	771
		0		0	0
TOTAL 89		1,909,751	0	1,909,751	26,360

Note: See Section VI of the P&C instructions and the MCT Guideline.

31/03/2021 Date

CONSOLIDATED

MCT (BAAT) CREDIT RISK: CAPITAL (MARGIN) REQUIRED FOR BALANCE SHEET (VESTED) ASSETS BASED ON EXTERNAL CREDIT RATINGS (\$'000)

						Remaini	ng Term to Maturity/	Other Maturity						
			1 year or less, or pe	erpetual			Greater than 1	year,			Greater than 5 y	ears		
							up to and including	5 years						Capital (Margin) Required
C-4	Rating	Balance Sheet	Redistribution of	Net Exposure	Risk	Balance Sheet	Redistribution of	Net Exposure	Risk	Balance Sheet	Redistribution of	Net Exposure	Risk	(11x02)+(13x04)+
Category	Ratting	Value	Exposure for		Factor	Value	Exposure for		Factor	Value	Exposure for		Factor	(15x06)
			Collateral/				Collateral/				Collateral/			(13300)
			Guarantees				Guarantees				Guarantees			
		(01)	(10)	(11)	(02)	(03)	(12)	(13)	(04)	(05)	(14)	(15)	(06)	(09)
	Government Grade	0		0	0.00%	174,670		174,670	0.00%	555,750		555,750	0.00%	
	AAA	0		0	0.25%	0		0	0.50%	82,318		82,318		1,029
	AA+ to AA-	59,705		59,705	0.25%	88,775		88,775	1.00%	0		0	1.75%	1,037
	A+ to A-	14,523		14,523	0.75%	92,887		92,887	1.75%	0		0	3.00%	1,734
	BBB+ to BBB-	0		0	1.50%	33,433		33,433	3.75%	0		0	4.75%	1,254
loans	BB+ to BB-			0	3.75%			0	7.75%			0	8.00%	0
	B+ to B-			0	7.50%			0	10.50%			0	10.50%	0
	Unrated			0	6.00%			0	8.00%			0	10.00%	0
	Other			0	15.50%			0	18.00%			0	18.00%	0
	Sub-total	74,228	0	74,228		389,765	0	389,765		638,068	0	638,068		5,054
Short-term	Government Grade	74,393		74,393	0.00%									0
	A-1, F1, P-1, R-1 or equivalent	212,026		212,026	0.25%									530
	A-2, F2, P-2, R-2 or equivalent			0	0.50%									0
commercial paper	A-3, F3, P-3, R-3 or equivalent			0	2.00%									0
	Unrated			0	6.00%									0
	All other ratings, including non-prime													
	and B or C ratings			0	8.00%									0
	Sub-total	286,419	0	286,419										530
Preferred shares	AAA, AA+ to AA-, Pfd-1, P-1 or equiv	alent		0	3.00%									0
	A+ to A-, Pfd-2, P-2 or equivalent			0	5.00%									0
	BBB+ to BBB-, Pfd-3, P-3 or equivalen	nt		0	10.00%									0
	BB+ to BB-, Pfd-4, P-4 or equivalent			0	20.00%									0
	B+ or lower, Pfd-5, P-5 or equivalent or	unrated		0	30.00%									0
	Sub-total	0	0	0										0
Total														5,584

Note: See Section VI of the P&C instructions and the MCT 1,102,061 1,102,061 0
286,419 286,419 0

Saskatchewan Auto Fund Canadian/Foreign Insurer 31/03/2021 Date

CONSOLIDATED MCT (BAAT) CREDIT RISK: CAPITAL (MARGIN) REQUIRED FOR OFF-BALANCE SHEET EXPOSURES

CT (BAAT) CREDIT RISK: CAPITAL (MARGIN) REQUIRED FOR OFF-BALANCE SHEET EXPOSURES (\$'000)

Exposure Amonts for OTC Derivatives	Interest Rate Contracts	Foreign Exchange and Gold Contracts	Equity-linked Contracts	Precious Metals (Other than Gold Contracts)	Other Instruments	Total Contracts
Notional principal amount 01						0
Replacement Cost (Market Value)						
Gross positive replacement cost 02						0
Gross negative replacement cost 03						0
Add-on for Potential Future Exposure 04						0
Credit Equivalent Amount 09	0	0	0	0	0	0

								Remaining Term	to Maturity/ Othe	r Maturity							
			1 year or	less, or indetermin	ate				ar, up to and inclu				Grea	ter than 5 years			Capital (Margin)
Category	Rating of the counterparty	Credit Equivalent Amount		Net Exposure	Credit Conversion Factor	Risk Factor	Credit Equivalent Amount	Redistribution of Exposure for Collateral/ Guarantees	Net Exposure	Credit Conversion Factor	Risk Factor	Credit Equivalent Amount		Net Exposure	Credit Conversion Factor	Risk Factor	
		(10)	(11)	(12)	(13)	(14)	(20)	(21)	(22)	(23)	(24)	(30)	(31)	(32)	(33)	(34)	(39)
OTC derivatives	Government Grade 10			0		0.00%			(0.00%			0		0.00%	0
	AAA 11			0		0.25%			()	0.50%			0		1.25%	0
	AA+ to AA- 12			0		0.25%			()	1.00%			0		1.75%	0
	A+ to A- 13			0		0.75%			()	1.75%			0		3.00%	0
	BBB+ to BBB- 14			0		1.50%			()	3.75%			0		4.75%	0
	BB+ to BB- 15			0		3.75%			()	7.75%			0		8.00%	0
	B+ to B- 16			0		7.50%			()	10.50%			0		10.50%	0
	Unrated 17			0		6.00%			()	8.00%			0		10.00%	0
	Other 18			0		15.50%			()	18.00%			0		18.00%	0
	Sub-total 19	0	0	0			0	0	(0	0	0			0
Type 1 structured	Rated A- and higher 20											25,429		25,429		2.00%	254
settlements	Rated BBB+ and lower 21													0	50%	8.00%	0
	Unrated 22													0	50%	10.00%	0
	Other (excluding unrated) 23													0	50%	18.00%	0
	Sub-total 29											25,429	0	25,429			254
Other off-balance sheet	Government Grade 30			0		0.00%			()	0.00%			0		0.00%	0
exposures	AAA 31			0		0.25%			()	0.50%			0		1.25%	0
	AA+ to AA- 32			0		0.25%			()	1.00%			0		1.75%	0
	A+ to A- 33			0		0.75%			()	1.75%			0		3.00%	0
	BBB+ to BBB- 34			0		1.50%			()	3.75%			0		4.75%	0
	BB+ to BB- 35			0		3.75%			()	7.75%			0		8.00%	0
	B+ to B- 36			0		7.50%			()	10.50%			0		10.50%	0
	Unrated 37			0		6.00%			()	8.00%			0		10.00%	0
	Other 38			0		15.50%			()	18.00%			0		18.00%	0
	Sub-total 39		0	0			0	0	(0	0	0			, 0
Total	89	0	0	0			0	0	(25,429	0	25,429			254

Note: See Section VI of the P&C instructions and the MCT Guideline.

Saskatchewan Auto Fund Canadian/Foreign Insurer

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CONSOLIDATED

MCT (BAAT) CREDIT RISK: CAPITAL (MARGIN) REQUIRED FOR COLLATERAL HELD FOR UNREGISTERED REINSURANCE EXPOSURES AND SELF-INSURED RETENTION (S'000)

Total Capital (Margin) Required for Non-Owned Deposits and Letters of Credit		
		(01)
Total capital (margin) required for acceptable non-owned deposits	01	0
Total capital (margin) required for letters of credit	02	0
Ratio for proportional allocation of excess collateral	03	0.00%
Capital (margin) required for excess collateral portion	04	0
Canital (margin) required for accentable non-owned denosits and letters of credit less excess	05	0

		Т		Rema	ining Term to Maturi	ty/ Other Ma	turity		
Category	Rating		1 year or less, or p	erpetual	Greater than 1 year including 5 y		Greater than 5	years	Capital (margin) required (02x04)+(06x08)
		1	Exposure amount	Risk factor	Exposure amount	Risk factor	Exposure amount	Risk factor	+(10x12)
			(02)	(04)	(06)	(08)	(10)	(12)	(19)
Long-term obligations		10		0.00%		0.00%		0.00%	(
including term deposits,		11		0.25%		0.50%		1.25%	(
bonds, debentures and	AA+ to AA-	12		0.25%		1.00%		1.75%	(
loans	A+ to A-	13		0.75%		1.75%		3.00%	(
	BBB+ to BBB-	14		1.50%		3.75%		4.75%	(
	BB+ to BB-	15		3.75%		7.75%		8.00%	(
	B+ to B-	16		7.50%		10.50%		10.50%	(
	Unrated	17		6.00%		8.00%		10.00%	(
	Other	18		15.50%		18.00%		18.00%	(
	Sub-total	19	0		0		()	(
Short-term obligations	Government grade	20		0.00%					(
including commercial	A-1, F1, P-1, R-1 or equivalent	21		0.25%					(
paper		22		0.50%					(
		23		2.00%					(
		24		6.00%					(
		25		8.00%					(
		29	0						(
Preferred shares	AAA, AA+ to AA-, Pfd-1, P-1 or equivalent	30		3.00%					(
		31		5.00%					(
		32		10.00%					(
		33		20.00%					(
	B+ or lower, Pfd-5, P-5 or equivalent or unrated or common shares	34		30.00%					(
	Sub-total	39	0						(
Other deposits	Cash held on premises	40		0.00%					(
-		41		0.25%					(
	Investment income due and accrued	42		2.50%					(
		49	0						(
Letters of credit 1	Government grade	50		0.00%		0.00%		0.00%	(
		51		0.25%		0.50%		1.25%	(
		52		0.25%		1.00%		1.75%	(
		53		0.75%		1.75%		3.00%	0
		54		1.50%		3,75%		4.75%	(
		55		3.75%		7.75%		8.00%	
		56		7,50%		10.50%		10.50%	
		59	0	7.5070	0		(
Total		89	0		0				,

| Total | 1 For letters of credit, use rating of the issuing/confirming bank and term of ceded liabilities | Note: See Section VI of the P&C instructions and the MCT Guideline.

31/03/2021 Date

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Saskatchewan Auto Fund Canadian/Foreign Insurer

CONSOLIDATED

MCT (BAAT) OPERATIONAL RISK CAPITAL (MARGIN) REQUIRED (\$'000)

	105,200				89	Total operational risk margin
	283,223	30%			50	Cap
	105,200				39	Total operational risk uncapped
	80,247	8.50%	944,078		t1 (balance sheet value) 30	Capital/margin required component 1 (balance sheet value)
	24,953				sk requirement component 19	Subtotal: premium operational risk requirement component
	0	2.50%	0		6 threshold 13	Premium growth above 20% threshold
	0				5% on assumed - Intra Pool 12	Greater of 0.75% on ceded and 0.75% on assumed - Intra Pool (MCT only)
	0	0.75%			ıst 12 m - Intra Pool (MCT 11	Reinsurance ceded in the past 12 m - Intra Pool (MCT only)
236 2021 MCT - Auto Fund file	236	2.50%	9,449		st 12 m - Not Intra Pool 10	Reinsurance ceded in the past 12 m - Not Intra Pool
			988,696	962,705	09	Subtotal: Gross premiums
	0	0.75%			Reinsurance assumed in the past 12 m - Intra Pool (MCT only)	Reinsurance assumed in the only)
	0	1.75%			past 12 m - Not Intra Pool 02	Reinsurance assumed in the past 12 m - Not Intra Pool
24,717 2021 MCT - Auto Fund file	24,717	2.50%	988,696	962,705	the past 12 m 01	Direct premiums written in the past 12 m
	(09)	(03)	(02)	(01)		
	Capital (Margin) Required (02)x(03)	Risk Factor	Income Statement Value 12 m (current year)	Income Statement Value 12 m (previous year)		

See Section VI of the P&C instructions and the MCT Guideline.

Notes:

1 Capital (margin) required component equals to total capital (margin) required excluding operational risk and diversification credit.

Saskatchewan Auto Fund Canadian/Foreign Insurer 31/03/2021 Date

CONSOLIDATED

SUMMARY OF INVESTMENTS (\$'000)

			Fair '	Value		Amortized Cost	Balance	Pooled Funds	Realized	Income	Gain/(Loss)
	•	Held for Trading	Available for Sale	Hedges 0	FV Option/ Investment Properties		Sheet (01+03+05+ 07+09)		Gains(Losses)		From FV Option 0
					Fair Value 0 0					0	
		(01)	(03)	(05)	(07)	(09)	(12)	(13)	(15)	(16)	(19)
Aggregate Holdings:											
Short Term Investments (1 year or less)	01	286,419					286,419				
Bonds and Debentures (1 year or less)	06	74,228					74,228				
Bonds and Debentures > 1 year and ≤ 5 years	02	389,765					389,765				
Bonds and Debentures > 5 years	05	638,068					638,068				
Mortgage Loans -≤ 80% Loan to Value Ratio	03						0	225,209			
- Other	04						0				
Preferred Shares - Debt	10						0				
- Equity	11						0				
Common Shares	15	126,935	0	C	0		126,935	1,036,510			
Investment Properties	20				296,242		296,242	244,863			
Other Loans and Invested Assets	30	1,506,582					1,506,582				
Pooled Funds - items not captured in above rows	32						0				
Deduct: Pooled Funds accounted using the Equity Method	34						0				
Total Investments	39	3,021,997	0	0	296,242	0	3,318,239	1,506,582	0	0	(
Out of Canada	40										
Foreign Pay Securities	41										
Individual Holdings:											
Largest Exposure to an Entity or Connected Group	50										
2nd Largest Exposure to an Entity or Connected Group	51										
Largest Pooled Holding	60										
2nd Largest Pooled Holding	61										

Saskatchewan Auto Fund
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OTHER LOANS AND INVESTED ASSETS* (\$'000)

			0		
				99	Basket clause items
		1,506,582	1,506,582	89	Total Other Loans and Invested Assets
MCT calc file		244,863	244,863	Greystone Real Estate	Pooled Funds - Real Estate
MCT calc file		225,209	225,209	Greystone Residential and Commercial	Pooled Funds - Mortgages
MCT calc file		0	0	Sionna and Triasima Canadian	Pooled Funds - Equities
MCT calc file		1,036,510	1,036,510	Greystone International/Global Small Cap Ed	Pooled Funds - Equities
		0		Refer to page 50.32 for a detailed listing	Total Loans not considered as capital (5032.2920 + 5032.3920)
	(05)	(04)	(03)	(02)	(01)
	Vested in Trust	Total	Fair Value	Description	Where/By whom kept
	heet Value	Balance Sheet Value			

^{*} Entities whose primary regulator is Alberta are required to submit this page on a quarterly basis; canadian insurers licensed in Quebec are required to submit this page with their 2nd and 4th quarter filings. All other insurers are only required to submit this page with their 4th quarter filing.

