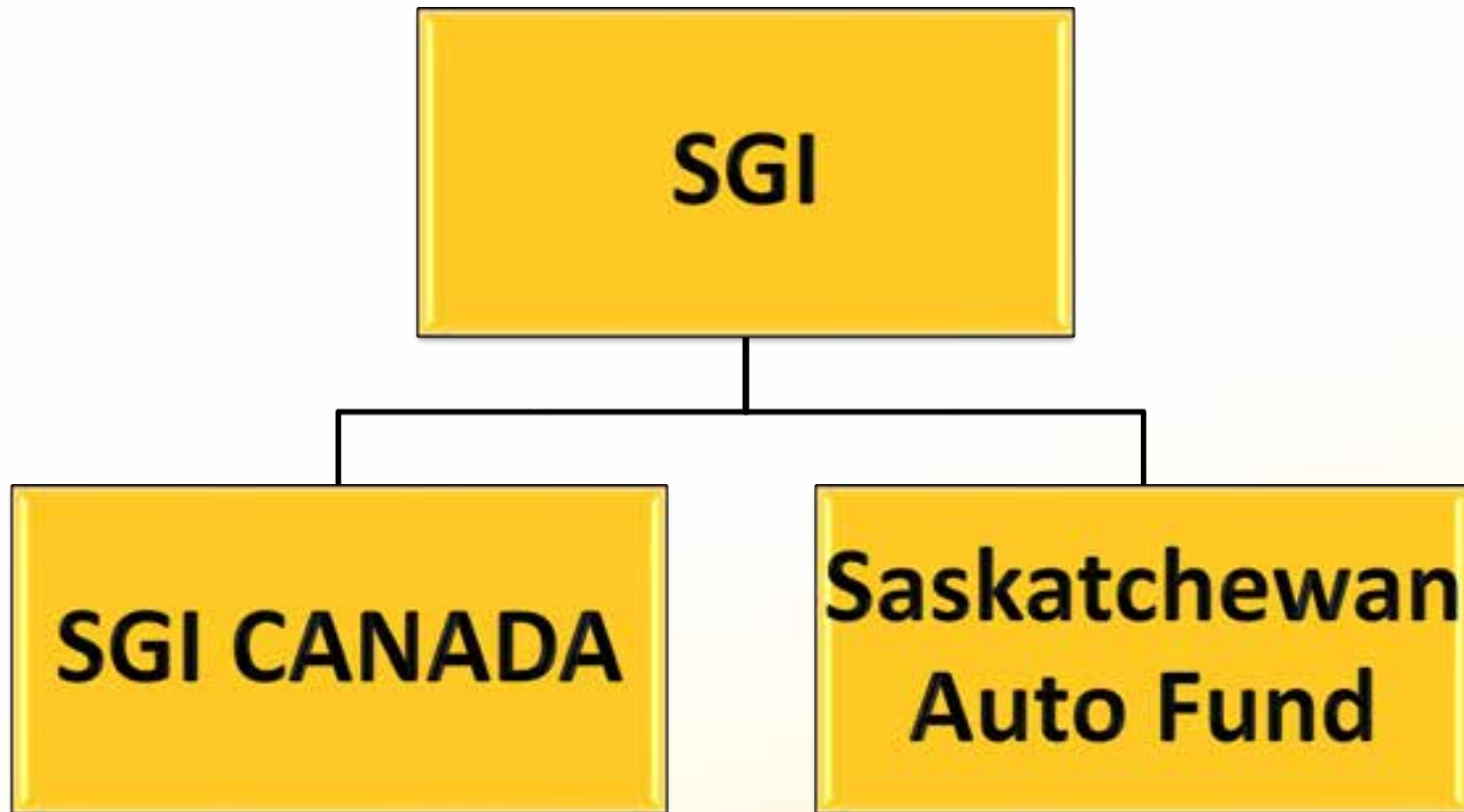


Auto Fund Overview

SGI Corporate Structure



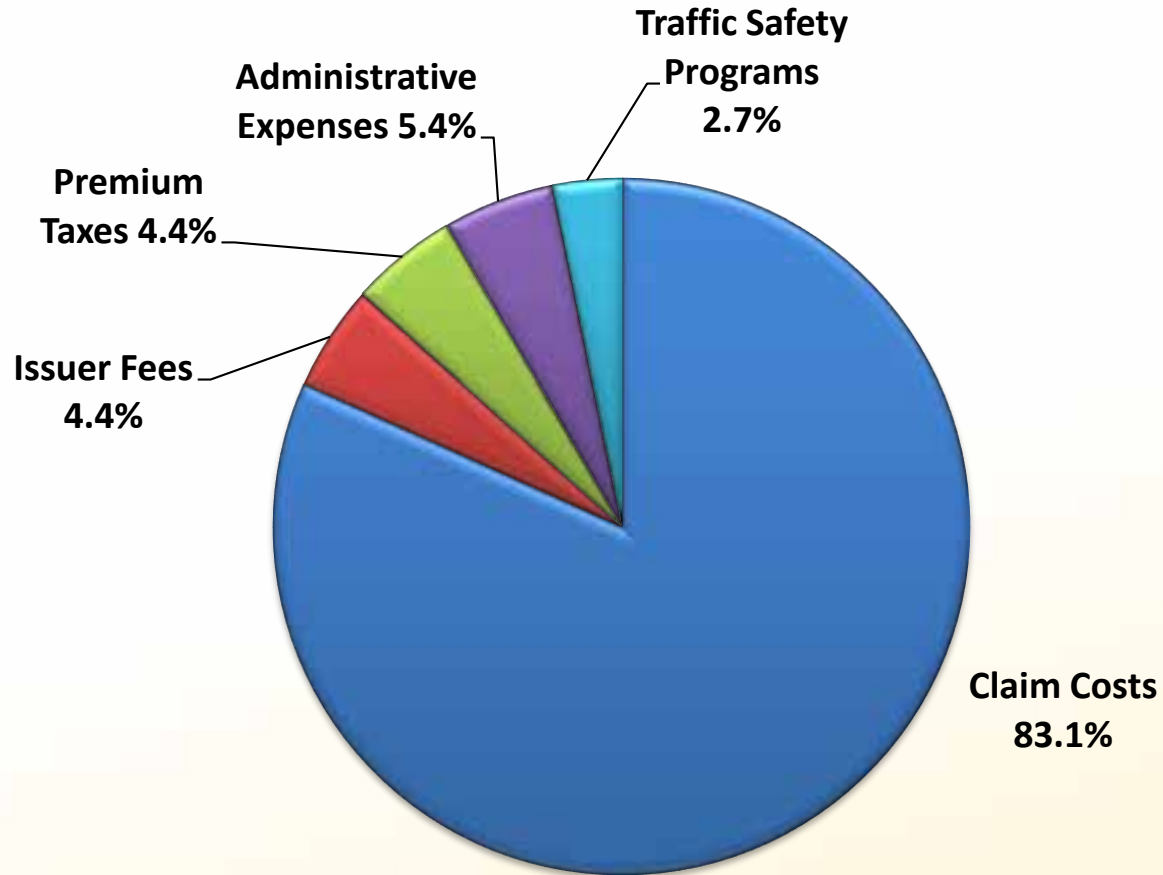
Saskatchewan Auto Fund Mandate

- 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



Determining Adequate Premium

Premium Required > Premium Expected

- Rate Increase

Premium Required < Premium Expected

- Rate Decrease

Premium Required = Premium Expected

- No Rate Change

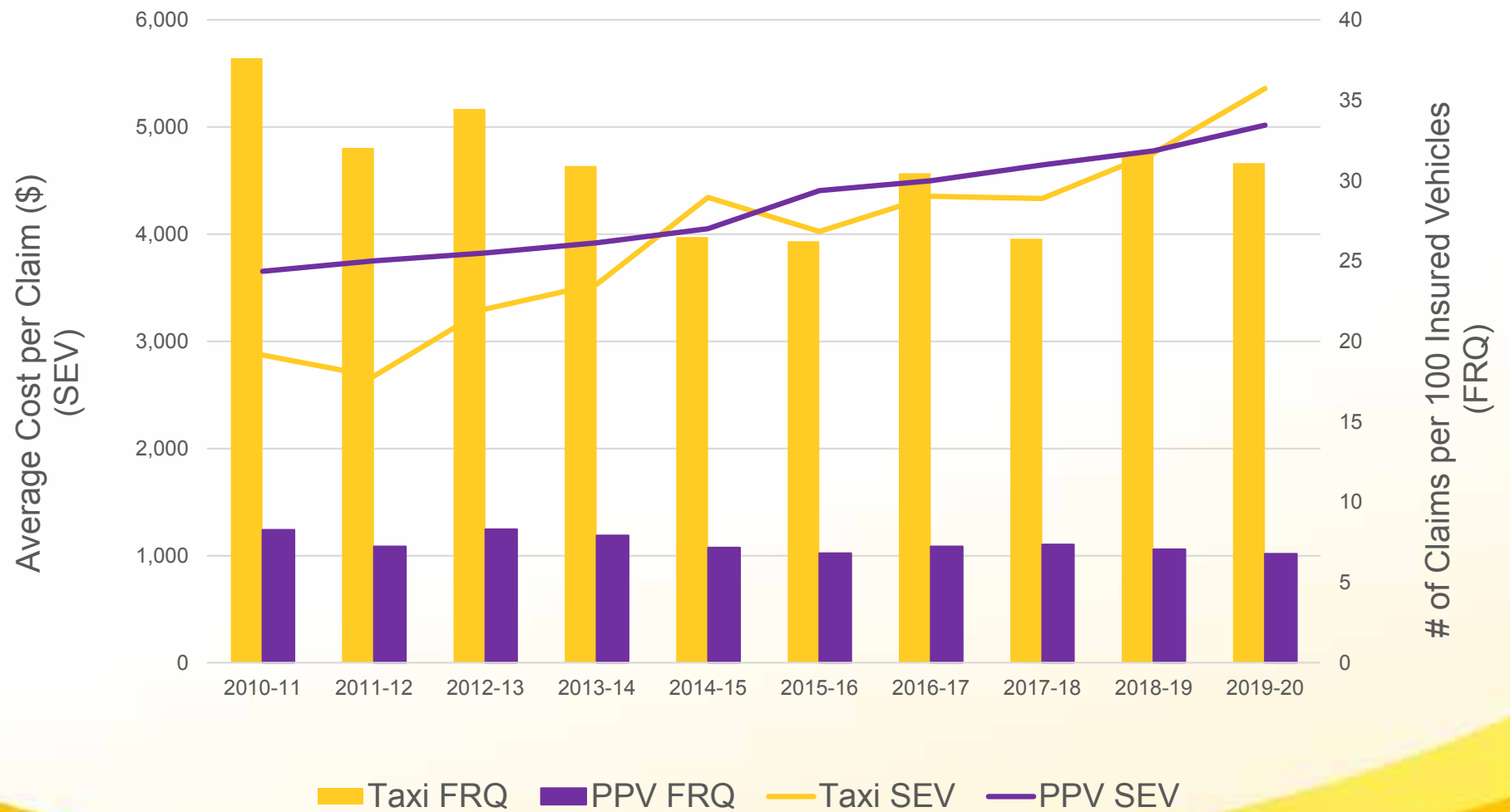
Taxi Indication

Collision Damage

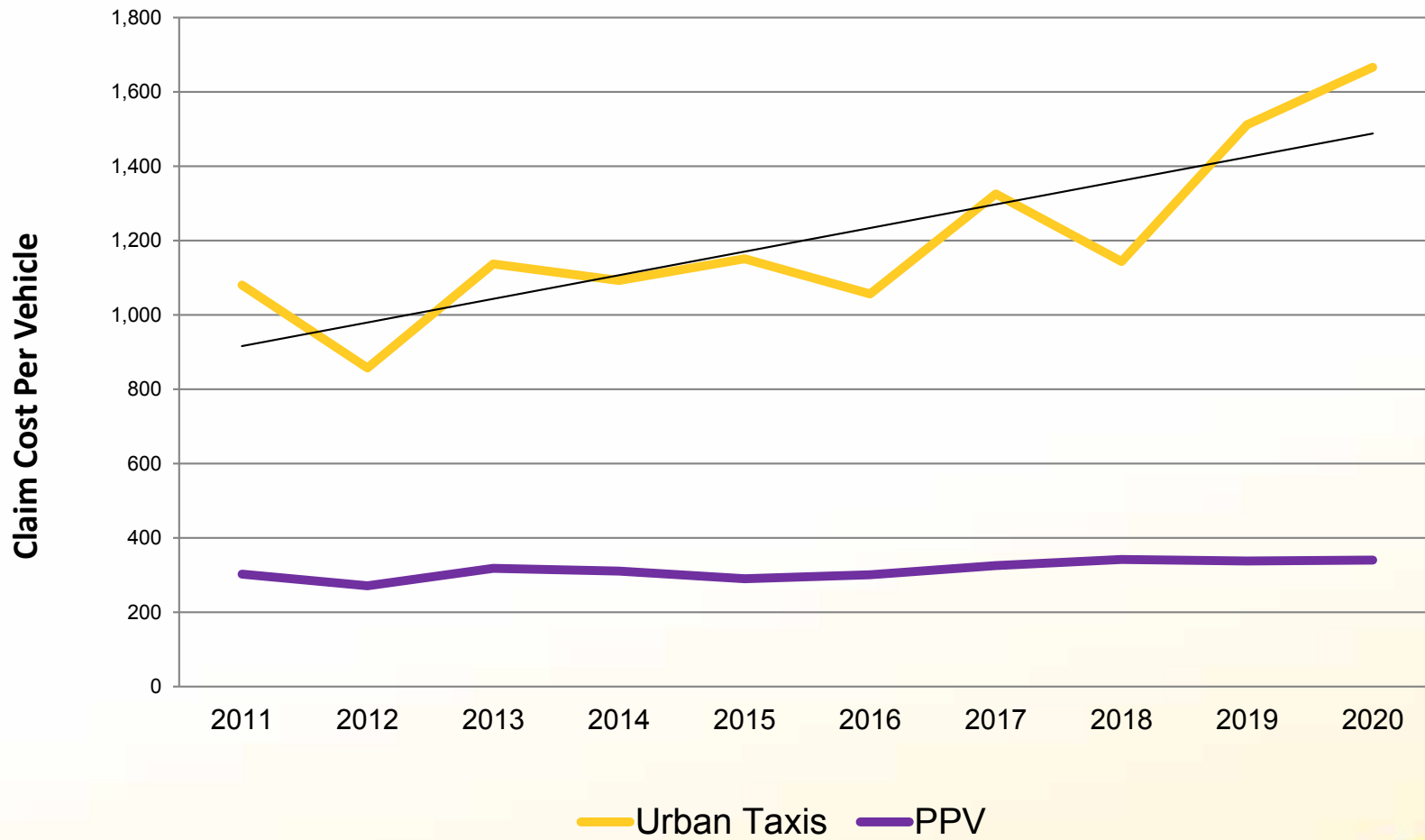
- Own vehicle damage from collision
- Accounts for 40% of all Taxi claim costs

	Urban Taxis	PPV	Urban Taxis	PPV
Accident Year	# of Claims per 100 Insured Vehicles	# of Claims per 100 Insured Vehicles	Average Cost per Claim (\$)	Average Cost per Claim (\$)
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