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Saskatchewan Auto Fund Canadian/Foreign Insurer

31/03/2021 Date

RECEIVABLE FROM/PAYABLE TO SUBSIDIARIES, ASSOCIATES & JOINT VENTURES (\$'000)

	0	6,210	0	Total 89
	0	6,210	0	Total Unregistered 79
0 Net of interc	0	6,210		
				Unregistered
	(\$000)	(\$000)	(\$000)	
	(11)	(10)	(09)	(01)
	Payable	Total	In Arrears	Name of Entity
		vable	Receivable	

rcompany receivable/payable

Saskatchewan Auto Fund Canadian/Foreign Insurer

31/03/2021 Date

CONSOLIDATED PREMIUMS AND CLAIMS (\$'000)

				Premiums written le	ss return premiums	(\$ 000)					Cl	aims incurred includ	ng adjustment expens	ics	
Class of Insurance	Number of Policies in force	Number of Direct Claims	Direct	Reinsurance assumed	Reinsurance ceded	Net written (01+02-03)	Net unearned premiums at beginning of year 0	Net unearned premiums resulting from a portfolio acquisition/ disposition	Net unearned premiums at period end 0 0	Net premiums earned (04+05+25-06)	Direct	Reinsurance assumed	Reinsurance ceded	Net incurred (08+09-10)	Claims ratio (11/07) %
	(21)	(23)	(01)	(02)	(03)	(04)	(05)	(25)	(06)	(07)	(08)	(09)	(10)	(11)	(12)
Property - Personal excluding Home and Product Warranty 03						0				0				0	0.00%
- Home Warranty 04						0				0				0	0.00%
- Product Warranty 05						0				0				0	0.00%
Subtotal - Personal 06				0	0	0	0	0	0	0		0	0	0	0.00%
- Commercial 07 Property - total 09						0	0			0		0		0	0.00%
Property - total 09 Aircraft 10				0	0	0	0	0	U	0		0	0	0	0.00%
Automobile:										U				0	0.00%
Private Passenger - Liability 11			4.761			4.761	20.934		11,513	14.182	3,855			3,855	27.18%
- Personal Accident 12			100,820			100.820	444,770		138,941	406,649				74,258	18.26%
- Other 13			114,334		9,817	104,517	492,906		251,099	346,324			834	140,097	40.45%
Subtotal - Private Passenger 14			219,915	0	9,817	210,098	958,610	0	401,553	767,155	219,044	0	834	218,210	28.44%
Other than Private Passenger - Liability 15						0				0				0	0.00%
- Personal Accident 16						0				0				0	0.00%
- Other 17						0				0				0	0.00%
Subtotal - Other than Private Passenger 18			0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Facility Assoc. Residual Market - Liability 22 - Personal Accident 23						0				0				0	0.00%
- Personal Accident 23 - Other 24						0				0				0	0.00%
Subtotal - Facility Assoc. Residual Market 25			0	0	0	0				0	0	0	0	0	0.00%
Automobile - Subtotal - Liability 19			4.761	0	0	4.761	20.934	0	11.513	14.182	3,855	0	0	3,855	27.18%
- Personal Accident 20			100,820	0	0	100.820	444,770		138,941	406,649		0	0	74,258	18.26%
- Other 21			114,334	0	9,817	104,517	492,906		251,099	346,324	140,931	0	834	140,097	40.45%
Automobile - total 29			219,915	0	9,817	210,098	958,610		401,553	767,155	219,044	0	834	218,210	28.44%
Boiler and Machinery excluding Equipment Warranty 32						0				0				0	0.00%
- Equipment Warranty 33						0				0				0	0.00%
Credit 34						0				0				0	0.00%
Credit Protection 35						0				0				0	0.00%
Fidelity 36						0				0				0	0.00%
Hail 38						0				0				0	0.00%
Legal Expense 40	¹					0				0				0	0.00%
Liability - Comprehensive General Liability (with products) 50						0								0	0.00%
- Comprehensive General Liability (with products) 51						0				0				0	0.00%
- Cyber Liability 52						0				0				0	0.00%
- Directors and Officers Liability 53						0				0				0	0.00%
- Excess Liability 54						0				0				0	0.00%
- Professional Liability 55						0				0				0	0.00%
- Umbrella Liability 56						0				0				0	0.00%
- Pollution Liability 57						0				0				0	0.00%
- All other 58						0				0				0	0.00%
Liability - total 59			0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Mortgage 62 Other Approved Products 63						0				0				0	0.00% 0.00%
Surety 63	-					0				0				0	0.00%
- Contract Surety 60					ļ	0				0				0	0.00%
- All Other Surety 61						0				0				0	0.00%
Surety - total 64			0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Title 66						0		i -	,	0		Ů	0	0	0.00%
Marine 68						0				0				0	0.00%
Accident and Sickness 70						0				0				0	0.00%
TOTAL 89			219,915	0	9,817	210,098	958,610	0	401,553	767,155	219,044	0	834	218,210	28.44%
From 2021 MCT - Auto Fund file	>		219,915	·"	9,817				401,553	·	219,045		834		

SAF Response Attachment IR 1 $^{\underline{D}a54}$

${\it CONSOLIDATED}$ CLAIMS AND ADJUSTMENT EXPENSES - PAID, CURRENT YEAR AND UNPAID, CURRENT AND PRIOR YEAR

			L. H. M. J. L. V. J. L. D. V. C.	STMENT EXPENSES	(\$'000)	TEMOLOGICA	o, comment and	mon IIIm						
		Claims and adjustment e	xpenses paid - current	year	Pro	ovision for unpaid clair		ted)		Ma	rgin or deficiency for	unpaid claims at prior	year	
						and adjustment exp	enses - current year							
Class of Insurance	Direct	Reinsurance assumed	Reinsurance ceded	Net (01+02-03)	Direct	Reinsurance assumed	Reinsurance ceded	Net (05+06-07)	Net provision at prior year end 0	Net provision for portfolio acquisition/ disposition at transaction date	Net amount paid during the year for claims of prior years 0	Investment income on unpaid claims of prior years	Net provision for claims of prior years 0 0	Margin or (Deficiency) (09+11-10+13-15)
	(01)	(02)	(03)	(04)	(05)	(06)	(07)	(08)	(09)	(11)	(10)	(13)	(15)	(19)
Property - Personal excluding Home and Product Warranty 0	2							0						
- Home Warranty 0								0						+
- Product Warranty 0	5							0						
Subtotal - Personal 0					0	0	(0						
- Commercial 0 Property - total 0					0			0						
Property - total 0 Aircraft 1					0	0		0						+
Automobile:														+
Private Passenger - Liability 1					93,372			93,372						
- Personal Accident 1					1,661,348			1,661,348						
- Other 1					96,797		159	96,638						+
Subtotal - Private Passenger 1 Other than Private Passenger - Liability 1					1,851,517	0	159	1,851,358						+
- Personal Accident 1								0						+
- Other 1								0						†
Subtotal - Other than Private Passenger 1					0	0	0	0						
Facility Assoc. Residual Market - Liability 2								0						
- Personal Accident 2								0						
- Other 2 Subtotal - Pacility Assoc. Residual Market 2						0		0						
Subtotal - Facility Assoc. Residual Market 2 Automobile - Subtotal - Liability 1					93,372	0								+
- Personal Accident 2					1,661,348									+
- Other 2	1				96,797	0		96,638						
Automobile - total 2					1,851,517	0	159	1,851,358						
Boiler and Machinery excluding Equipment Warranty 3								0						
- Equipment Warranty 3 Credit 3								0						+
Credit Protection 3								0						+
Fidelity 3								0						
Hail 3	8							0						
Legal Expense 4	0							0						
Liability - Comprehensive General Liability (with products) 5								0						
- Comprehensive General Liability (with products) 5 - Comprehensive General Liability (without products) 5								0						+
- Cyber Liability 5								0						+
- Directors and Officers Liability 5								0						
- Excess Liability 5								0						
- Professional Liability 5								0						
- Umbrella Liability 5 - Pollution Liability 5				1				0				-	-	+
- Poliution Liability 5 - All other 5								0						+
Liability - total 5					0	0	(0		1				1
Mortgage 6	2							0						
Other Approved Products 6	3							0			<u> </u>			
Surety - Contract Surety 6	.													
- Contract Surety 6 - All Other Surety 6								0						+
Surety - total 6					0	0		0						
Title 6								0						
Marine 6								0						
Accident and Sickness 7 TOTAL 8	9			1	1,851,517		159	1,851,358						+
TOTAL 8	7			1	1,851,517	0	159	1,851,358						
Out of Canada Liabilities 8	0			0				0		0 1				
0	From 2021 MCT				1.851.517		159			-				

From 2021 MCT - Auto Fund file -

Saskatchewan Auto Fund Canadian Insurer 70.60B <u>31/03/2021</u> Date

CONSOLIDATED

REINSURANCE CEDED SUMMARY UNREGISTERED REINSURANCE (CANADIAN INSURERS)

																						Calcula	tions for MCT pur	poses	
			y Identifie										Receiva	bles				nsurance Collater	ral						
Name of Assuming Insurer	A.M. Best Code	S&P Code	Other Code	Unrated	Reinsurer Domiciliary Jurisdiction	Reinsurer Group Domiciliary Jurisdiction	Business Covered	Type of contract	Reinsurance Premiums Ceded	Unearned Premiums ceded to assuming insurer	Outstanding losses recoverable from assuming insurer	Reinsurance Receivable	Reinsurance Payable	Net Receivable	Aging of Reinsurance Asset	Non-owned deposits - RSA	Other acceptable non-owned deposits	Reinsurance Collateral - Funds Held	Letters of Credit	Total (32)+(34)+ (36)+(38)	15% Margin on unearned premiums and outstanding losses recoverable	Recoverables in excess of acceptable collateral (20+22+24-26- 39) where positive	Acceptable collateral in excess of recoverables (39- 20-22-24+26) where positive	Margin Required (40-44) where positive	Excess Collateral (44-40) whe positive
(01)	(02)	(04)	(06)	(08)	(10)	(12)	(14)	(16)	(18)	(20)	(22)	(24)	(26)	(28)	(30)	(32)	(34)	(36)	(38)	(39)	(40)	(42)	(44)	(46)	(48)
Non-associated and Non-subsidiary																									
																				0	0	0	0	0	/
Partner Re Bermuda 0	066891				BM		Auto	XS	-1	0		1	1	0						0	0	0	0	0	,
R & V Versicherungs AG	86544				DE		Auto	XS	335	0	7	14	5	9					14	14	1	2	0	1	
Iamilton Re	91712				BM		Auto	XS	103	0	2	4	1	3					4	4	0	1	0	0	/
Shelter Reinsurance	000503				US		Auto	XS	95	0	2	4	1	3				4		4	0	1	0	0	1
Allianz SE Reinsurance Branch Switzerland	086448				US		Auto	XS	113	0		4	2	2						0	0	2	0	0	1
Pioneer Underwriting Limited					UK		Auto	XS	31	0		1	1	0						0	0	0	0	0	1
American Standard Insurance Company of Wiscon	084955				US		Auto	XS	108	0		4	2	2						0	0	2	0	0	,
Employers Mutual Casualty Company	002181				US		Auto	XS	25	0		1		1						0	0	1	0	0	,
idelis Insurance	083783				BM		Auto	XS	138	0		4	3	1						0	0	1	0	0	,
anacashire Insurance Company Limited	078141				BM		Auto	XS	85	0		3	2	1						0	0	1	0	0	1
HCC International (UK)	087312				UK		Auto	XS	100	0		3	2	1						0	0	1	0	0	
AXIS Specialty Limited							Auto	XS	150	0		5	3	2						0	0	2	0	0	-
/alidus Services Ltd							Auto	XS	17	0		1	0	1						0	0	1	0	0	1
Convex Re							Auto	XS	92	0		3	2	1						0	0	1	0	0	ı .
otal Non-associated and Non-subsidiary 19									1,391	0	11	52	25	27	0	0	0	4	18	22	1	16	0	1	
TOTAL BUSINESS 29									1,391	0	11	52.	25	27	0	0	0	4	18	22	1	16	0	1	