Collision Damage

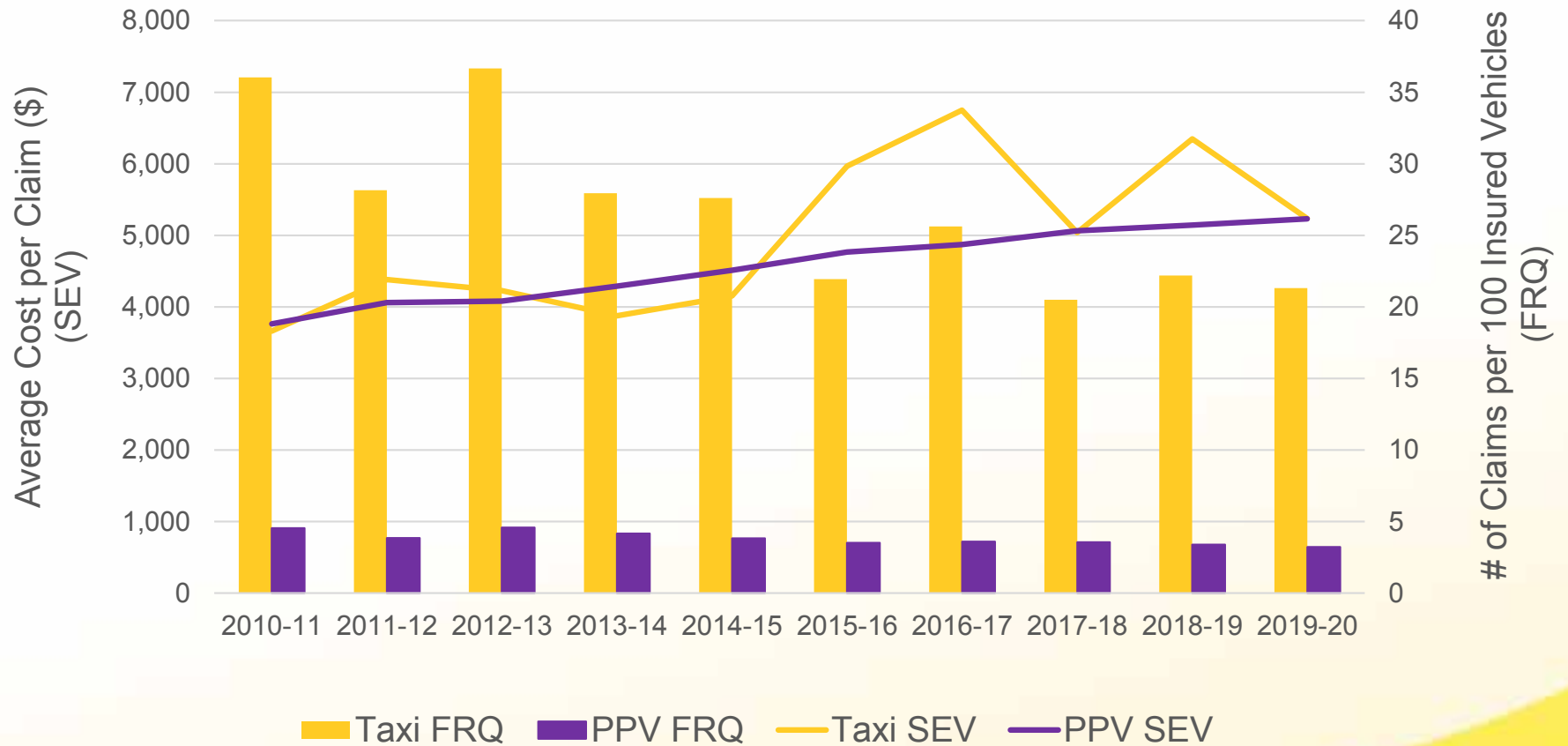


Damage Liability

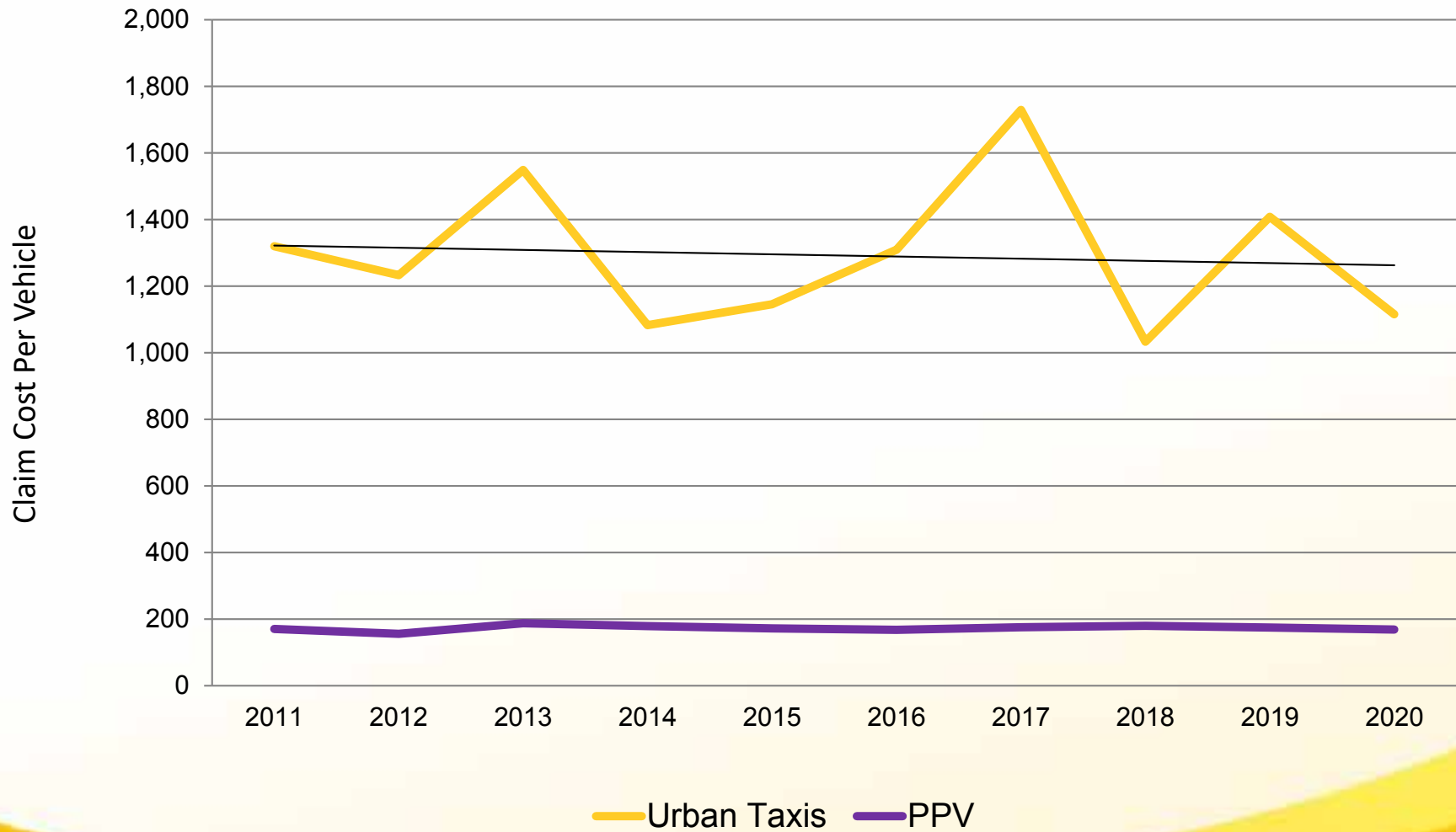
- Damage to someone else's property. This can include other persons' vehicles, fences, houses, etc.
- Accounts for 35% of Taxi claim costs

Accident Year	Urban Taxis # of Claims per 100 Insured Vehicles	PPV # of Claims per 100 Insured Vehicles	Urban Taxis Average Cost per Claim (\$)	PPV Average Cost per Claim (\$)
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

Damage Liability Urban Taxis VS PPV



Damage Liability



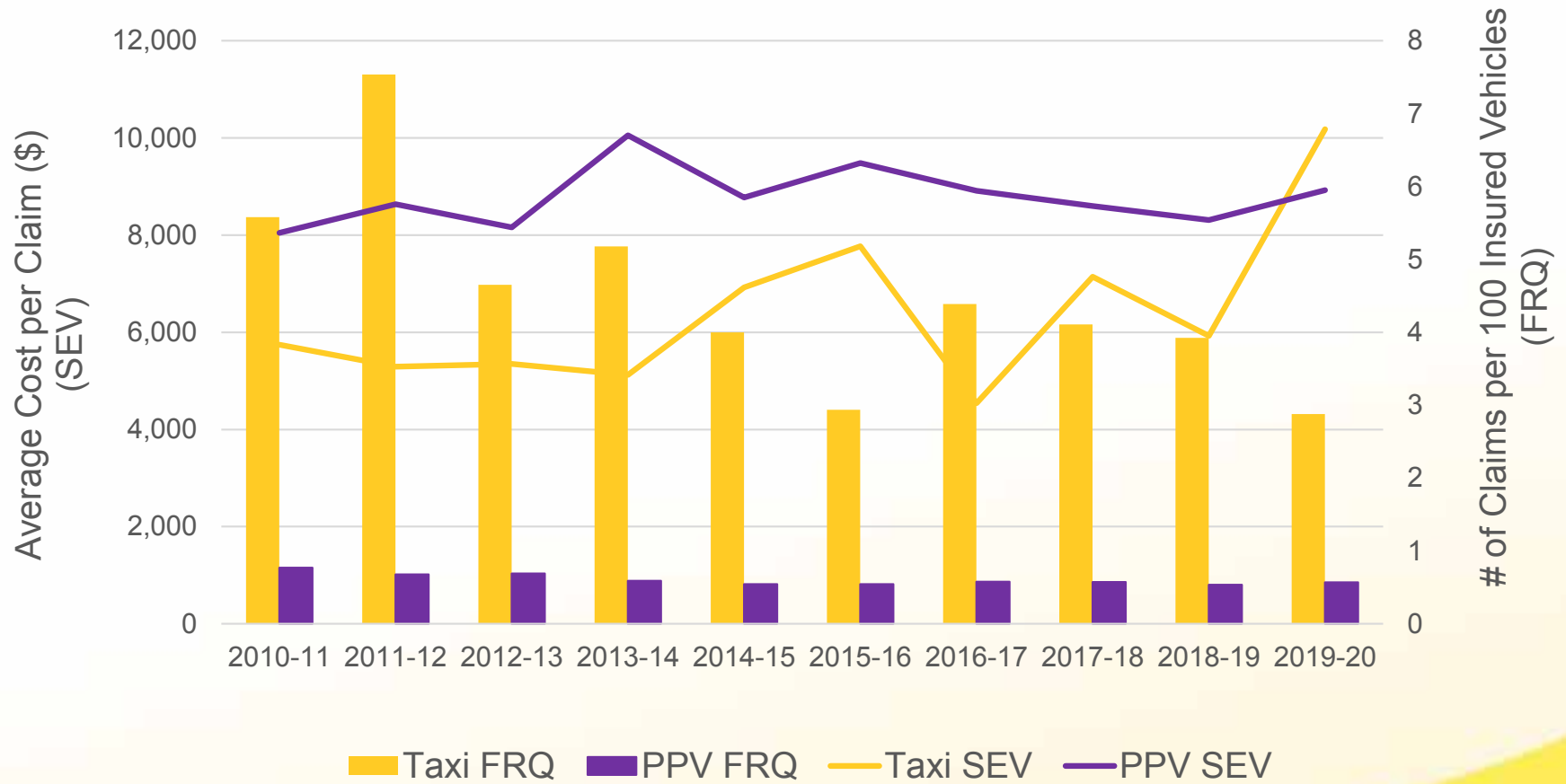
Medical Expenses

Variety of medical costs

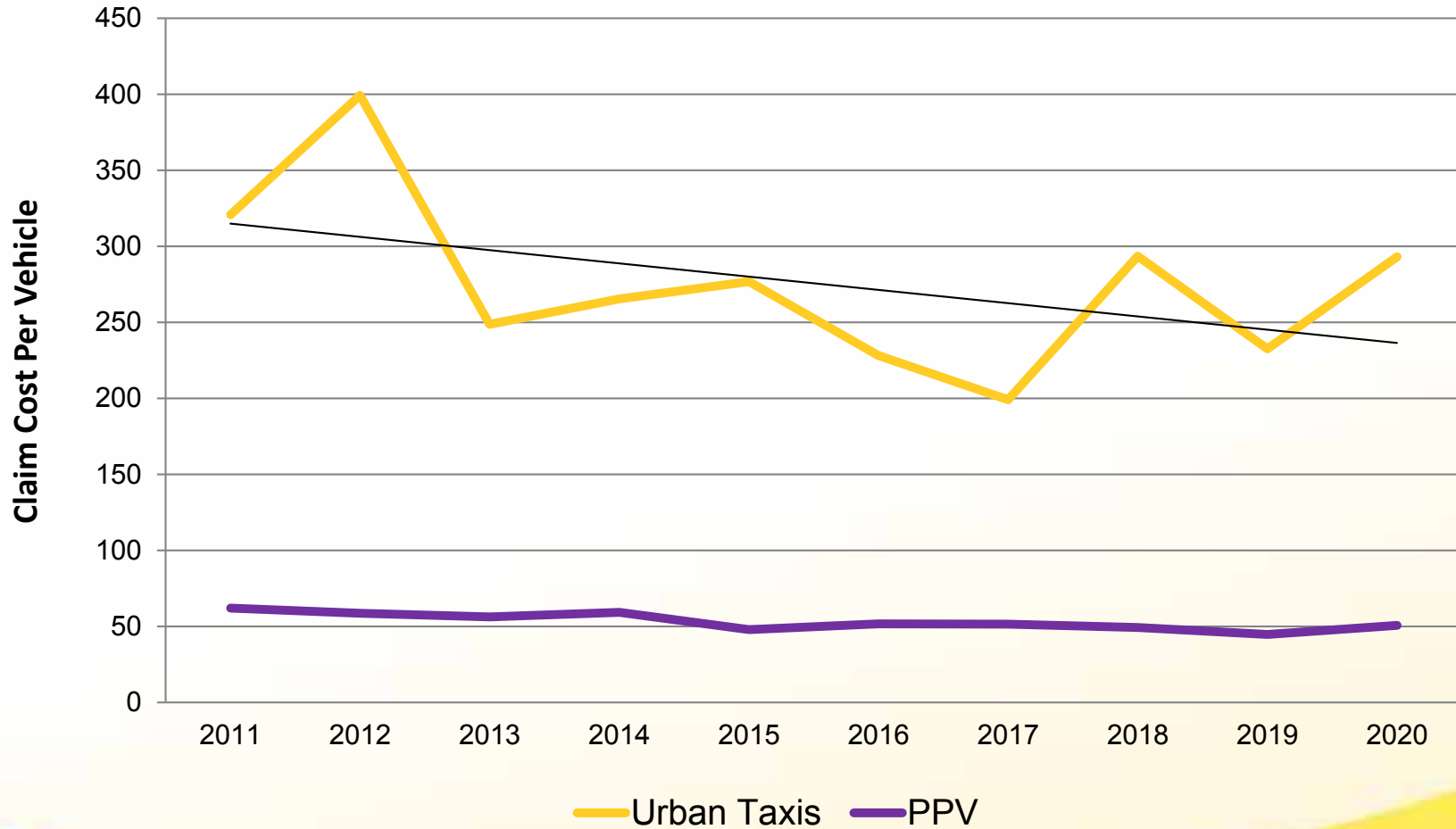
- Attending medical appointments
- Chiropractic costs
- Massage therapy
- Prosthetics
- Dental expenses

	Urban Taxis	PPV	Urban Taxis	PPV
Accident Year	# of Claims per 100 Insured Vehicles	# of Claims per 100 Insured Vehicles	Average Cost per Claim (\$)	Average Cost per Claim (\$)
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

Location Table	Current Premium	Required Premium	% Change Required vs Current	Proposed Capped Premium	% Change Proposed vs Current	\$ Change / 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

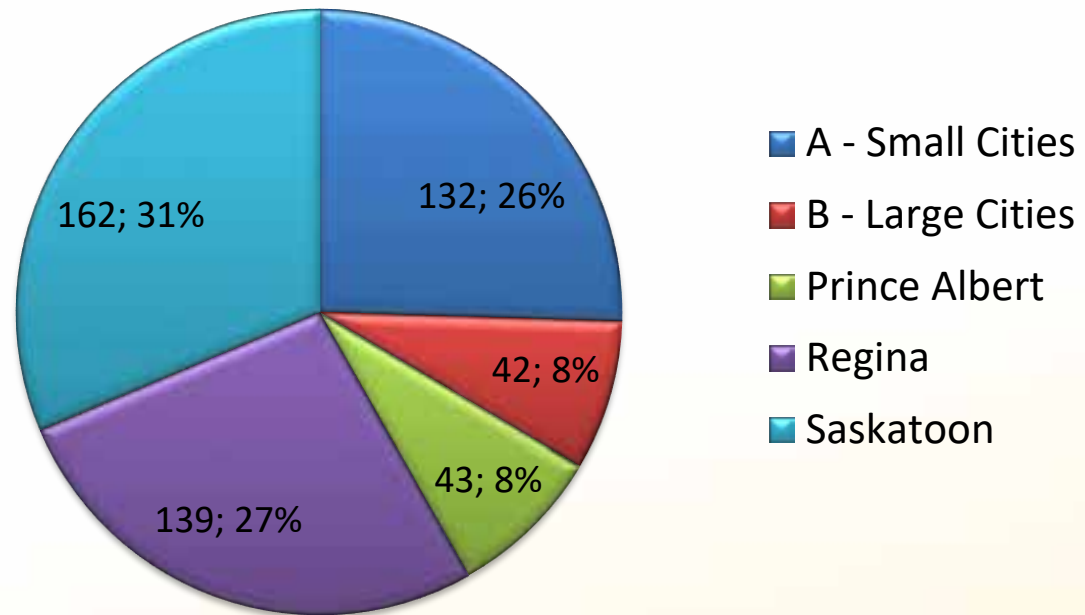
Location Table	Damage	Injury	Liability	Expenses	Total
A - Small Cities	\$1,145	\$950	\$1,531	\$812	\$4,439
B - Large Cities	\$1,145	\$1,073	\$1,531	\$812	\$4,562
Prince Albert	\$1,974	\$1,073	\$1,531	\$812	\$5,390
Regina	\$1,853	\$950	\$1,531	\$812	\$5,147
Saskatoon	\$2,220	\$950	\$1,531	\$812	\$5,514