ASSETS/Breakdown for MCT pages 39,71/38.66/38.62

	3,713,020				Reconciliation of Total Assets and the 2016 MCT
3071.8602	3,713,020	7,712	886		Other Assets - Order Rieke TOTAL ASSETS
	7,712		20(0.890)		Olig Assets
3052-001 3071-8701			585		Defined Bearfu Pension Han Supplus Assets (excluding graduble refunds) Defined Bearfu Pension Han Supplus Assets (contribute serious)
3062.4101	10,706		2010.5601		Israg bis Austs De final Boar fit Ponsion Plan
3062.740I 3052.400I	0		2010.5401		ō
3062-4201 3062-7001 -			446		Deferred are needs excluding those arising from temporary differences. Deferred Tox Liabilities (risolated in deferred tox most behin coper 20.10 and to be discussed on
3071.6602			446		Defened To: Assess arising from temporary of feetness, that can be applied to recoverable means traces paid in the preceding 3 years
3071.5902	0 0		20(0.5201		Cerrot Tax Assets De formal Tax Assets
3052 3801			Alique S.SA		Deferred Other A&S (included above)
30.64A&S		0	A&S plit		Deferred Commissions A&S (included above)
		11,266	436		4 15 1
	31,762		20(0.4301 43a		De formed The liker Acquisition Departures Premium Tores
3056.8120		21,562	416	34,689	Own the Properties Equipment
	56,251	Balance Sheet Value	2010/4101	Cost Model for Own Use Properties	Property and Equipment
			4564		Provision cand Other Liabilities (to be input as a negative)
3071.8701			4398		Other Recoverables
3071.0202			496		Investment home Due and Accessed
3071.0802			436		Cash other
3066/3071/3073			÷		h restmat amouts alloaded to the respective irrestmant tows on 40.07 and 30.6630-71/30.73 as a result of the "book through" method
3567130	0		2010.4501		Join ventues and limited partnessings with less fant or equal to 10% ownessinp interest. Product Fanals
30523201			406		hteress in joint ventures and limited pertureships with more than 10% ownership
3052 3001		2000	4010 4001		Interests in sub-statemes, Associates & Jonit Ventures Interests in non-qualifying subsidiaries
	o	Balance Sheet Value	2010 4001		ounted for Using the Ec
3052.3701 3071.6502			376 37c		Soft an used retentions, where the regulator requires collateral and no collateral has been received. Other
207 100 000			279		2711 (172) 272 2727 (1711) 2747 (1711)
2039 1106	0		10.50102		Other Recoverables on Uspaid Claims Silventables on Uspaid Claims
3071.6102		= =	316		Registered Nat-Associated Unrocket and
2009 1206	199		2010/3101		Uspaid Claims and Adjustment Expenses Residents Associated the Expenses
3071.6002		7,411	305		Registered Nan-Associated Unrocke red
COSP LIGH	2,411		2010.3001		Use armed Premiums Residence of Associated
3071.5602		3,290	276		Other receivables
3071.5002	0.400		27/4		Generalization grades exist Current to assess
3071.5602	1 and	6,210	2%		Associates, Joint Verbrew & Non-qualifying Subs
3071.5802			2.96		Unopered Associated Instrus Unopered Associated Instrus
3071,3106	6,210		2010/2/301		Subsidiaries, Associates & Joint Venures
3071.5802			235		Unregisted National Society United Approximation 1988
3071.0004	68		2010 2301		Other Insucers
3071.5902/			7		Orba
ons like	218,895	218830	2010/2/201		hsalmer Peniums
307L5602 307L5902/	7,40		2010/2001		
3071.5502/				days or more	Receivables:
	3,318,239		07.3912	Outradiano	Total lavestments (lines 04 to 10)
3066/3071/3073	0		4007.351.2		Deluce Pooled Funds accounted using the Equity Method
3071.3502 3066/3071/3073	0		30g 40073212		Other Time stol Assets Pooled Fauls - form solicaptured in above pows
3066.7721 3066.7721			30H		Instruments NOT used as part of an equity hedging strategy (long equity derivatives) Instruments use d as part of an equity hedging strategy
3075			30h	Exposure amount	National Control of the Control of t
3075			JCE		Other totals Structured Settlements, etc.
3052.3501			30d		Lams considered as explaid to joint ventures and limited partnerships with more than 10% ownership
3052 3101 3052 3401			305		Lants canadened as capital to non-quilifying subsideness Lants canadened as capital to associates
3071.2302			3331		19
	0	Balance Sheet Value	40073012		Louis and Irrosted Assets
3066.7721	201115		195		Common Shares used as part of an equity hed ging stateogr
30667020	1,163,48		4007.1512	Exposure amount	Connor Shree
3071.1602			4007.1012+4		Mortgages secured by unde veloped lend
3071.1502 3071.1502		155.394	06b-iii	155394	Residential mangages that are not first anongages on one- to Survenit residential devillings Commercial Montgages
3071.1402		00,815	065-	09.815	First mortgages on one- to dour- unit residential devellings
3071.0602/3073			00 OK		Geronnot Gode Red origin Martmans
	225,309	Value	007.0412		Montgage Loans
3071.0702/3073		286,419 Balance Shoot	0.95 4007.0312+4		Short-Term Obligations including Commercial Paper
3071.0602/3073		П	0%		ions in chuding term deposits
	1,102,061		007.021.2+40 07.021.2+40		Banis and D domines
	286.419		4007.0112		Irrodinats: Shot Tem Irredinats
3071.0702			506		Awards hold for sale (no MCT application required)
30711000	0		2010/2001		acq
3071.0802		1000	910		Carl root or premises
	27,441	(10)	2010.0101	(bed)	Cish and Cish Equivalents
Page reference	Assets - 2010	30.71,30.62	pages 20.10/40.07	Amerized Cost	
	- 7616	Clasification-	Row on		

IBAS/SGI AUTO FUND STRATEGIC ACCORD

DEFINITIONS:

For the purposes of this document:

- "SGI" refers to Saskatchewan Government Insurance;
- "IBAS" refers to the Insurance Brokers' Association of Saskatchewan;
- "Issuer(s)" refers to all motor licence issuers in Saskatchewan, including brokers IBAS members; and, with issuing appointments, issuer-only offices, and includes those who are not
- insurance in Saskatchewan. "Broker" refers to Property and Casualty agents licensed to sell automobile

PREAMBLE:

as representing issuers may be necessary. fairly representing the interests of all Issuers, including issuer-only and non-IBAS members. The parties also acknowledge that from time to time, a reaffirmation of IBAS The parties recognize that IBAS has been acknowledged by the majority of Issuers as

motor licence issuing products and services. regarding the obligations and commitments to each other as partners in the delivery of This document, referred to as the "Accord", is a set of principles for SGI and IBAS

Agreement and the Accord, the Issuer Agreement shall take precedence. agreed to during remuneration negotiations. In the event of a conflict between the Issuer Accord is in addition to, but does not supersede the Issuer Agreement and any terms enhances the delivery of superior, cost effective, customer-focused products. The goal of this Accord is to foster a strategic, mutually beneficial partnership that

will strive to conduct business with each other based on these values. the spirit of innovation and renewal and, to the extent possible, openness. SGI and IBAS SGI and IBAS share a customer focus and the values of honesty, trust, respect, empathy,

online via MySGI. issuers, issuer-only offices, and SGI branches, will continue to be service providers of continue to be the sole providers of Auto Fund products and those transactions delivered Auto Fund products and services in Saskatchewan. SGI also recognizes that issuers will SGI recognizes that the current motor licence issuing environment, including broker

registration and insurance system on behalf of the Government of Saskatchewan. IBAS recognizes that SGI's Auto Fund administers the driver licence and vehicle

SGI's vision is to make every customer, employee, owner and business partner proud to do business and work with it. SGI recognizes that a renewed Accord with its broker/issuer force is vital to achieving this vision.

THE PARTIES AGREE AS FOLLOWS:

- SGI recognizes that issuers are a main customer contact and provide valuable information on customer needs and feedback. SGI will consistently endeavour to policy and confidentiality. IBAS recognizes and respects that SGI is subject to Government direction on issues related to driver licensing and vehicle registration and share information communicate and seek input from IBAS on significant policy or service change public opinion and survey results which could affect the work of issuers.
- N other's role in providing service to Saskatchewan people. safety. All parties recognize the value in positive support and promotion of each policy decisions with respect to driver licensing, vehicle registration and traffic in Saskatchewan. SGI will honour and recognize the hard work and dedication of IBAS and Issuers IBAS and Issuers will honour and respect SGI's program and
- س copies of communication to Issuers on issuing related matters, at the same time as distribution to all Issuers. time as distribution to all issuers. SGI agrees to provide IBAS with an email copy of all Issuer bulletins, at the same IBAS similarly agrees to provide SGI with
- 4 announcement, issues that may be of sensitive nature and/or a concern prior to making a public Wherever possible, SGI and IBAS will communicate with each other regarding
- S and safety clinics. posters and literature, and shared participation in public safety media campaigns through issuing offices, including, but not limited to, the display of promotional SGI, IBAS, and Issuers will partner in the promotion of Traffic Safety programs
- 9 standard licence issuing duties by providing assistance to the customer in respect insurance coverage. to the customer's rights in the claims process including proofs of loss and SGI, IBAS, and Issuers recognize that an Issuer may go beyond the scope of
- 7 issuers improve the advice and service provided to customers IBAS and SGI believe that universal training and consistent qualifications for
- 00 services, regardless of how the customer accesses the services, SGI and IBAS agree that consistency in delivering Auto Fund programs and is of utmost

support motor licence issuers in carrying out issuing activities consistently importance. SGI will provide the necessary supports, procedures and training to

- 9 Issuer's Agreement including permanent suspension of access to SAM, and/or termination of the disciplinary action for both the individual and the Issuer responsible procedures protection of this information. SGI and Issuers agree that breaches of privacy policies, procedures, training SGI, IBAS and Issuers agree that maintaining privacy of customers' personal information is of utmost importance. SGI, IBAS and Issuers will ensure that Intentional breaches will result in severe consequences, up to and and controls, whether intentional or unintentional, will result in and monitoring practices continue to support
- 0 brokerage sale. approval of the transfer of a licence issuing appointment in conjunction with a was acquired by tender. brokerage, or without the written consent of SGL even if the issuing appointment its licence issuing appointment independent of the sale or transfer of the related not a standalone asset. An issuer cannot sell, transfer, lease or otherwise dispose of parties recognize that an issuing appointment is solely an ongoing revenue stream, Auto Fund products and services from any Issuer in Saskatchewan. IBAS and Issuers recognize that motor licensing issuing customers can purchase SGI agrees that it will not unreasonably withhold
- Ξ licence issuer or is underserviced, in accordance with existing appointment demonstrated need for an issuer in an area that is not already served by a motor endeavour to limit new "issuer only" appointments to situations where there is a SGI maintains the right to appoint new issuers. SGI's preference is to appoint issuers who are licensed to sell automobile insurance in Saskatchewan. SGI will

of the Strategic Accord. parties further acknowledge that the Issuer Appointment Criteria do not form part to consult with IBAS regarding any substantive changes in the guidelines. The The parties acknowledge that the guidelines may in fact change and SGI commits is executed. These Criteria are used as guidelines for the appointment of issuers. Attached are the Issuer Appointment Criteria in use as of the date that this Accord

situations insurance issuing services. advice by licensed insurance brokers in conjunction with vehicle registration and IBAS and SGI agree on the importance of the availability of automobile insurance where licensed insurance advice is available when issuing vehicle SGI and IBAS will work together to increase issuing

SGI and IBAS recognize the value and importance of ensuring a level playing field in the insurance industry in Saskatchewan with regard to access to motor

limited to, sections 3 (1)-(4) "Licensed Agent". services, as operationally detailed in the Issuer Agreement, in particular, but not broker/agency model for the distribution of motor licence issuing products and licence issuing appointments. SGI and IBAS further recognize and support the

- 12. advertising by issuers will be guided by principles of consumer protection and will process. SGI agrees that policies and approval criteria regarding promotion and for the promotion or advertising as named in the Issuer Agreement. advertising of issuing services must include identification of the entity responsible financial services sector in Canada. SGI and IBAS agree that any promotion or take into consideration the federal and provincial regulatory environment of the selling or coercion at any time during the automobile licensing and insurance SGI and IBAS agree that consumers should not be subject to undue pressure, tied
- 3 the view to improve customer service or issuer office efficiency. The parties agree to consult and collaborate to leverage emerging technology with
- 4 basis. This will permit Issuers to properly respond to customer inquiries. efforts to ensure Issuers are informed of new programs or changes on a timely government programs to all Saskatchewan residents, SGI will use reasonable confidentiality requirements and the need to maintain integrity and fairness of when scheduling operational changes or launching new programs. and seasonally. SGI will, if at all possible, take these factors into consideration SGI understands that Issuer office workloads and demands fluctuate daily, weekly
- 15. three times per year to discuss issues of mutual interest. The parties agree that the IBAS Steering Committee and SGI will meet at least
- 6 appointment and the regional representation will be agreed to by both SGI and the IBAS Steering Committee. The representatives, the term of the committee products, services, procedures, policies and rules. This committee will report to meet with SGI to exchange ideas on new and existing Auto Fund training endeavour to represent the interests of all issuers in Saskatchewan. IBAS and SGI confidentiality required by SGI in meeting its accountability requirements with this working level committee will maintain a working level committee, the Issuer Operations Committee, to respect to public policy matters. IBAS representatives on these committees will Committee. In providing their input such representatives will consult with, report policy and advisory committees, including but not limited to the Issuer Operations SGI welcomes the input and involvement of IBAS representatives on various and generally be SGI agrees to reimburse for approved travel and accommodation costs for accountable to IBAS while maintaining the level 2
- 17. Further to that, disciplinary action should be fair, transparent and predictable. At The parties agree both issuers and SGI should be accountable for their actions.

discipline that has taken place in that year to IBAS for their review and comment. the end of each year, SGI agrees to provide a de-identified statement of all issuer

- 8 remuneration for a new product and/or service, or for a significant change to an existing product and/or service, to ensure continuity of service for customers. required. However, SGI and IBAS will negotiate any remuneration adjustment that may be remuneration, and that the Issuer Remuneration Agreement is separate from either SGI recognizes that IBAS represents Issuers with respect to negotiating Accord or the Issuer Agreement. SGI reserves the right to assign
- 19 earlier by mutual consent. reviewed every 5 years from date of signing but that this review can be undertaken The parties recognize that the Issuer Agreement specifies the contract is to be
- 20. date specified herein, the intent is to renew or renegotiate this Accord prior to It is agreed by the parties that, although this Strategic Accord will expire on the
- 21. the 1st day of November 2021. This Accord is/will be effective from the 1st day of November 2016, and expire on

Dated at the City of Regina, in the Province of Saskatchewan, this 1st day of November,

Saskatchewan Government Insurance

Per (Sul) Q

Insurance Brokers' Association of Saskatchewan

Per: Boary len

Remuneration Rates Effective November 19, 2014

transaction is completed in your office. In-Office Remuneration: This is the regular remuneration applicable when a

for an in-office or an internet transaction where commission is paid. Minimum In-Office Commission: This is the minimum commission that will be paid

the internet through your issuer banner. Internet Remuneration: This is the remuneration paid for a transaction completed on

rate is applicable for issuers that have been advised by SGI to use the reduced remuneration rate due remuneration rate is automatically deducted when completing your End of Period. to high error rates or those who have not followed the Issuer Manual or SGI policy. The reduced Reduced Remuneration: a reduced remuneration rate of one-half of the regular remuneration

Notes

*Minimum commission does not apply to trailers or snowmobiles.

Commission applies to the insurance premium only.

Transaction Type	In-Office Remuneration	*Minimum In- Office Commission	Internet Remuneration
Customer			
Add Company Customer	\$2.00	N/A	N/A
Change Company Customer	\$2.00	N/A	\$0
Add Individual Customer	\$2.00	N/A	N/A
Change Individual Customer	\$2.00	N/A	N/A
Add Group Customer	\$2.00	N/A	\$0
Change Group Customer	\$2.00	N/A	N/A
Add Proxy	\$0	N/A	\$0

Transaction Type	In-Office Remuneration	*Minimum In- Office Commission	Internet Remuneration
Driver's Licence			
Add Driver's Licence with Photo	\$9.00	N/A	N/A
Change Driver's Licence	\$1.00	N/A	N/A
Reprint Driver's Licence Certificate (Dec 31, 2010)	\$1.00	N/A	\$1.00
Reprint Temporary Driver Licence (Jan. 1, 2011)	\$1.00	N/A	\$1.00
Reprint Detail Authority Card	\$0	N/A	\$0
Reprint Driver's Licence with Existing Photo	\$2.00	N/A	\$1.00
Reprint Driver's Licence with New Photo	\$2.00	N/A	N/A
Renew Driver's Licence with Photo	\$4.90	N/A	N/A
Renew Driver's Licence (2011 transition)	\$1.00	N/A	N/A
Collect Annual DL Fees	\$0	N/A	\$0
Retake Photo	\$2.00	N/A	N/A

Add Identification Card (formerly Non-Driver ID)	\$2.00	N/A	N/A
Reprint Identification Card (formerly Non- Driver ID)	\$2.00	N/A	\$1.00
Add Driver Exam Receipt	\$1.00	N/A	N/A
Add DWI Course Receipt	\$2.55	N/A	N/A
Add ADE Receipt	\$2.55	N/A	N/A
Add Restricted Licence Receipt	\$2.55	N/A	\$1.00
Add Restricted Licence Appeal Receipt	\$2.55	N/A	\$1.00
Expedited Driver Licence Request	\$2,55	N/A	\$1.00
Add Driver Abstract Request	\$1.00	N/A	\$1.00
Add SDR Accident Appeal	\$2.55	N/A	\$1.00
Exam Appointment Add	\$3.55	N/A	\$0
Exam Appointment Change	\$2.55	N/A	\$0
Exam Appointment Cancel	\$1.00	N/A	\$0

Transaction Type	In-Office	*Minimum In-	Internet
	Kemuneration	Commission	Remuneration
Vehicle			
Add Vehicle Impound Hearing	\$2.55	N/A	\$1.00
Add Vehicle Impound Release Receipt	\$2.55	Z A	\$1.00
Change Tort Injury Coverage	\$2.55	N/A	\$0
New Vehicle Registration	4.75%	\$3.50	Z A
Renew Vehicle Registration (includes	4.75%	\$3.50	3.75%
Cancel Vehicle Registration	\$2.00	N/A	\$0
Change Vehicle Registration	\$5.00	N/A	\$0
Change Registration Term	4.75%	\$3.50	Š
Change AutoPay Contract	\$0	N/A	N/A
Transfer Registration	\$5.00	N/A	N/A
Replace Plate	\$2.00	N >	Z >
Replace Vehicle Registration Certificate	\$2.00	N/A	\$0
Estate Transfer	\$5.00	N/A	Z/A
24 hour permit	\$2.00	N/A	N/A
Intransit Permit	\$2.00	Z >	×
7 Day TIC without Plate	\$2.00	N/A	N/A
New Certificate of Safety Fitness	\$5.50	N/A	N/A
Reprint Certificate of Safety Fitness	\$2.55	N/A	N/A
Change AutoPay Withdrawal Day	\$0	N/A	\$0
AutoPay Arrears	\$0	N/A	\$0
BR Accident Appeal	\$2.55	N/A	N/A
Reprint Payment Schedule	\$0	N/A	\$0
Reprint Injury Coverage	\$0	N/A	N/A
Add Vin Search	\$1.00	N/A	\$0
Print General Receipt	\$0	N/A	N/A
New AutoPay Contract	\$0	N/A	N/A
Cancel PAC Agreement	\$0	N/A	N/A
Change PAC Agreement	\$0	N/A	N/A
Lease Buyout	\$5.00	N/A	N/A
Return Plates	\$2.55	N/A	N/A

New Special Order Plate	\$2.55	N/A	\$0
Reprint Special Order Plate	\$2.55	N N	\$0
PAC Pre-Payment	\$0	N/A	\$0
Registration Eligibility Declaration	4.75%	\$3,50	3.75%
PAC Cancel/Payout	\$0	N/A	N/A
Change Renewal Day	\$5.00	N/A	\$0
8 Day Permit	\$2.00	N/A	N/A
7 Day TIC with Plate	\$2.00	N/A	N/A
Add Pulp Haul Permit	\$2.00	N/A	N/A
Receivable Payment	\$0	N/A	\$0
DPP Payment	\$0	N/A	N/A
Add Inspection	\$2.55	N/A	N/A
Add/Delete Co-owner Consent	\$2.55	N/A	\$0
Choose Communication Method	\$2.00	N/A	\$0
Collect Email Address	\$2.00	N/A	\$0
Add CPP	\$0	N/A	N/A
IRP collection (per vehicle)	\$4.00	N/A	N A
Customer Pre-payment	\$0	N/A	N/A

Provincial Sales Tax

Effective April 1, 2017, the Ministry of Finance no longer pays commissions for collecting PST. This means going forward on Apr.1, you will no longer see remuneration for Add PST Casual Return transactions in your end of period report.

casual return. Deduct commission of 7% on the first \$300.00 of tax collected and 1% on the balance for each

Tax Collected: Example:

Commission of 7% on \$300.00: \$100.00: Commission of 1% on \$400.00 100

Total Commission: \$ 22.00

Debit Card (Interac) / Credit Card Transaction Fee Reimbursement

SASKATCHEWAN AUTO FUND Premium Projections (\$000s)

	Actual	Actual	Actual	Actual	Actual	Actual			Forecast		
	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<u>Total Premiums</u>											
Premiums Written											
Net premiums written before discounts	1,049,442	1,059,693	1,071,818	1,090,895	1,103,686	1,136,186	1,164,116	1,186,322	1,209,050	1,232,215	1,255,822
Safe Driver Recognition Bonus	(118,699)	(123,112)	(127,267)	(131,037)	(132,995)	(138,148)	(142,533)	(146,270)	(150,111)	(154,054)	(158,100)
Safe Driver Recognition Malus	0	0	0	0	0	0	0	0	0	0	0
Business Recognition Bonus	(10,248)	(11,626)	(16,909)	(18,068)	(18,535)	(18,791)	(20,168)	(20,792)	(21,373)	(21,906)	(22,389)
Premiums Written - net	920,496	924,954	927,642	941,790	952,156	979,247	1,001,415	1,019,260	1,037,566	1,056,255	1,075,333
Premiums Earned	913,815	922,526	930,352	935,287	955,609	961,172	995,288	1,014,401	1,032,596	1,051,159	1,070,130
RSR Surcharge & Capital Margin Revenue Contributions Contribution to Premiums Written											
Contribution to Net premiums written before discounts	23,536	23,822	24,117	24,654	24,847	25,548	22,629	6,333	6,453	6,578	6,703
Contribution to Safe Driver Recognition Bonus	(2,647)	(2,745)	(2,838)	(2,922)	(2,966)	(3,081)	(2,749)	(775)	(795)	(816)	(837)
Contribution to Safe Driver Recognition Malus	0	0	0	0	0	0	0	0	0	0	0
Contribution to Business Recognition Bonus	(229)	(259)	(377)	(403)	(413)	(419)	(389)	(110)	(114)	(116)	(119)
Contribution to Premiums Written - net	20,660	20,818	20,902	21,329	21,468	22,049	19,491	5,448	5,545	5,646	5,747
Contribution to Premiums Earned	20,511	20,764	20,962	21,184	21,545	21,645	21,794	9,987	5,776	5,880	5,986
					Capital Main	tenance	5,449	24,309	35,349	35,985	36,634
					Capital Build	/Release	16,346	(14,321)	(29,573)	(30,105)	(30,648)
					Total		21,794	9,987	5,776	5,880	5,986

Note: For the Capital Maintenance and Capital Build/Release amounts, the 2023/24 to 2025/26 amounts best reflect the long-term revenue contribution of the new margins since the January 2022 adjustment has made its way fully into the earnings by this point. The 2021/22 and 2022/23 estimates include an approximation of the split of the 2.23% RSR surcharge that's currently in place. The split between Maintenance and Build/Release for 2021/22 and 2022/23 was approximated based on the requirements at the time of the 2014 Rate Program, though the proposed RSR surcharge differed from the one recommended by the SRRP and ultimately implemented.

ORIGINAL (0% rate increase, 2020/21 actuals)											
(11.11.11.11.11.11.11.11.11.11.11.11.11.	Actual	Actual	Actual	Actual	Actual	Actual			Forecast		
	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
Ceded Premiums	\$ -5.978	\$ -8.576	\$ -9.665	\$ -14.682	\$ -10.549	\$ -9.449	\$ -9.481	\$ -9.696	\$ -9.870	\$ -10.047	\$ -10,228
ceded Fernians	3,370	0,370	3,003	14,002	10,545	3,443	3,401	3,030	3,070	10,047	10,220
Premiums Written											
Net premiums written before discounts	1,049,442	1,059,693	1,071,818	1,090,895	1,103,686	1,136,186	1,164,116	1,186,322	1,209,050	1,232,215	1,255,822
Safe Driver Recognition Bonus	(118,699)	(123,112)	(127,267)	(131,037)	(132,995)	(138,148)	(142,533)	(146,270)	(150,111)	(154,054)	(158,100)
Safe Driver Recognition Malus	0	0	0	0	0	0	0	0	0	0	0
Business Recognition Bonus	(10,248)	(11,626)	(16,909)	(18,068)	(18,535)	(18,791)	(20,168)	(20,792)	(21,373)	(21,906)	(22,389)
Premiums Written - net	920,496	924,954	927,642	941,790	952,156	979,247	1,001,415	1,019,260	1,037,566	1,056,255	1,075,333
Premiums Earned	913,815	922,526	930,352	935,287	955,609	961,172	995,288	1,014,401	1,032,596	1,051,159	1,070,130
DSD Surcharge Payonus Contribution											
RSR Surcharge Revenue Contribution	Actual	Actual	Actual	Actual	Actual	Actual			Forecast		
	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Premiums Written											
Net premiums written before discounts	23,536	23,822	24,117	24,654	24,847	25,548	22,629	6,333	6,453	6,578	6,703
Safe Driver Recognition Bonus	(2,647)	(2,745)	(2,838)	(2,922)	(2,966)	(3,081)	(2,749)	(775)	(795)	(816)	(837)
Safe Driver Recognition Malus	0	0	0	0	0	0	0	0	0	0	0
Business Recognition Bonus	(229)	(259)	(377)	(403)	(413)	(419)	(389)	(110)	(114)	(116)	(119)
Premiums Written - net	20,660	20,818	20,902	21,329	21,468	22,049	19,491	5,448	5,545	5,646	5,747
							-1536.188	-326.4279			
Premiums Earned	20,511	20,764	20,962	21,184	21,545	21,645	21,794	9,987	5,776	5,880	5,986
	2.24%	2.25%	2.25%	2.26%	2.25%	2.25%	1.95%	0.53%	0.53%	0.53%	0.53%
						2.25%	2.19%	0.98%	0.56%	0.56%	0.56%
				Capital Main	tenance	3.42%	5,449	24,309	35,349	35,985	36,634
				Capital Build	/Release	-2.86%	16,346	(14,321)	(29,573)	(30,105)	(30,648)
				Total		0.56%	21,794	9,987	5,776	5,880	5,986
ORIGINAL											
Premium Taxes	45,979	46,462	46,950	47,424	48,309	48,557	52,788	49,983	54,335	53,749	55,881
Issuer Fees	46,331	46,244	46,253	47,089	47,482	47,071	52,238	49,462	53,769	53,189	55,299
SDR Penalty Revenue	13,353	16,148	24,034	26,678	28,606	24,105	32,241	33,573	34,703	35,616	36,298
Short Term Registration Income	17,444	13,851	14,228	15,032	16,007	16,074	15,525	15,803	16,087	16,376	16,672
Auto Pay Income	16,461	17,774	18,361	19,372	19,704	19,847	19,767	20,159	20,521	20,891	21,268
RSR Surcharge Revenue Contribution											
Premium Taxes	1,032	1,046	1,058	1,074	1,089	1,093	1,156	492	304	301	313
Issuer Fees	1,040	1,041	1,042	1,067	1,071	1,060	1,144	487	301	298	309
SDR Penalty Revenue	300	363	542	604	645	543	628	179	185	190	194
Short Term Registration Income	392	312	321	340	361	362	302	84	86	88	89
Auto Pay Income	369	400	414	439	444	447	385	108	110	112	114

Updated forecast (1.7% rate increase, 2020/21 actuals)									
Actual	Forecast								
2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026				
\$	\$	\$	\$	\$	\$				
1,136,186	1,167,659	1,206,660	1,229,779	1,253,340	1,277,352				
(138,148)	(142,963)	(148,757)	(152,664)	(156,673)	(160,788)				
0	0	0	0	0	0				
(18,791)	(20,229)	(21,145)	(21,736)	(22,279)	(22,769)				
979,246	1,004,467	1,036,758	1,055,379	1,074,388	1,093,794				
961,172	995,900	1,027,251	1,050,067	1,068,944	1,088,236				

IMPACT OF CAPI	TAL MARGIN				
Actual			Forecast		
2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
\$	\$	\$	\$	\$	\$
0	(3,543)	(20,338)	(20,729)	(21,125)	(21,530)
0	430	2,487	2,553	2,619	2,688
0	0	0	0	0	0
(0)	61	353	363	373	380
1	(3,052)	(17,498)	(17,813)	(18,133)	(18,461)
(0)	(612)	(12,850)	(17,471)	(17,785)	(18,106)

SASKATCHEWAN AUTO FUND Written Premium Summary (\$000s) Version Updated with 2020/21 Actuals

Pr	em	ium	Brea	kdo	wn
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Premium Breakdown											
	Actual	Actual	Actual	Actual	Actual	Actual			Forecast		
	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Premiums Written											
Direct premiums written before discounts	1,055,420	1,068,268	1,081,483	1,105,577	1,114,235	1,145,635	1,173,597	1,196,018	1,218,920	1,242,262	1,266,050
Safe Driver Recognition Bonus	(118,699)	(123,112)	(127,267)	(131,037)	(132,995)	(138,148)	(142,533)	(146,270)	(150,111)	(154,054)	(158,100)
Business Recognition Bonus	(10,248)	(11,626)	(16,909)	(18,068)	(18,535)	(18,791)	(20,168)	(20,792)	(21,373)	(21,906)	(22,389)
Ceded written premiums	(5,978)	(8,576)	(9,665)	(14,682)	(10,549)	(9,449)	(9,481)	(9,696)	(9,870)	(10,047)	(10,228)
Premiums Written - net	920,496	924,954	927,642	941,790	952,156	979,247	1,001,415	1,019,260	1,037,566	1,056,255	1,075,333
Incremental Change in direct premiums wr	itten before di	scounts									
Rate Change impact		0	0	0	0	0	0	0	0	0	0
Fleet growth impact		731	(3,580)	8,802	(5,811)	10,770	10,921	4,849	4,994	5,089	5,187
Vehicle Drift impact		12,118	16,794	15,292	14,469	20,631	17,041	17,573	17,908	18,253	18,601
Total		12,849	13,215	24,094	8,658	31,400	27,961	22,421	22,902	23,342	23,788
% Change											
Rate Change impact		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Fleet growth impact		0.1%	-0.3%	0.8%	-0.5%	1.0%	1.0%	0.4%	0.4%	0.4%	0.4%
Vehicle Drift impact		1.1%	1.6%	1.4%	1.3%	1.8%	1.5%	1.5%	1.5%	1.5%	1.5%
Total		1.2%	1.2%	2.2%	0.8%	2.8%	2.4%	1.9%	1.9%	1.9%	1.9%
Actuals vs Budget for 2020/21											
	Actual	Budget	Varia	ance							
	2020/21	2020/21	\$	%		Breakdown of	Budget Varian	ce for 2020/21	_		
Premiums Written									Actual	Budget	Variance
Direct premiums written before discounts	1,145,635	1,143,795	1,840	0.2%		Variance in Pr	ior Year Projec	tion*			-0.6%
Safe Driver Recognition Bonus	(138,148)	(137,532)	(616)	0.4%		Rate Change			0.0%	0.0%	0.0%
Business Recognition Bonus	(18,791)	(19,321)	530	-2.7%		Exposure Gro	wth		1.0%	0.8%	0.2%
Ceded written premiums	(9,449)	(12,459)	3,010	-24.2%		Drift Trend			1.8%	1.3%	0.5%
	_		_	_		Ceded Premiu	ıms				0.3%
Premiums Written - net	979,247	974,483	4,764	0.5%		Total					0.5%

^{*}Variance in prior projection captures variance due to the fact that the budget is ran using June 30 premium data each year, so the prior year is also partially estimated. Any variance in the previous years' projection will impact the budget year's projection.