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

Location Table	2020 Annual 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

Saskatchewan Current*

Model Year	Vehicle Description	Saskatoon	Regina	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 Adequate - 2018 Rate Program*

Model Year	Vehicle Description	Saskatoon	Regina	Prince Albert	Other Large City	Small City	Rural
2009	TOYOTA CAMRY 4 CYL 4DR	\$5,533	\$5,310	\$5,613	\$4,679	\$4,679	\$2,138
2012	TOYOTA CAMRY HYBRID	\$5,533	\$5,310	\$5,613	\$4,679	\$4,679	\$2,190
2010	DODGE GRAND CARAVAN SE	\$5,533	\$5,310	\$5,613	\$4,679	\$4,679	\$2,102
Average (1)		\$5,533	\$5,310	\$5,613	\$4,679	\$4,679	\$2,143

*rates shown include a \$700 deductible

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

Number of Total Taxi Trips Per Month (2)

Month	2015	2016	2017
January	621,648	578,192	590,669
February	602,940	523,274	542,847
March	674,147	548,750	606,009
April	653,668	552,107	541,646
May	655,110	571,428	525,070
June	557,503	558,024	515,566
July	710,609	705,369	622,165
August	575,579	548,439	473,020
September	573,119	575,116	522,169
October	624,207	625,494	Not Available
November	587,669	561,683	Not Available
December	636,168	674,214	Not Available

Average Distance Travelled by a Taxi in a Trip Per Month in Kilometres (3)

Month	2015	2016	2017
January	8.50	7.60	7.90
February	7.90	7.90	7.80
March	7.30	7.93	7.96
April	8.10	7.90	7.80
May	7.40	8.10	8.10
June	8.60	7.80	8.10
July	8.30	7.90	7.90
August	8.30	8.00	8.10
September	8.80	8.20	8.00
October	8.40	7.93	Not Available
November	8.40	7.93	Not Available
December	8.40	7.93	Not Available

Number of Total Operating Taxis Per Month (4)

Month	2015	2016	2017
January	1,205	1,165	1,110
February	1,205	1,165	1,093
March	1,205	1,165	1,170
April	1,205	1,165	1,165
May	1,205	1,165	1,122
June	1,205	1,165	1,131
July	1,205	1,165	1,146
August	1,205	1,165	1,066
September	1,205	1,165	1,127
October	1,205	1,165	Not Available
November	1,205	1,165	Not Available
December	1,205	1,165	Not Available

Estimated Number of Kilometres Travelled by a Single Taxi Per Month = (2)*(3)/(4)

Month	2015	2016	2017
January	4,387	3,771	4,205
February	3,954	3,548	3,875
March	4,085	3,732	4,124
April	4,395	3,743	3,625
May	4,024	3,972	3,792
June	3,980	3,735	3,691
July	4,896	4,782	4,288
August	3,966	3,765	3,594
September	4,187	4,047	3,705
October	4,353	4,254	Not Available
November	4,098	3,820	Not Available
December	4,436	4,585	Not Available

Average (5) 4,043

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

Selected Final Rate	\$0.11
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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

November 2020

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; and,
- Factors contributing to the need for substantial motorcycle insurance rate increases to cover the cost of motorcycle claims.

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

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

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

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

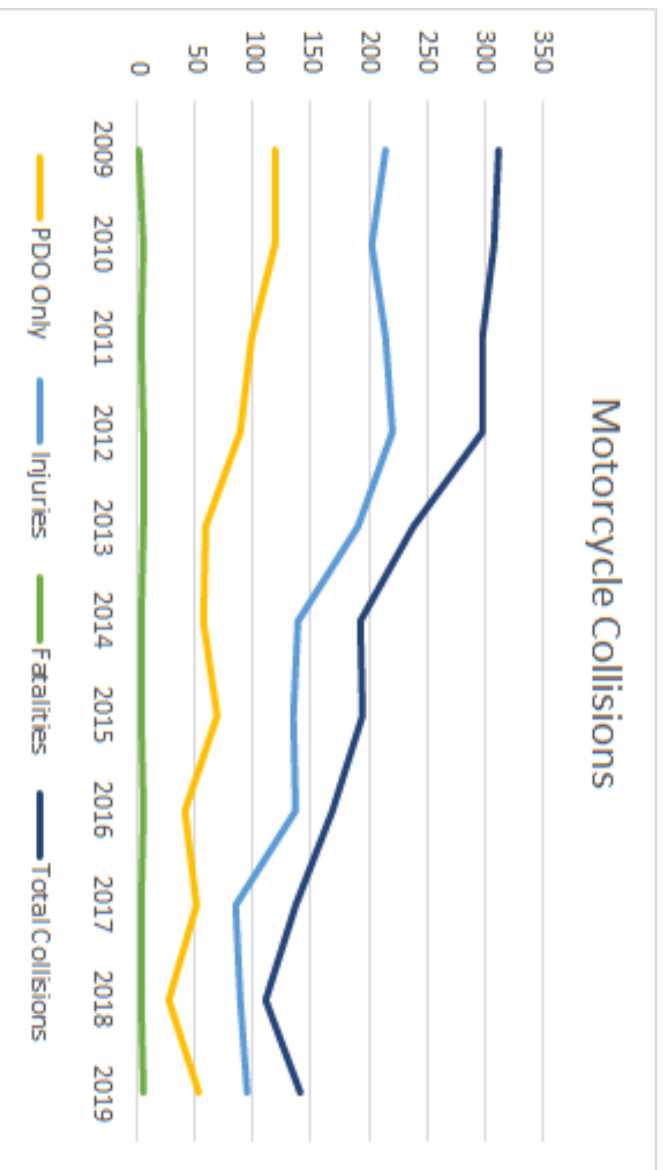
- Those who don't take training are restricted to riding the size of motorcycle used during testing
- Additional mandatory gear required for all motorcycle riders and passengers
- A mechanical fitness inspection program was introduced for motorcycles
- Driver improvement program penalties for certain infractions were strengthened
- The method of insurance rating by motorcycle body style and engine size was adjusted, and motorcycle rate groups were adjusted to more accurately reflect rates of depreciation
- 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