Safe Driver Recognition - Surcharges & Demerit Revenue

88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Fiscal Year Safety Rating
13363 11363 11613 11613 11613 11634 17640 57700 5205 4223 33778 33778 33778 33778 33778 3229 1929 1929 1929 1929 1929 1929 1929	Count of Driver As at March 3:
\$339,100 \$339,100 \$827,075 \$822,116 \$1,114,175 \$1,123,325 \$1,180,000 \$1,179,0	2019-20 SDR Demerit Revenue
112585 112585 113010 111008 8 4999 8 4999 7907 7907 4918 4222 3151 12767 1295 1295 1295 1295 1295 1295 1295 1295	20: Count of Drivers As at March 31
\$230,266 \$444,450 \$572,525 \$1,050,650 \$804,441 \$885,825 \$1,050,650 \$889,450 \$889,450 \$889,450 \$881,050 \$8	2020-21 rs SDR Demerit Revenue
\$345,882 \$4549,817 \$838,582 \$1,115,645 \$1,121,860 \$1,227,62 \$1,121,860 \$1,227,62 \$1,121,860 \$1,227,62 \$1,121,860 \$1,227,62 \$1,121,860 \$1,127,29 \$83,29 \$93,255	2021-22 Forecasted SDR Demerit Revenue*
\$349,341 \$546,315 \$566,315 \$566,315 \$566,315 \$566,315 \$1,147,823 \$1,147,823 \$1,147,823 \$1,125,938 \$	2022-23 Forecasted SDR Demerit Revenue*
\$352,884 \$852,878 \$855,473 \$1,159,301 \$1,159,301 \$1,159,301 \$1,159,301 \$1,128,199 \$1,128,199 \$1,128,298 \$1,128	2023-24 Forecasted SDR Demerit Revenue*
\$356,363 \$356,363 \$356,363 \$569,507 \$583,967 \$1,170,894 \$1,175,592 \$1,145,820 \$1,145,820 \$1,145,820 \$1,145,820 \$1,145,820 \$1,145,820 \$1,145,820 \$1,145,820 \$1,145,820 \$1,146,823 \$1,149,536	2024-25 Forecasted SDR Demerit Revenue*
\$359,926 \$359,926 \$875,202 \$875,202 \$875,203 \$1,182,603 \$1,122,603 \$1,243,603 \$1,243,603 \$1,244,603 \$1,144,192 \$1,127,62,603 \$1,124,400 \$	2025-26 Forecasted SDR Demerit Revenue*

Safe Driver Recognition - Surcharges & Demerit Revenue

90 92 93 94 95 96 97 98 98 99 100 100 100 100 100 100 100 100 100	g v lear
. 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	20: Count of Drivers As at March 31
\$17,50 \$11,50 \$11,50 \$11,50 \$11,000	2019-20 SDR Demerit Revenue
	Drive
\$18,500 \$11,750 \$11,750 \$11,750 \$11,750 \$210,000 \$1,4000 \$1,4000 \$1,4000 \$1,4000 \$1,4000 \$1,4000 \$1,4000 \$1,4000 \$1,4000 \$1,4000 \$1,000	20-21 SE
\$17,595 \$11,27	2021-22 Forecasted SDR Demerit Revenue*
\$17,771 \$11,771 \$11,771 \$11,590 \$11,332 \$21,634 \$21,634 \$21,634 \$21,634 \$21,634 \$21,636 \$21,632 \$21,932 \$21,933 \$24,938 \$3,348 \$	2022-23 Forecasted SDR Demerit Revenue*
\$17,949 \$11,766 \$11,466 \$11,466 \$11,466 \$11,47	For
\$18,128 \$11,180 \$11,180 \$11,180 \$11,180 \$11,180 \$11,180 \$11,180 \$11,180 \$11,180 \$11,180 \$1,18	Fore
\$18,399 \$11,676 \$11,676 \$22,290 \$11,676 \$21,1676	For

Safe Driver Recognition - Surcharges & Demerit Revenue

Total		-588	-575	-558	-393	-350	-340	-339	-319	-280	-279	-271	-268	-262	-251	-241	-234	-229	-228	-226	-223	-218	-216	-215	-213	-212	-211	-207	-203	-199	-198	-197	-195	-194	-193	-191	-189	-188	-187	185	-180	-179	Rating	Safety	Fiscal Year
129716	Discrepancies**		1	1	1		1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1		2		1	1	1				2	2	٠ .	٠,	۱ د	2 +			1	As at March 31	Count of Drivers	20
\$36,877,173	-\$140,660	\$0	\$6,000	\$0	\$0	\$0	\$0	\$3,250	\$0	\$4,000	\$1,000	\$0	\$0	\$3,000	\$3,000	\$0	\$4,000	\$0	\$10,250	\$0	\$0	\$1,000	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$ 0	\$0	\$1,000	٠ د د د	\$0.5	\$0	Revenue	SDR Demerit	2019-20
128410		1			1	1		1		1	1	1	1		1		1	Ľ		1		1	1	1	1	2	1	1			2	1	2	2		_	,	۱ د	- 1	J	۱ ۱	2	As at March 31	Count of Drivers	20
\$25,906,859	-\$217,633	\$5,000	\$0	\$0	\$0	\$1,000	\$0	-\$1,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0	\$0	\$0	\$2,000	\$1,000	\$4,000	\$0	ŝo	\$6,000	\$ 0	s o	0.5	\$2,000	\$2,000	\$1,000	Revenue	SDR Demerit	2020-21
\$37,614,717	-\$143,473	\$0	\$6,120			\$0		\$3,315		\$4,080	\$1,020	\$0		\$3,060	\$3,060		\$4,080	\$0	\$10,455			\$1,020	\$1,020	\$1,020	\$0		\$0				\$0	\$0	\$0		*	\$1,020		41,010	\$1,020	6 6	ŝ	ŝo	Demerit Revenue*	Forecasted SDR	2021-22
\$37,990,864	-\$144,908	\$0	\$6,181			\$0		\$3,348		\$4,121	\$1,030	\$0		\$3,091	\$3,091		\$4,121	\$0	\$10,560			\$1,030	\$1,030	\$1,030	\$0		\$0				\$0	\$0	\$0		-	\$1,030		41,000	\$1 030	s 6	ŝ	\$0	Demerit Revenue*	Forecasted SDR	2022-23
\$38,370,773	-\$146,357	\$0	\$6,243			\$o		\$3,382		\$4,162	\$1,041	\$0		\$3,122	\$3,122		\$4,162	\$0	\$10,665			\$1,041	\$1,041	\$1,041	\$0		şo				\$0	\$0	\$0		1	\$1.041		42,012	\$1 041	\$ 8	\$ 1	ŝo	Demerit Revenue*	Forecasted SDR	2023-24
\$38,754,480	-\$147,821	\$0	\$6,305			\$0		\$3,415		\$4,204	\$1,051	\$0		\$3,153	\$3,153		\$4,204	\$0	\$10,772			\$1,051	\$1,051	\$1,051	\$0		\$0				\$0	\$0	\$0			\$1.051		1,000	\$1.051	6 6	ŝ	\$0	Demerit Revenue*	Forecasted SDR	2024-25
\$39,142,025	-\$149,299	\$0	\$6,368			\$0		\$3,450		\$4,246	\$1,061	\$0		\$3,184	\$3,184		\$4,246	\$0	\$10,880			\$1,061	\$1,061	\$1,061	\$0		\$0				\$0	\$0	\$0		*	\$1.061		41,001	\$1.061	6 6	ŝ	\$0	Demerit Revenue*	Forecasted SDR	2025-26

^{*}Farecasted based on a 1% increase per year based on historical results. Used 2019-20 as a starting point as 2020-21 was heavily impacted by COVID-19.
**Discrepancies consist of: or Appeals, Voids, Claim buy-backs, etc.

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Salvage Division Statement of Operations by Cost Centre As at March 31, 2017 Fiscal Year

Month of March 2017 Total Salvage March 2017 Year-to-Date Actual Budget Variance Last Year Actual Budget Variance %Change Last Year 5,897,816 4,371,922 1,525,894 4,459,240 Sales 56,939,603 46,713,082 10,226,521 21.89% 49,229,097 2,498,915 **Cost of Goods Sold** 4,488,500 3,197,337 2,583,403 613,934 31,981,418 27,492,918 16.33% 28,273,693 2,700,480 1,788,519 911,961 1,960,324 **Gross Profit** 24,958,186 19,220,164 5,738,022 29.85% 20,955,405 4,729,121 266,124 398,838 (132,714)255,322 **Administrative Expenses** 4,282,441 (446,680)-9.45% 3,993,772 (334) (1,113)(779)5,965 Other Income 395,654 419,130 (23,476)-5.60% 59,907 Net Earnings (Loss) Before 2,433,243 1,388,902 1,044,341 1,710,967 **General Business Transfer** 21,071,399 14,910,173 6,161,226 17,021,540 41.32% (397,644) (225,000)(415,976) (450,000)34,024 -7.56% (560,832)(172,644)(116,095)**General Business Transfer** 2,035,599 1,163,902 871,697 1,594,872 Net Earnings (Loss) 20,655,423 14,460,173 6,195,250 42.84% 16,460,708

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Salvage Division Statement of Operations by Cost Centre As at March 31, 2018 Fiscal Year

Month of March 2018 Total Salvage March 2018 Year-to-Date Actual Budget Variance Last Year Actual Budget Variance %Change Last Year 5,299,455 5,085,773 213,682 5,897,816 Sales 61,420,873 54,041,570 7,379,303 13.65% 56,939,603 **Cost of Goods Sold** 2,922,007 2,805,818 116,189 3,197,337 34,509,353 30,864,554 3,644,799 11.81% 31,981,418 2,377,448 2,279,955 97,493 2,700,480 **Gross Profit** 26,911,521 23,177,016 3,734,505 24,958,186 16.11% 4,783,632 4,282,441 221,583 393,260 (171,677)266,124 **Administrative Expenses** 4,319,385 (464,247)-9.70% (990) (12,828)(13,818)(1,113)Other Income 339,425 395,665 (56,240)-14.21% 395,654 Net Earnings (Loss) Before 2,142,047 1,885,705 256,342 2,433,243 **General Business Transfer** 22,931,561 18,789,049 4,142,512 21,071,399 22.05% (225,000)(101,603)(397,644) (367,459) (225,000)(142,459)63.32% (415,976) (326,603)**General Business Transfer** 1,815,444 1,660,705 154,739 2,035,599 Net Earnings (Loss) 22,564,101 18,564,049 4,000,052 21.55% 20,655,423

-0.09%

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Salvage Division Statement of Operations by Cost Centre As at March 31, 2019 Fiscal Year

Month of March 2019 Total Salvage March 2019 Year-to-Date Actual Budget Variance Last Year Actual Budget Variance %Change Last Year 5,340,996 5,784,371 (443,375)5,299,455 Sales 61,660,835 60,750,195 910,640 1.50% 61,420,873 3,107,859 2,922,007 **Cost of Goods Sold** 34,922,739 2,934,063 (173,796)33,631,495 1,291,244 3.84% 34,509,353 2,676,512 2,406,933 (269,579)2,377,448 **Gross Profit** 26,738,096 27,118,700 (380,604)-1.40% 26,911,521 261,249 399,040 (137,791)221,583 **Administrative Expenses** 4,270,161 4,622,790 (352,629)-7.63% 4,319,385 2,984 108,299 (9,079)(12,063)(13,818)Other Income 404,687 296,388 36.54% 339,425 Net Earnings (Loss) Before 2,136,604 2,265,409 (128,805)2,142,047 **General Business Transfer** 22,872,622 22,792,298 80,324 22,931,561 0.35% (35,413) (463,194)(326,603) (525,536) (425,000) (100,536)23.66% (367,459) (498,607) **General Business Transfer** 2,229,996 1,637,997 (591,999)1,815,444 Net Earnings (Loss) 22,347,087 22,367,298 (20,211)22,564,101

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22,352,658

-9.06%



907,573

2,216,192

(1,308,619)

1,643,568

Salvage Division Statement of Operations by Cost Centre As at March 31, 2020 Fiscal Year