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

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

Collision Trends

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



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

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

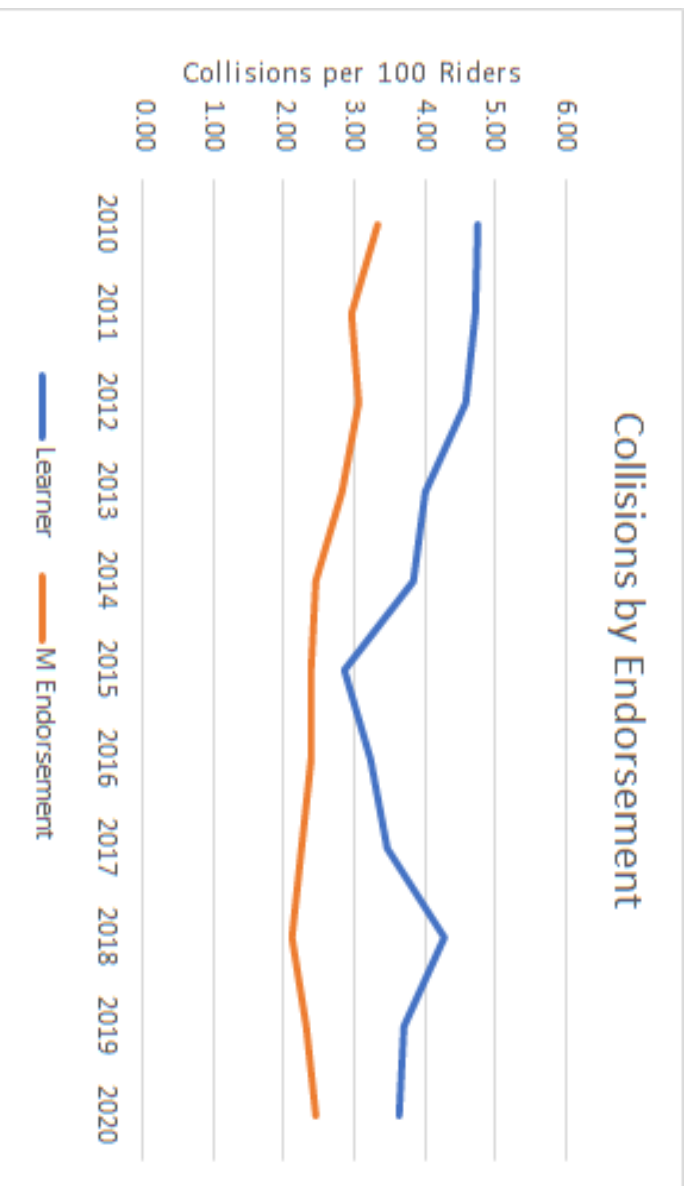
Motorcycle fatalities have remained constant, ranging from a low of two in 2009 to a high of six in each of 2012, 2013 and 2016. However, the numbers are very low for statistical purposes and therefore changes to them, while enormously meaningful for the people impacted, are not useful in understanding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

New Riders

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

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

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

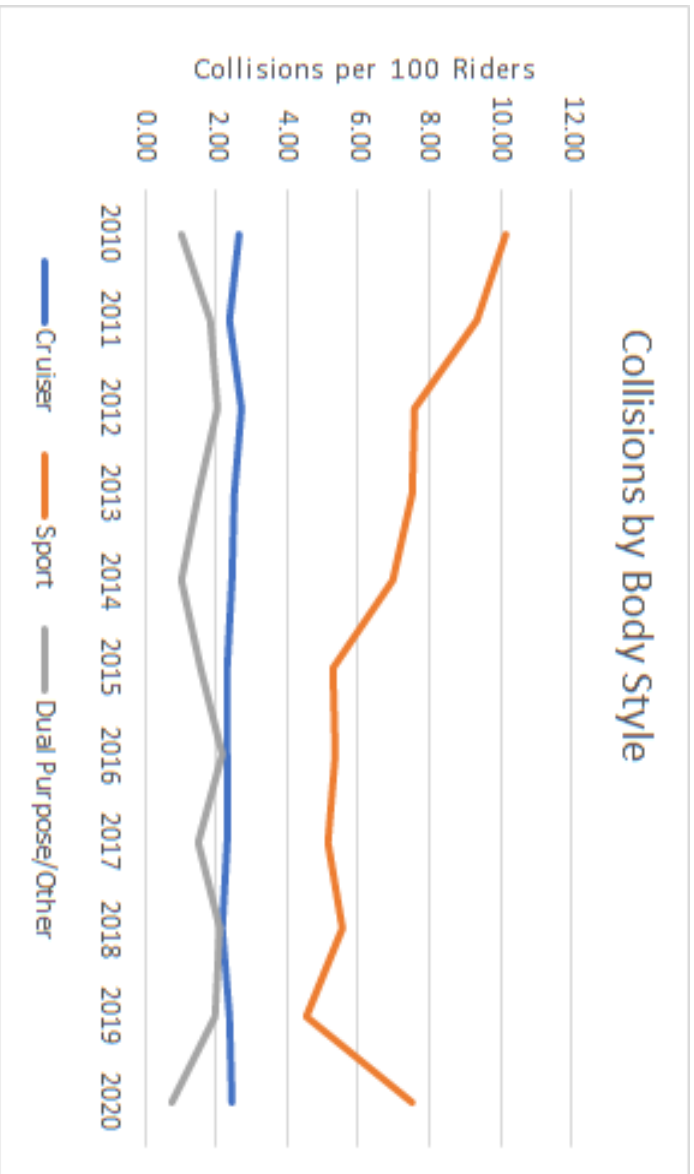


After the Motorcycle Review, collisions among learner riders dropped significantly the first year, from 4.03 per 100 riders in 2013 to 2.87 per 100 riders in 2015 (a 29% decline). They have since trended up again and were at 3.65 per 100 riders in 2020 (9% below the 2013 number).

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

Body Style

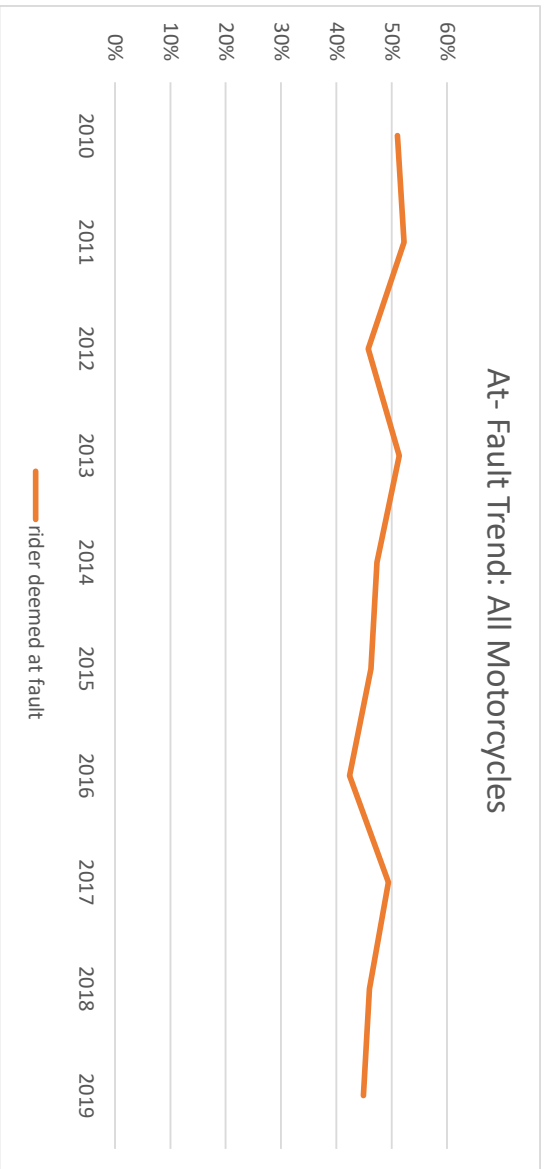
The Motorcycle Review also considered the collision involvement of different types of bikes, looking at cruiser/touring, sport and dual purpose. At the time of the Motorcycle Review, sport bikes were over-represented in collisions, accounting for 14% of registered motorcycles and 37% of motorcycles involved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