Month of March 2020 Total Salvage March 2020 Year-to-Date Actual Budget Variance Last Year Actual Budget Variance %Change Last Year 4,534,688 5,958,031 (1,423,343) 5,340,996 Sales 60,848,408 63,190,855 (2,342,447) -3.71% 61,660,835 3,098,633 3,312,899 (214,266)2,928,492 **Cost of Goods Sold** 35,427,572 35,862,245 (434,673) -1.21% 34,917,168 1,436,055 2,645,132 (1,209,077)2,412,504 **Gross Profit** 25,420,836 27,328,610 (1,907,774)26,743,667 -6.98% 189,969 418,032 (228,063)261,249 **Administrative Expenses** 4,325,988 4,476,245 (150,257)-3.36% 4,270,161 (17,591) (10,908)(6,683)(9,079)Other Income 368,363 377,390 (9,027)-2.39% 404,687 Net Earnings (Loss) Before 1,228,496 2,216,192 (987,696) 2,142,175 **General Business Transfer** 21,463,212 23,229,755 (1,766,543)-7.60% 22,878,193 (320,923)(320,923)(498,607)**General Business Transfer** (338,122)(338,122)100.00% (525,536)

Net Earnings (Loss)

21,125,089

23,229,755

(2,104,666)

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Salvage Division Statement of Operations by Cost Centre As at March 31, 2021 Fiscal Year

Month of March 2021 Total Salvage March 2021 Year-to-Date

	1,10,1111 05 1	10.00.2021		Total Salvage			em 10 2 me		
Actual	Budget	Variance	Last Year		Actual	Budget	Variance	%Change	Last Year
6,548,464	6,110,688	437,776	4,534,688	Sales	60,800,697	63,751,833	(2,951,136)	-4.63%	60,848,408
4,079,483	3,358,449	721,034	3,098,633	Cost of Goods Sold	35,832,935	36,277,655	(444,720)	-1.23%	35,427,572
2,468,982	2,752,239	(283,257)	1,436,055	Gross Profit	24,967,762	27,474,178	(2,506,416)	-9.12%	25,420,836
291,087	373,118	(82,031)	189,969	Administrative Expenses	4,380,427	4,372,886	7,541	0.17%	4,325,988
(19,290)	(18,616)	(674)	(17,591)	Other Income	366,704	281,983	84,721	30.04%	368,363
2,158,604	2,360,505	(201,901)	1,228,496	Net Earnings (Loss) Before General Business Transfer	20,954,039	23,383,275	(2,429,236)	-10.39%	21,463,212
(403,673)	(425,000)	21,327	(320,923)	General Business Transfer	(418,359)	(425,000)	6,641	-1.56%	(338,122)
1,754,931	1,935,505	(180,574)	907,573	Net Earnings (Loss)	20,535,680	22,958,275	(2,422,595)	-10.55%	21,125,089

Saskatchewan Auto Fund 5-Year Investment Earnings Comparative Summary

Saskatchewan Auto Fund 5-Year Investment Return Comparative Summary

Investment expenses Earnings over (under) budget		Infrastructure	Global small cap equities	Global equities	Canadian equities		Mortgages	Bonds	Matching Short-term	Asset Class		Total investment earnings	Investment expenses		Infrastructure	Real estate	Global small can equities	Clabel activities	Return Seeking		Mortgages	Bonds	Short-term	Matching	Asset Class		Total investment earnings	Investment expenses	Intrastructure	Real estate	Global small cap equities	Global equities	Return Seeking Canadian equities		Mortgages	Bonds	Matching Short-term	ASSEL CIASS	Accet Class
(3.5) (2.6) (1.7) 0.7 (1.4) 125.4 108.4 95.4 (74.1) 355.2	115.5 73.1 (4.3)	\$ 3.0 \$ 0.4 \$ 0.6 \$ 14.2 \$ 14.9	61 6 11.4 5 (22.2) 5	62.1 \$ 46.8 \$ 27.3 \$	27.2 \$ (2.9) \$ (15.6) \$	13.4 37.9 101.4 62.1 (34.5)	4.9 \$ 6.5 \$ 6.2 \$ 2.4 \$	\$ 8.4 \$ 31.2 \$ 96.2 \$ 59.9 \$ (40.8)	0.1 \$ 0.2 \$ (1.0) \$ (0.2) \$	2016-17 2017-18 2018-19 2019-20 2020-21	Actual vs Budget (\$M)	54.3 40.5 76.6 153.3	(8.2) (10.8) (10.3)	45.8 73.2 85.1 93.3 103.2	2.2 \$ 4.6 \$ 4.8 \$ 6.2 \$ 5.9 \$	5.8 \$ 9.7 \$ 10.6 \$ 11.2 \$ 4.4 \$	\$ 19.2 \$ 31.1 \$ 33.9 \$ 42.2 \$ 37.3 \$ 49.4 \$ 5.2 \$ 12.5 \$ 14.1 \$ 15.3 \$ 20.8 \$ 18.0	10.3 \$ 13.3 \$ 19.5 \$ 18.3 \$ 14.8 \$	130 0 103 0 100 0 100 0 140 0	6.4 (12.3) (36.4) (5.8) 60.3	0.5 \$ 0.7 \$ 4.3 \$ 5.8 \$ 6.9 \$	\$ 5.2 \$ (13.9) \$ (43.1) \$ (13.3) \$ 53.3 \$ (70.9)	0.7 \$ 0.8 \$ 2.5 \$ 1.7 \$ 0.2 \$		2016-17 2017-18 2018-19 2019-20 2020-21 2021-22	Budget (\$M)	162.8 135.8 2.4	(9.9)	1613 1463 807	11.9 \$ 21.1 \$ 16.2	\$ 22.3 \$ 30.0 \$ (8.1) \$ (42.4) \$ 141.8	81.3 \$ 77.8 \$ 63.2	40.7 \$ 12.4 \$	19.9 25.5 65.0 56.3	\$ 5.5 \$ 7.2 \$ 10.4 \$ 8.2 \$ 13.1	13.6 \$ 17.4 \$ 53.1 \$ 46.6 \$	0.8 \$ 1.0 \$ 1.6 \$ 1.6 \$	CATALLY CATALTO CATALTO CATALCA CACALTI	2017-18 2018-19 2019-20
Investment expenses Return over (under) budget		Infrastructure	Giobal small cap equities	Global equities	Canadian equities		Mortgages	Bonds	Matching Short-term	Asset Class		Total investment return					Global small can equities				Mortgages			Matching	Asset Class	ı	Total investment return	Investment expenses	Infrastructure	Real estate	Global small cap equities	Global equities	Return Seeking Canadian equities		Mortgages	Bonds	Matching Short-term	ASSEL Class	Accet Clace
6.0%	9.8%	2.4%	11.9%	13.3%	9.6%	1.2%	3.0%	0.9%	-0.2%	2016-17		2.3%	-0.4%	7.0%	7.5%	6.0%	7.8%	7.1%	7 10/	0.5%	0.8%	0.4%	0.8%		2016-17		8.3%	10:0%	9.9%	8.2%	19.7%	20.4%	16.7%	1.7%	3.8%	1.3%	0.6%	7010-17	2016-17
4.6%	5.2%	0.9%	9.4%	8.4%	-3.3%	3.2%	3.4%	3.2%	0.1%	2017-18 2018-19 2019-20	Actua	2.6%	-0.4%	7.0%	7.3%	5.7%	7.0%	7.1%	7 18/	-1.0%	0.5%	-1.4%	0.7%		2017-18		7.2%	14.27	12.2%	12.0%	17.1%	15.4%	3.8%	2.2%	3.9%	1.8%	0.8%	7017-10	2017-18
4.0%	-0.9%	0.6%	-11.8%	3.8%	-5.7%	8.4%	3.2%	10.3%	-0.7%	2018-19	Actual vs Budget (%)	1.6%	-0.4%	6.8%	6.9%	5.5%	7.5%	0.9%	6 0%	-3.1%	2.2%	-4.8%	2.1%		2018-19	Budget (%)	5.6%	0.576	F 0%	7.7%	-4.3%	10.7%	1.2%	5.3%	5.4%	5.5%	1.4%	20102	2018-19
-2.5%	-9.5%	7.2%	-25.7%	-8.7%	-25.1%	4.8%	1.0%	6.1%	-1.7%	2019-20	:(%)	2.9%	-0.4%	6.7%	6.8%	5.2%	7.4%	5.7%	6 70/	-0.4%	3.0%	-1.4%	2.9%		2019-20	it (%)	0.4%	2,0,0	14.0%	9.0%	-18.3%	-1.8%	-18.4%	4.4%	4.0%	4.7%	1.2%	2013-20	2019-20
12.5%	26.7%	1.3%	54.0%	36.4%	39.8%	-2.8%	2.9%	-3.7%	0.0%	2020-21		5.9%	-0.4%	7.3%	3.0%	2.0%	9.5%	0.2%	000	4.9%	3.3%	5.8%	0.3%		2020-21		18.4%	J4:0/0	24.3%	-1.3%	73.9%	45.7%	48.7%	2.1%	6.2%	2.1%	0.3%	17-0707	2020-21
												0.8%	-0.4%	6.6%	6.8%	4.8%	7.3%	6.6%	0.08/	-4.6%	4.3%	-6.6%	0.3%		2021-22														

Notes:

1. Fixed income forecasts are based on the Conference Board of Canada (CBC) yield curve. Prior year forecasts have historically predicted increases in interest rates, which have proven incorrect as interest rates have continued to decrease. However, gains and losses on fixed income investments are offset by the change in claims liabilities due to discounting and have a direct offsetting effect on the Auto Fund as a whole.

^{2.} Projected return seeking asset returns are based on Aon's 10-year projected nominal rate of return, which translates to an annual return of approximately 6-8%. Equity returns have significantly outperformed this expectation in the previous 5-year period, primarily from strong market returns as well as relative outperformance from the Auto Fund's three global equity managers.

SASKATCHEWAN AUTO FUND Trend Analysis (\$000s)

Scenario assuming living assistance enhancements, CPP change, 0% rate change and \$285M rebate and updated with 2020/21 actuals

	Actual 2015/2016 \$	Actual 2016/2017 \$	Actual 2017/2018 \$	Actual 2018/2019 \$	Actual 2019/2020 \$	Actual 2020/2021 \$	2021/2022 \$	2022/2023 \$	Forecast 2023/2024 \$	2024/2025	2025/2026
Loss Adjusting Expense (LAE) LAE - Internal LAE - External* LAE Unpaid & Unreported Loss Adjusting Expense (LAE)	58,663 0 <u>9,544</u> 68,208	62,228 0 8,567 70,795	61,813 0 13,778 75,591	61,138 71,066 (2,726) 129,478	67,112 76,654 5,740 149,505	64,010 71,796 40,841 176,647	69,158 86,914 6,986 163,057	70,710 90,272 5,996 166,978	72,321 93,135 5,063 170,520	72,474 96,082 4,761 173,317	75,462 99,199 4,552 179,213
Year-over-year Changes LAE - Internal LAE - External* LAE Unpaid & Unreported Loss Adjusting Expense (LAE)	<u> </u>	6.1%	-0.7% 60.8% 6.8%	-1.1% -119.8% 71.3%	9.8% 7.9% -310.5% 15.5%	-4.6% -6.3% 611.6% 18.2%	8.0% 21.1% -82.9% -7.7%	2.2% 3.9% -14.2% 2.4%	2.3% 3.2% -15.6% 2.1%	0.2% 3.2% -6.0% 1.6%	4.1% 3.2% -4.4% 3.4%
Administrative Expenses Administrative Expenses Year-over-year Changes Administrative Expenses	53,722	54,201 0.9%	50,502 -6.8%	58,244 15.3%	71,068 22.0%	69,189 -2.6%	90,886	93,792 3.2%	102,920 9.7%	89,957 -12.6%	81,929 -8.9%
CPI (all items)**		0.6%	2.9%	1.8%	0.6%	2.4%	1.5%	1.6%	1.7%	1.6%	1.6%

^{*} Note: Before 2018/19, external LAE was included with claims incurred.

Comments

- Loss adjusting expenses do not align with changes to overall inflation as they are heavily influenced by claims paid and reserve levels. Expected to rise after suppressed activity of COVID-19 restrictions is removed.
- Administrative expense trends are higher than inflation as we ramp up for corporate transformation. Falls after its expected completion in 2024/25 & 2025/26.

^{**2021/2022} to 2024/2025 values are from the Saskatchewan Provincial Budget.

SAF Response Attachment IR 1 - 70

Broker Issuer fees and transaction fees paid by SAF

% of premiums earned		Transaction fees	In-office	On-line	
5.6%	52,728,334	5,514,837	41,370,701	5,842,796	Actual 2018/19
5.5%	52,497,842	5,329,749	40,427,755	6,740,337	Actual 2019/20
5.6%	53,350,493	5,613,363	38,230,944	9,506,185	Actual 2020/21
5.6%	55,596,868	6,008,691	38,678,778	10,909,399	Budget 2021/22
5.5%	56,132,081	5,609,817	38,396,921	12,125,343	Budget 2022/23
5.5%	56,529,887	5,103,093	38,570,095	12,856,699	Budget 2023/24
5.5%	57,439,754	5,088,910	38,739,625	13,611,219	Budget 2024/25
5.4%	58,154,714	4,860,541	38,371,805	14,922,368	Budget 2025/26

SASKATCHEWAN AUTO FUND Statement of Operations

(\$000s) Scenario assuming living assistance enhancements, CPP change, 0% rate change and \$285M rebate

Persilians Written Persili		Actual	Actual	Actual	Actual	Actual	Actual			Forecast		
Permiums written								2021/2022	2022/2023		2024/2025	2025/2026
Permans written 1,049,4 1,059,699 1,071,818 1,090,895 1,103,686 1,136,186 1,164,116 1,164,212 1,090,690 1,231,121 1,275,07 1,103,070 1,231,129 1												
Safe Driver Recognition ablus 14,869 123,312 122,2797 (131,037) (132,059) (131,418) (142,538) (142,70) (150,111) (150,604) (152,005) (150,006) (15	Premiums Written	•	•	•	•	•	•	•		•	•	•
Sub- Price Recognition Manus Gli Gro	Net premiums written before discounts	1,049,442	1,059,693	1,071,818	1,090,895	1,103,686	1,136,186	1,164,116	1,186,322	1,209,050	1,232,215	1,255,822
Pemilum Sercognition Serous 10,248 11,655 16,590 18,058 18,535 18,70 20,108 20,702 21,373 21,900 22,387 Pemilum Structured 913,815 922,526 393,527 395,600 50,117 395,387 1,011,401 1,032,596 1,051,139 1,070,133 Class Algusting Expense (IAA) 666,77 77,720 71,277 705,404 739,736 608,807 707,005 727,118 807,341 835,822 846,203 1,001,401 1,002,596 1,002,596 1	Safe Driver Recognition Bonus	(118,699)	(123,112)	(127,267)	(131,037)	(132,995)	(138,148)	(142,533)	(146,270)	(150,111)	(154,054)	(158,100)
Permium Written-net 920,496 924,554 927,642 941,790 952,155 879,247 1,001,415 1,019,260 1,037,565 1,056,255 1,075,333 Premium Karned 913,815 922,265 990,322 993,287 955,609 661,172 995,288 1,014,401 1,032,596 1,051,159 1,070,130 Claims Incurred 666,770 727,200 712,276 765,404 713,975 160,800 767,007 772,118 807,341 835,822 846,200 Claims Incurred 666,770 727,200 712,276 765,404 713,975 160,800 767,007 772,118 807,341 835,822 846,200 Claims Incurred 66,270 727,200 712,276 765,404 713,975 160,800 772,101 713,007 713,00	Safe Driver Recognition Malus	0	0	0	0	0	0	0	0	0	0	0
Peneliums Earned	Business Recognition Bonus	(10,248)	(11,626)	(16,909)	(18,068)	(18,535)	(18,791)	(20,168)	(20,792)	(21,373)	(21,906)	(22,389)
Claims Incurred G66,770 727,209 712,276 765,404 739,796 608,807 767,005 727,118 807,341 835,822 864,203 Loss Adjusting Expense (IAE) 68,208 70,795 75,991 129,478 149,505 176,647 163,057 166,978 170,520 173,317 179,131	Premiums Written - net	920,496	924,954	927,642	941,790	952,156	979,247	1,001,415	1,019,260	1,037,566	1,056,255	1,075,333
Claims Incurred G66,770 727,209 712,276 765,404 739,796 608,807 767,005 727,118 807,341 835,822 864,203 Loss Adjusting Expense (IAE) 68,208 70,795 75,991 129,478 149,505 176,647 163,057 166,978 170,520 173,317 179,131												
Loss Agily String Expense (LAE) 68,208 70,795 75,911 129,478 149,505 176,647 163,077 166,978 170,520 173,317 179,719 179mmium Taxes 45,979 46,462 46,550 47,028 47,424 44,309 44,575 52,788 49,462 53,769 53,189 55,599 55,599 46,642 46,523 47,089 47,462 47,071 52,238 49,462 53,769 53,189 55,599 176,676 56,579 56,5790	Premiums Earned	913,815	922,526	930,352	935,287	955,609	961,172	995,288	1,014,401	1,032,596	1,051,159	1,070,130
Permittra 145,979 46,462 46,950 47,424 48,309 48,557 52,788 49,843 53,335 53,349 55,881 18suer Fees 46,311 46,044 46,523 47,089 47,482 47,071 52,238 49,642 53,769 53,789 53,189 53,789 53,189 5		,	,		,	,		,				,
Same Fees												
Administrative Expenses \$3,772 \$4,201 \$0,050 \$9,84 \$7,086 \$9,189 \$90,886 \$9,792 \$1,029.0 \$89,973 \$13,294 \$1,280												
Traffic Safety Programs 28,224 31,130 30,636 29,468 34,047 31,554 40,479 41,289 42,114 42,957 43,816												
Combined Ratio Combined Combined Ratio Combined R	·											
Underwriting Loss 4,582 (53,516) (31,856) (141,820) (134,597) (20,653) (171,165) (114,221) (198,403) (197,832) (210,211) [Investment Earnings 16,549 173,811 162,762 135,849 2,450 508,482 124,263 71,144 130,813 138,361 148,988 50R Penalty Revenue 13,353 16,148 24,034 26,678 28,506 24,105 32,241 33,573 34,703 35,616 36,278 50R) For Term Eighstration Income 17,444 13,851 14,228 15,032 16,007 16,074 15,525 15,003 16,087 16,376 16,376 16,726 Autr Pay Income 16,461 17,774 18,361 19,372 19,704 19,847 19,767 20,159 20,521 20,891 21,268 53/age Ret Profit 16,461 20,655 22,564 22,347 21,125 20,536 18,686 20,013 21,434 22,956 24,585 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 568,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 [Increase (decrease) to RSR 80,252 188,723 188,723 80,6747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 [Increase (decrease) to RSR 80,252 188,723 80,6747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 [Increase (decrease) to RSR 80,252 188,723 80,6747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 [Increase (decrease) to RSR 80,252 188,723 80,6747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 [Increase (decr	Traffic Safety Programs	28,224	31,130	30,636	29,468	34,047	31,554	40,479	41,289	42,114	42,957	43,816
Newstment Earnings 16,549 173,811 162,762 135,849 2,450 508,482 124,263 71,144 130,813 138,361 148,988 SDR Penalty Revenue 13,353 16,148 24,034 26,678 28,606 24,105 32,241 33,573 34,703 35,616 36,298 36,100 36,000 35,00	Total Expenses	909,233	976,043	962,207	1,077,107	1,090,206	981,825	1,166,453	1,128,622	1,230,999	1,248,991	1,280,341
New	Underwriting Loss	4 582	(53 516)	(21 856)	(141 820)	(124 597)	(20 653)	(171 165)	(114 221)	(108 403)	(107 832)	(210 211)
SDR penalty Revenue 13,353 16,148 24,034 26,678 28,606 24,105 32,241 33,573 34,703 35,516 36,298 58not Term Registration Income 17,444 13,851 14,228 15,032 16,007 16,007 16,007 15,525 15,803 16,087 16,375 20,159 20,521 20,291 21,268 23,400 20,400 20,400 20,500 20,500 20,521 20,291 21,268 23,400 20,400	Officer Witting Loss	4,302	(33,310)	(31,030)	(141,020)	(134,337)	(20,033)	(1/1,103)	(114,221)	(130,403)	(137,032)	(210,211)
SDR penalty Revenue 13,353 16,148 24,034 26,678 28,606 24,105 32,241 33,573 34,703 35,616 36,298 Short Term Registration Income 17,444 13,851 14,228 15,032 16,070 16,070 16,075 12,089 16,376 16,677 Auto Pay Income 16,461 17,774 18,361 19,372 19,704 19,847 19,767 20,159 20,521 20,891 21,288 Salvage Net Profit 16,461 20,655 22,564 22,347 21,125 20,536 18,686 20,013 21,434 22,956 24,585 Gain on Disposal of Asset Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 568,391 39,318 46,471 25,155 36,368 37,601 Rebate to policyholders 0 0 0 0 0 0 0 (285,000) 0 0 0 0 0 0 0 0 Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 RSR selance, Beginning of Year 296,924 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 RSR Balance, Beginning of Year 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 RSR Balance, End of Year 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 Redevelopment Reserve (RDR): Balance, Beginning of Year 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Investment Earnings	16,549	173,811	162,762	135,849	2,450	508,482	124,263	71,144	130,813	138,361	148,988
Auto Pay Income 16,461 17,774 18,361 19,372 19,704 19,847 19,767 20,159 20,521 20,891 21,268 Salvage Net Profit Gain on Disposal of Asset Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 568,391 39,318 46,471 25,155 36,368 37,601 Rebate to policyholders 0 0 0 0 0 0 (85,000) 0 0 0 0 0 0 0 0 0 Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 Rebate to policyholders 0 0 0 0 0 0 (85,000) 0 0 0 0 0 0 0 0 0 Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 283,391 39,318 46,471 25,155 36,368 37,601 RSR: RSR Balance, Beginning of Year 296,924 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 Appropriated (to) from Redevelopment Reserve 0 0 0 0 0 0 0 0 0 0 0 1,129,456 1,175,927 1,201,082 1,237,450 Redevelopment Reserve (RDR): Redevelopment Reserve 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		13,353	16,148	24,034	26,678	28,606	24,105	32,241	33,573	34,703	35,616	36,298
Salvage Net Profit Gain on Disposal of Asset Increase (decrease) to RSR 80,252 188,723 210,095 77,458 (46,706) 0 0 0 0 0 0 0 0 0 0 0 0 0	Short Term Registration Income	17,444	13,851	14,228	15,032	16,007	16,074	15,525	15,803	16,087	16,376	16,672
Increase (decrease) to RSR	Auto Pay Income	16,461	17,774	18,361	19,372	19,704	19,847	19,767	20,159	20,521	20,891	21,268
Increase (decrease) to RSR	Salvage Net Profit	16,461	20,655	22,564	22,347	21,125	20,536	18,686	20,013	21,434	22,956	24,585
Rebate to policyholders 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Gain on Disposal of Asset											
Rebate to policyholders 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
RSR	Increase (decrease) to RSR	80,252	188,723	210,095	77,458	(46,706)	568,391	39,318	46,471	25,155	36,368	37,601
RSR : RSR Balance, Beginning of Year Appropriated (to) from Redevelopment Reserve 0 0 0 0 0 0 0 0 1,129,456 1,175,927 1,201,082 1,237,450 RSR Balance, End of Year 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 Redevelopment Reserve (RDR): Balance, Beginning of Year 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rebate to policyholders	0	0	0	0	0	(285,000)	0	0	0	0	0
RSR Balance, Beginning of Year 296,924 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 Appropriated (to) from Redevelopment Reserve 0 0 0 0 0 0	Increase (decrease) to RSR	80,252	188,723	210,095	77,458	(46,706)	283,391	39,318	46,471	25,155	36,368	37,601
RSR Balance, Beginning of Year 296,924 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 Appropriated (to) from Redevelopment Reserve 0 0 0 0 0 0	RSR:											
Appropriated (to) from Redevelopment Reserve		296 924	377 177	565 900	775 995	853 453	806 747	1 090 139	1 129 456	1 175 927	1 201 082	1 237 450
Redevelopment Reserve 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		230,324	3//,1//	303,300	113,333	655,755	000,747	1,000,100	1,123,730	1,113,32,	1,201,002	1,237,730
RSR Balance, End of Year 377,177 565,900 775,995 853,453 806,747 1,090,139 1,129,456 1,175,927 1,201,082 1,237,450 1,275,051 Redevelopment Reserve (RDR): Balance, Beginning of Year 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0	0	0	0	-	-	-	-	-	-
Redevelopment Reserve (RDR): Balance, Beginning of Year 0<	•						1 000 120	1 120 456	1 175 027	1 201 002	1 227 450	1 275 051
Balance, Beginning of Year 0 </td <td>RSR Balance, End of Year</td> <td>3//,1//</td> <td>565,900</td> <td>7/5,995</td> <td>853,453</td> <td>806,/4/</td> <td>1,090,139</td> <td>1,129,450</td> <td>1,1/5,92/</td> <td>1,201,082</td> <td>1,237,450</td> <td>1,2/5,051</td>	RSR Balance, End of Year	3//,1//	565,900	7/5,995	853,453	806,/4/	1,090,139	1,129,450	1,1/5,92/	1,201,082	1,237,450	1,2/5,051
Balance, Beginning of Year 0 </td <td>Redevelopment Reserve (RDR) :</td> <td></td>	Redevelopment Reserve (RDR) :											
Appropriated (to) from Rate Stabilization Reserve 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0	0	0	0	0	0	0	0	0	0
Rate Stabilization Reserve 0 </td <td></td> <td>•</td>												•
Pure Loss Ratio (excluding LAE) 73.0% 78.8% 76.6% 81.8% 77.4% 63.3% 77.1% 71.7% 78.2% 79.5% 80.8% Loss Ratio (including LAE) 80.4% 86.5% 84.7% 95.7% 93.1% 81.7% 93.4% 88.1% 94.7% 96.0% 97.5% Issuer Fee and Tax Ratio 10.1% 10.0% 10.1% 10.0% 9.9% 10.6% 9.8% 10.5% 10.2% 10.4% Administrative Expense Ratio 5.9% 5.9% 5.4% 6.2% 7.4% 7.2% 9.1% 9.2% 10.0% 8.6% 7.7% Traffic Safety Program Expense Ratio 3.1% 3.4% 3.3% 3.2% 3.6% 3.3% 4.1%		0	0	0	0	0	0	0	0	0	0	0
Loss Ratio (including LAE) 80.4% 86.5% 84.7% 95.7% 93.1% 81.7% 93.4% 88.1% 94.7% 96.0% 97.5% Issuer Fee and Tax Ratio 10.1% 10.0% 10.1% 10.0% 9.9% 10.6% 9.8% 10.5% 10.2% 10.4% Administrative Expense Ratio 5.9% 5.9% 5.4% 6.2% 7.4% 7.2% 9.1% 9.2% 10.0% 8.6% 7.7% Traffic Safety Program Expense Ratio 3.1% 3.4% 3.3% 3.2% 3.6% 3.3% 4.1% 4.1% 4.1% 4.1% 4.1% Combined Ratio 99.4% 105.7% 103.3% 115.2% 114.1% 102.1% 117.2% 111.2% 119.3% 118.9% 119.7%	RDR Balance, End of Year	0	0	0	0	0						
Loss Ratio (including LAE) 80.4% 86.5% 84.7% 95.7% 93.1% 81.7% 93.4% 88.1% 94.7% 96.0% 97.5% Issuer Fee and Tax Ratio 10.1% 10.0% 10.1% 10.0% 9.9% 10.6% 9.8% 10.5% 10.2% 10.4% Administrative Expense Ratio 5.9% 5.9% 5.4% 6.2% 7.4% 7.2% 9.1% 9.2% 10.0% 8.6% 7.7% Traffic Safety Program Expense Ratio 3.1% 3.4% 3.3% 3.2% 3.6% 3.3% 4.1% 4.1% 4.1% 4.1% Combined Ratio 99.4% 105.7% 103.3% 115.2% 114.1% 102.1% 117.2% 111.2% 119.3% 118.9% 119.7%												
Issuer Fee and Tax Ratio 10.1% 10.0% 10.1% 10.0% 9.9% 10.6% 9.8% 10.5% 10.2% 10.4% Administrative Expense Ratio 5.9% 5.9% 5.4% 6.2% 7.4% 7.2% 9.1% 9.2% 10.0% 8.6% 7.7% Traffic Safety Program Expense Ratio 3.1% 3.4% 3.3% 3.2% 3.6% 3.3% 4.1% 4.1% 4.1% 4.1% Combined Ratio 99.4% 105.7% 103.3% 115.2% 114.1% 102.1% 117.2% 111.2% 119.3% 118.9% 119.7%												
Administrative Expense Ratio 5.9% 5.9% 5.4% 6.2% 7.4% 7.2% 9.1% 9.2% 10.0% 8.6% 7.7% Traffic Safety Program Expense Ratio 3.1% 3.4% 3.3% 3.2% 3.6% 3.3% 4.1% 4.1% 4.1% 4.1% 4.1% 4.1% Combined Ratio 99.4% 105.7% 103.3% 115.2% 114.1% 102.1% 117.2% 111.2% 119.3% 118.9% 119.7%				l								
Traffic Safety Program Expense Ratio 3.1% 3.4% 3.3% 3.2% 3.6% 3.3% 4.1% 4.1% 4.1% 4.1% Combined Ratio 99.4% 105.7% 103.3% 115.2% 114.1% 102.1% 117.2% 111.2% 119.3% 118.9% 119.7%				l								
Combined Ratio 99.4% 105.7% 103.3% 115.2% 114.1% 102.1% 117.2% 111.2% 119.3% 118.9% 119.7%	·			l				I				
	Traffic Safety Program Expense Ratio	3.1%	3.4%	3.3%	3.2%	3.6%	3.3%	4.1%	4.1%	4.1%	4.1%	4.1%
	Combined Ratio	99.4%	105.7%	103.3%	115.2%	114.1%	102.1%	117.2%	111.2%	119.3%	118.9%	119.7%