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

At-Fault Trends

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



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

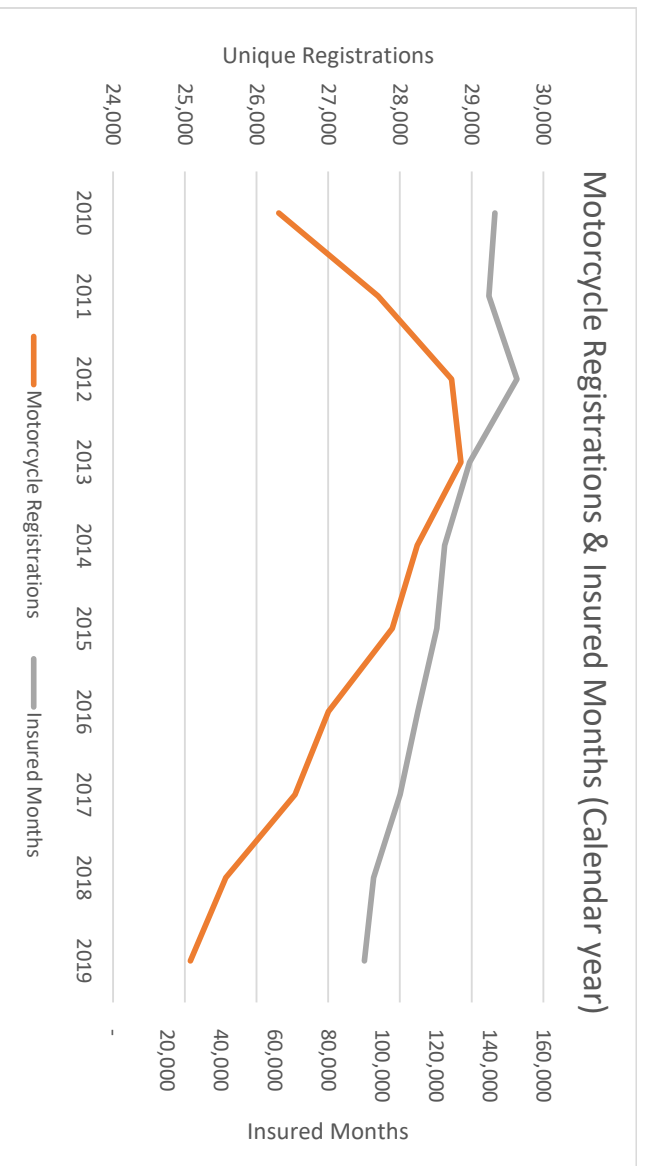
Motorcycle Collisions 2010-2019		Single Vehicle			
Multi Vehicle	Claims	Collision Responsibility	Claims		
Collision Responsibility					
Rider Not at Fault	1,842	54%	Rider Not at Fault	508	19%
Rider 50% or More at Fault	1,517	45%	Rider 50% or More at Fault	2,140	80%
Rider Less than 50% at Fault	34	1%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

Changes in Riding Patterns

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

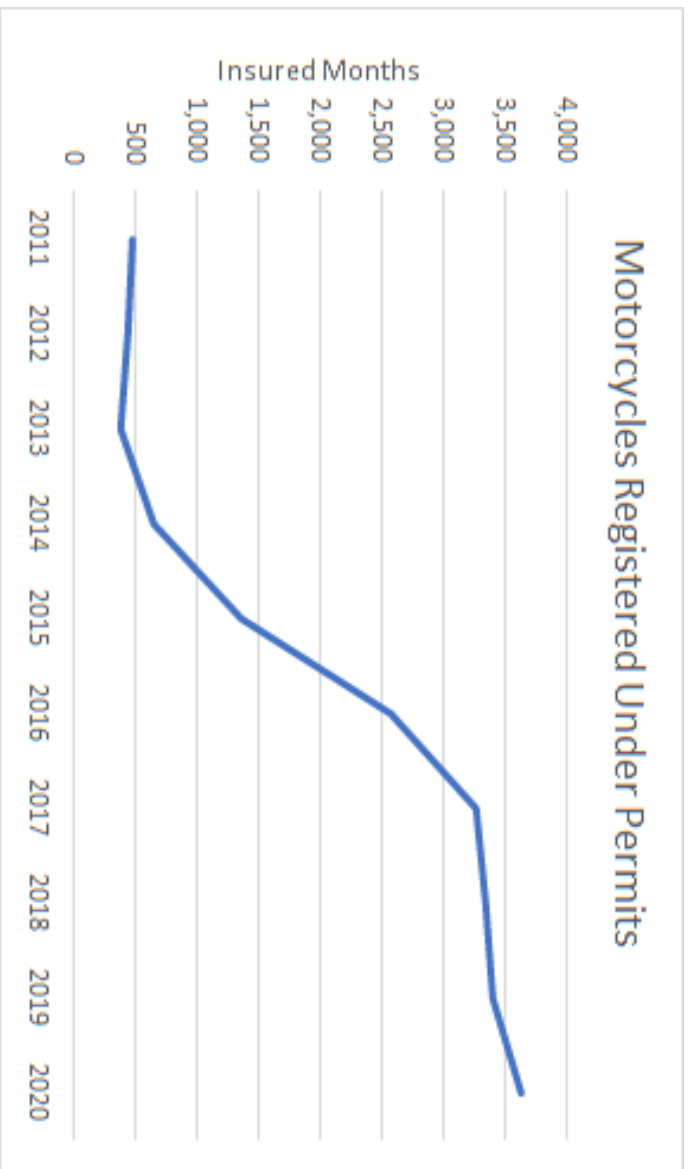
Fewer motorcycles are being registered and their owners have tended to insure (and, presumably, ride) them for shorter periods of time. This suggests that the reduction in motorcycle collisions is due, in part, to riders being on the road less than they once were and therefore less exposed to the risk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

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



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

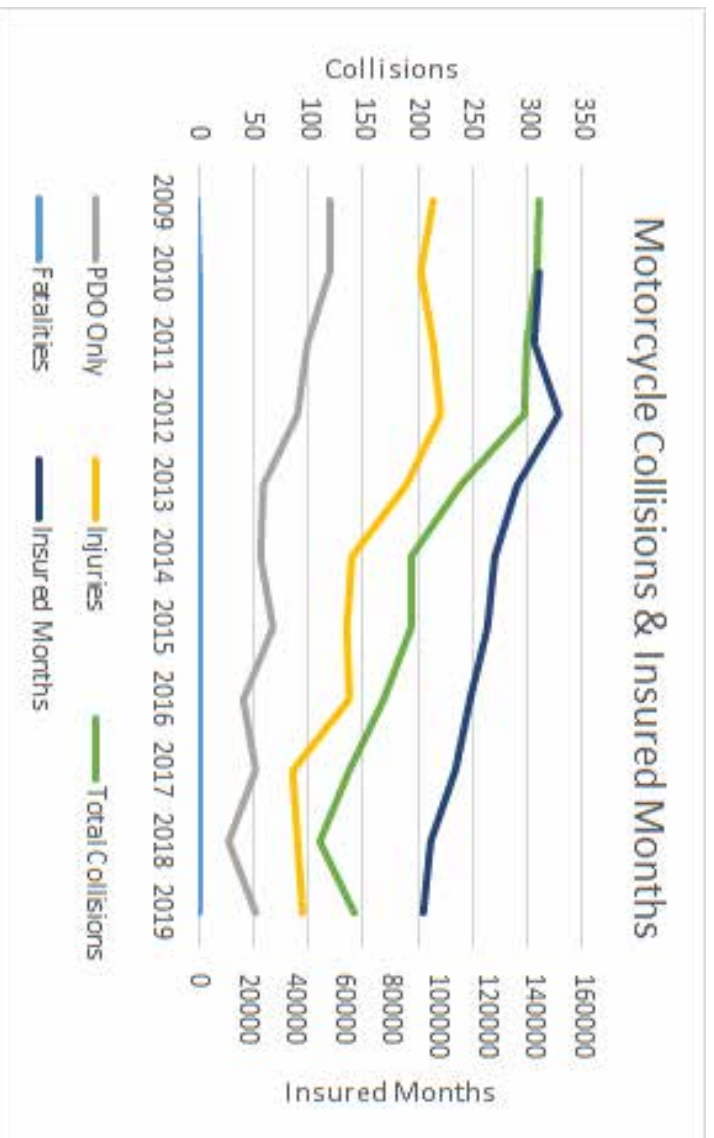
In recent years, motorcycle owners have been purchasing more permits, presumably to keep their insurance costs as low as possible. Translated to permitted months to allow comparison, owners have increased their permit purchases by 600% in the past decade.



Impact of Changes in Riding Patterns on Collisions

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

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



The trend has continued downward since the Motorcycle Review.