SASKATCHEWAN AUTO FUND Actuals vs Budget Statement of Operations (\$000s)

	23%		145%	168%	Minimum Capital Test as @ March 31
	(9.6%)		111.7%	102.1%	Combined Ratio
	(1.0%)		4.3%	3.3%	Traffic Safety Program Expense Ratio
	(0.7%)		7.9%	7.2%	Administrative Expense Ratio
	(0.3%)		10.2%	9.9%	Issuer Fee and Tax Ratio
	(7.6%)		89.3%	81.7%	Loss Ratio
	14.4%	156,624	933,515	1,090,138	RSR Balance, End of Year
			806,747	806,747	Balance, Beginning of Year
					Rate Stabilization Reserve:
	100.0%	(285,000)	ı	(285,000)	Rebate to Policyholders
	77.7%	441,624	126,768	568,391	Increase (Decrease) to RSR before rebate
(4)	69.9% -7.9%	355,227 (6,325)	153,255 86,887	508,482 80,562	Investment Earnings Other Income
	-448.9%	92,721	(113,374)	(20,653)	Underwriting Loss
	-10.1%	(99,238)	1,081,063	981,825	Total Expenses
(2) (3)	-10.0% -32.9%	(6,904) (10,385)	76,093 41,939	69,189 31,554	Administrative Expenses Traffic Safety Programs
	-4.7%	(2,222)	49,292	47,071	Issuer Fees
(1)	-10.0% -2.6%	(78,469) (1,259)	863,923 49,816	785,454 48,557	Claims Incurred Premium Taxes
	-0.7%	(6,517)	967,689	961,172	Premiums Earned
	0.5%	4,764	974,483	979,246	Premiums Written - net
	-2.8%	530	(19,321)	(18,791)	Business Recognition discounts
	0.4% 0.4%	4,850 (616)	1,131,336 (137,532)	1,136,186 (138,148)	Net premiums written before discounts Safe Driver discounts
	ŗ				Premiums Written
	%	S	\$	v	
Note	nce	Variance	2020/21 Budget	2020/21 Actual	vear ended December 31

Notes:

- lower claim frequency. (1) - Current year claims incurred were significantly lower than budget as the COVID-19 pandemic resulted in
- as planned and a greater reduction than anticipated in overall spending during the COVID-19 pandemic, primarily relating to expenditures in the areas of advertising, promotions, events, and employee travel. (2) - Administration expenses were lower than budget due to the digital transformation project not progressing
- areas/programs, including instructor fees, highway traffic safety board expenses, driver education funding, (3) - With the COVID-19 economic slowdown, traffic safety expenses were below budget within several
- 2019/20 brought on by COVID-19. (4) - Investment earnings were up as the market rebounded signficantly following the drop in the later part of

Incurred Losses as at M	arch 31, 2021													
		Personal II	njury Coverage			Third-Part	Liability				Physical Da	mage	ı	
E: 14		Year-over-year	Tort & Reduced No-	Year-over-year		Year-over-year		Year-over-year	Damage exicuding				Damage	Year-over-year
Fiscal Year 2016/2017	No-Fault Injury \$249,673,342	change	Fault Injury \$693.832	change	No-Fault Liability \$16.450.006	change	Tort Liability \$2,184,389	change	Catastrophes & Liability	Year-over-year change	Damage Liability \$144.386.988	Year-over-year change	Catastrophres \$37,749,056	change
, .		22.10/	,,	40.00/	, ,, .,,	62.70/	\$2,184,389 \$2,569,899	17.00	\$343,965,871	7.00/	, ,,.	2.70/		4.20/
2017/2018 2018/2019	\$191,907,364 \$232,067,855	-23.1% 20.9%	\$1,039,778 \$989,829	49.9% -4.8%	\$26,760,517 \$23,685,224	62.7% -11.5%	\$1,872,785	17.6% -27.1%	\$367,955,416 \$377,815,118	7.0% 2.7%	\$149,781,396 \$148,079,972	3.7% -1.1%	\$37,314,924 \$34,943,011	-1.2% -6.4%
2018/2019	\$234,174,712	0.9%	\$836,855	-4.8% -15.5%	\$23,685,224	3.5%	\$1,872,785	-27.1%	\$378,192,258	0.1%	\$148,079,972	-7.4%	\$27,689,323	-0.4%
2019/2020	\$181,822,171	-22.4%	\$836,855	-15.5% 5.9%	\$18,366,880	-25.0%	\$1,836,461	-12.4%	\$378,192,258	-10.3%	\$137,159,041	-7.4%	\$18,871,750	-20.8%
2020/2021	\$181,822,171	-ZZ.47o	\$880,302	5.9%	\$18,300,880	-25.0%	\$1,008,700	-12.4%	\$339,427,434	-10.3%	\$104,712,361	-23.7%	\$18,871,750	-31.8%
Growth Rate	-7.	.6%	6.39	6	2.8	%	-7	.4%	-0.	3%	-	7.7%	-15.9	%
Growth Rate excluding														
2020/2021	١,	.1%	6.49	,	14.2	20/		.6%	,	2%		1.7%	-9.8	v
2022 Auto Fund Budget -2022 FY Projection		354,509	\$1,087	,964	\$27,66	4,256	\$1,6	46,126	\$458,5	i17,023	\$156	,046,677	\$53,735	i,642
Financial Claim Counts	as at March 31 2021	1			•									
I manetar ciami counts		•												
		Personal I	njury Coverage			Third-Part	Liability				Physical Da	mage		
		Year-over-year	Tort & Reduced No-	Year-over-year		Year-over-year		Year-over-year	Damage exlcuding					Year-over-year
Fiscal Year	No-Fault Injury	change	Fault Injury	change	No-Fault Liability	change	Tort Liability	change	Catastrophes & Liability	Year-over-year change	Damage Liability	Year-over-year change		change
2016/2017	4,707	0.7%	88 82	6.007	304 359	40.00/	72 57	20.00/	77,381	5.6%	30,338	4.007	8,473	27.9%
2017/2018 2018/2019	4,743 4.417	-6.9%	82 78	-6.8% -4.9%	359 321	18.2% -10.4%	50	-20.9% -12.1%	81,723 83,468	2.1%	30,024 28,618	-1.0% -4.7%	10,836 5,189	-52.1%
2018/2019	4,417	-6.9%	83	-4.9% 7.0%	325	1.1%	51	1.2%	81,890	-1.9%	25,833	-4.7% -9.7%	4,090	-52.1% -21.2%
2019/2020	3.267	-26.4%	58	-30.1%	240	-26.0%	40	-21.9%	77.180	-1.9%	25,833 19.182	-9.7% -25.7%	3.152	-21.2% -22.9%
2020/2021	3,207	-20.4%	58	-30.1%	240	-20.0%	40	-21.9%	//,180	-5.8%	19,182	-25.7%	3,152	-22.9%
Growth Rate	-8	.7%	-9.89	%	-5.7	7%	-1	3.9%	-0.	1%	-1	.0.8%	-21.9	%
Growth Rate excluding														
2020/2021	-1	.9%	-1.89	%	2.3	%	-11	1.1%	1.	9%		5.2%	-21.6	%
				-		·-								**
2022 Auto Fund Budget -2022 FY Projection		.679	\$84	ı	\$33	79		49	\$111	0.480	¢4	1.729	\$10.4	33

Q77(a) SAF Response:															
	FY 2016/2017	FY 2017/2018	FY 2018/2019	FY 2019/2020	FY 2020 / 2021	FY 2021 / 2022 Projection									
New (OEM) Part Cost	\$82,750,315	\$86,009,726	\$95,224,192	\$95,865,336	\$81,383,905	\$97,782,643									
Aftermarket Parts Cost	\$22,737,317	\$26,873,779	\$29,920,393	\$29,620,313	\$27,520,294	\$30,212,719									
Used (Salvage) Part Costs	\$4,736,507	\$4,713,838	\$5,288,372	\$5,873,309	\$6,153,703	\$6,447,484									
Total Annual Parts Costs	\$110,224,139	\$117,597,344	\$130,432,957	\$131,358,958	\$115,057,903	\$134,442,846									

^{*}auto collision and comprehensive repairs only (does not include road hazard glass)

Q77(b) SAF Response:															
	FY 201	.6/2017	FY 201	7/2018	FY 20	18/2019	FY 201	9/2020	FY 2020 / 2021						
	Actuals	Est. Savings	Actuals	Est. Savings											
New (OEM) Part Cost	\$82,750,315	\$0	\$86,009,726	\$0	\$95,224,192	\$0	\$95,865,336	\$0	\$81,383,905	\$0					
Aftermarket Parts Cost	\$22,737,317	\$7,988,787	\$26,873,779	\$9,442,139	\$29,920,393	\$10,512,570	\$29,620,313	\$10,407,137	\$27,520,294	\$9,669,293					
Used (Salvage) Part Costs	\$4,736,507	\$3,157,672	\$4,713,838	\$3,142,559	\$5,288,372	\$3,525,581	\$5,873,309	\$3,915,539	\$6,153,703	\$4,102,469					
Total Annual Parts Costs	\$110,224,139	\$11,146,459	\$117,597,344	\$12,584,697	\$130,432,957	\$14,038,151	\$131,358,958	\$14,322,676	\$115,057,903	\$13,771,762					

^{*}auto collision and comprehensive repairs only (does not include road hazard glass)

Q77(c) SAF Response:														
	FY 2016/2017	FY 2017/2018	FY 2018/2019	FY 2019/2020	FY 2020 / 2021	FY 2021 / 2022 Projection								
Total Labour Costs	\$120,921,170	\$122,219,821	\$129,182,267	\$124,821,134	\$109,491,187	\$127,317,556								
Total Parts Costs	\$110,224,139	\$117,597,344	\$130,432,957	\$131,358,958	\$115,057,903	\$134,442,846								
Paint & Shop Materials (Other)	\$28,579,800	\$30,036,395	\$32,992,483	\$32,445,098	\$29,143,413	\$33,094,000								
Sublet Parts & Labour	\$21,549,012	\$29,810,577	\$22,916,084	\$20,835,287	\$16,666,711	\$21,251,992								
Total Repair Costs	\$281,274,121	\$299,664,137	\$315,523,791	\$309,460,476	\$270,359,213	\$316,106,394								

^{*}auto collision and comprehensive repairs only (does not include road hazard glass)

	EV 2016/2017	EV 2017/2010	EV 2010/2010	FY 2019/2020	EV 2020 / 2021	FY 2021 / 2022
	FT 2010/2017	F1 2017/2018	F1 2016/2019	F1 2019/2020	F1 2020 / 2021	Projection
Road Hazard Glass (33 Coverage)	\$3.881.591	\$4.655.188	\$5,765,301	\$7,775,840	\$9.036.054	\$11.178.877

^{*} includes repair/replace parts and labour

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TOTAL OTHER	Other	PST Renumeration	Out of Province Registration	Prorated Vehicle Tax	Autopay Finance Fee	Short Term Finance Fee	Short Term Admin Fee	Out of Province PST	Previously Registered Vehicles	PST New Vehicles	Fuel Tax	Permit Office	Drivers License	Trail Fees	Perpetual	Permits	Autopay	Short Term	Full Payment	Registration Vehicle		for the calendar year)	Saskatchewan Auto Fund Rate	
187,057,698.44	(301.46)	(535, 128.34)	596,608.33	5,673,171.98	1,681,737.47	455,799.46	2,937,555.00	0.00	8,261,399.62	11,827,072.63	517,007.50	8,584,090.96	16,235,909.36	1,524,080.00	155,428.00	2,759,616.37	42,037,516.60	21,695,844.50	62,650,290.46		2016/2017	46,451,436.27	5%	2016 (pd March 2017)
193,036,595.13	(1,154.17)	0.00	589,319.49	6,998,984.24	1,714,812.49	420,955.32	3,042,657.50	0.00	9,281,649.04	14,305,344.63	457,099.27	9,196,298.95	16,434,615.39	1,667,210.00	133,064.00	2,780,769.16	42,618,067.12	21,355,712.00	62,041,190.70		2017/2018	46,943,427.11	5%	2017
211,295,403.76	(725.66)	0.00	639,905.86	7,234,691.87	1,729,305.20	462,550.62	3,198,507.50	0.00	20,757,719.46	14,903,092.96	446,990.87	9,889,785.17	19,527,955.68	1,779,250.00	120,346.00	2,916,061.22	42,983,044.74	22,618,185.00	62,088,737.27		2018/2019	47,468,816.88	5%	2018
206,847,144.47	648.87	0.00	201,035.96	7,514,249.18	1,731,120.61	500,646.02	3,295,062.50	0.00	19,206,379.21	14,017,091.12	382,127.74	8,904,443.70	20,059,994.10	1,655,060.00	149,820.00	2,978,882.11	42,151,761.53	22,697,058.00	61,401,763.82		2019/2020	48,265,395.00	5%	2019
211,302,566.20	(456.63)	0.00	93,958.67	6,679,288.28	1,717,112.75	484,227.41	3,460,330.00	0.00	23,145,949.57	15,479,186.25	315,093.69	7,185,736.66	18,216,938.85	2,284,920.00	136,862.00	2,825,412.36	42,982,417.34	24,392,433.00	61,903,156.00		2020/2021	48,722,663.85	5%	2020
0.00																					2021/2022	49,975,914.00	5%	2021