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

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

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

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	2013/2014	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	12,063,661	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	3,155,456	2,619,963	4,120,321	2,537,628
- Claims Costs	16,496,261	14,556,503	12,483,303	9,727,997	12,073,676	18,981,227	22,976,303	13,100,658	16,187,685	16,689,035
- Net Expenses	976,938	1,027,269	1,029,358	1,334,179	1,507,688	1,648,842	1,589,148	1,290,365	1,853,439	1,258,794
= Surplus (Shortfall)	-6,713,369	-4,105,902	-1,877,806	2,641,389	3,108,145	-2,777,004	-9,346,334	-2,206,355	-448,458	-6,295,218

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

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

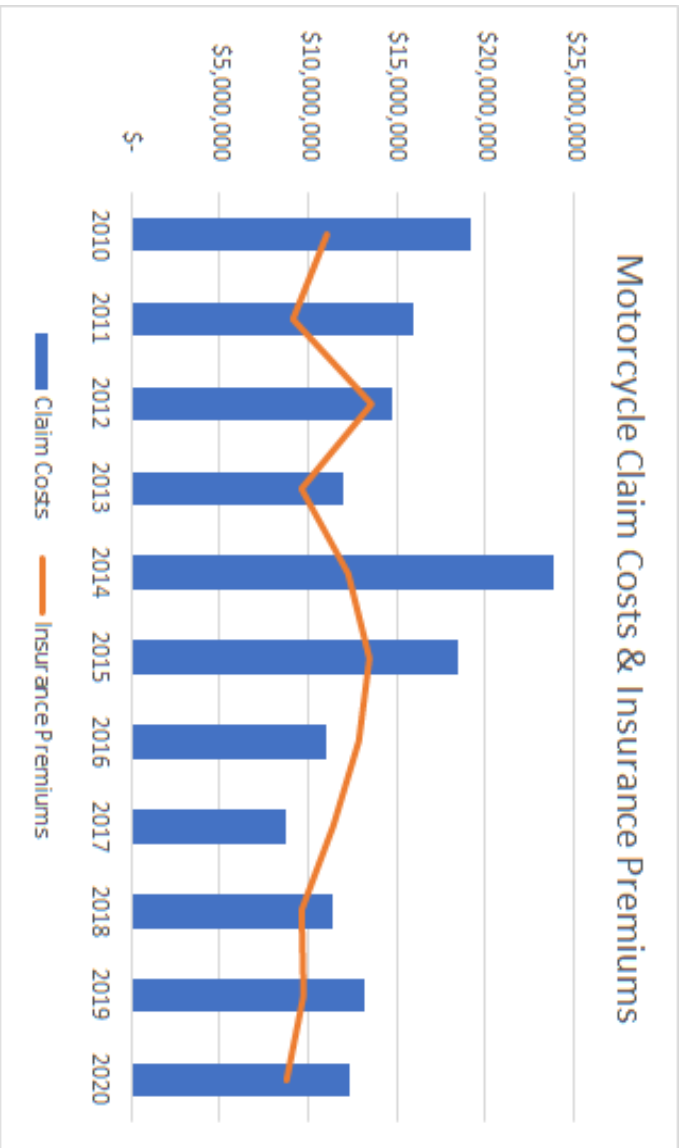
The number of motorcycle riders being injured has decreased and the amount of coverage paid out on average for a motorcycle injury claim has decreased. These trends are reducing the total amount of motorcycle insurance premiums required to cover motorcycle claim costs.

There are other factors, however, offsetting those improvements.

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

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

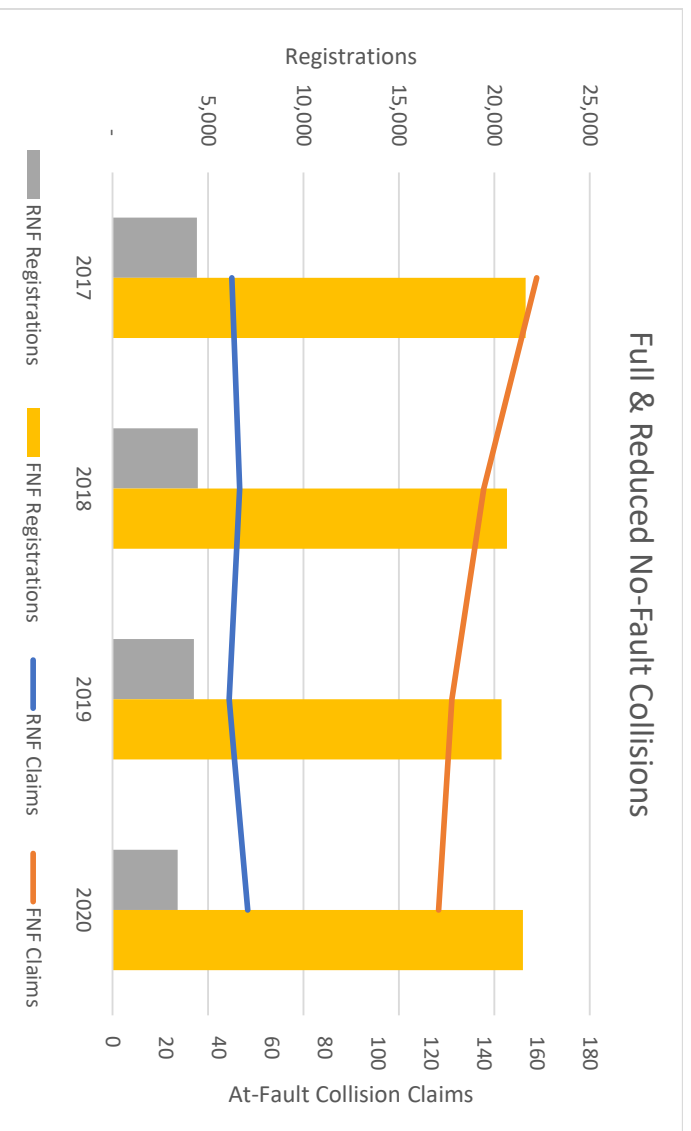
Investment income is also a factor. Insurance companies must hold sufficient capital to cover the costs of expected claims. They invest that capital, using the returns to reduce the amount of insurance premium they must collect from customers. Investment returns have declined in recent years and were,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



Reduced No Fault Motorcycle Coverage

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

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



Allocation of Motorcycle Claim Costs

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

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

Conclusions

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

The most important goal was to reduce the number of collisions, and the number of riders injured in 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 to rise again, particularly among new riders and sport bikes, it is too early to know if that is a one-year anomaly or a sustained trend.

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

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

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

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 base premium (4)	discount(5)	financial penalty(5)		SGI CANADA (6)			Total		
							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	A	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										
6	2002	FORD TAURUS 4DR	815	24%	0	CF	120	122	120	739	741	739
		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	A	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	A	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	A	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	B	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

(7)

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

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			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	
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			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									

(7)

Notes

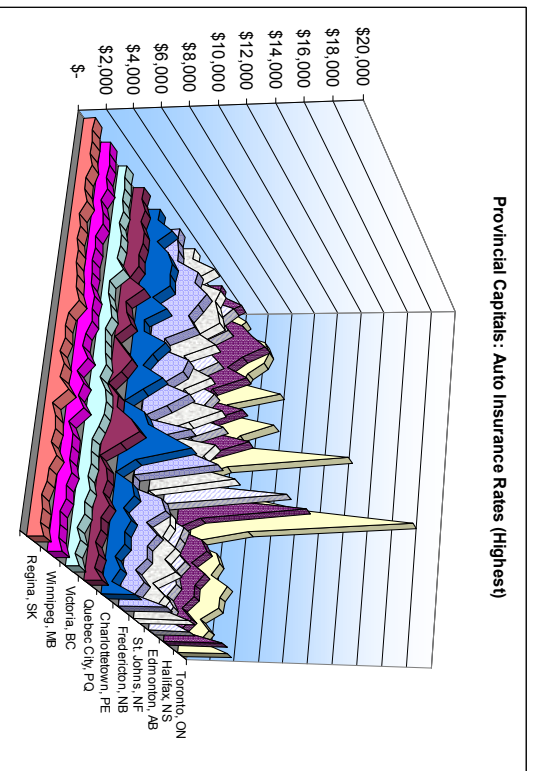
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Consumers' Association of Canada
Association des Consommateurs du Canada

REVIEW OF AUTOMOBILE INSURANCE RATES

40 Canadian Cities 10 Provinces September 2003



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

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

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Consumers' Association of Canada
Association des Consommateurs du Canada

SERVICE TO CANADIAN CONSUMERS

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

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

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

Auto insurance is one of these issues.

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

NOTE

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

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EXECUTIVE SUMMARY

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

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

This study answers the following important question:

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

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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

List of Cities Used in Study

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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

1.0 OVERVIEW

1.1 STUDY FOCUS

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

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

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

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

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

1.2 STUDY METHODOLOGY

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

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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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

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

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

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

1.3 STUDY ASSUMPTIONS

The following criteria were used for all rate quotes:

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

2.0 AUTO INSURANCE RATES & SYSTEMS

2.1 COMMON FACTORS THAT AFFECT RATES

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

- ∞ 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
- ∞ Location – city locations with more crashes, theft, and vandalism will likely have higher rates
- ∞ Driving record – the greater the number of infractions the higher the insurance rates

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

- ∞ 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 rates
- ∞ Marital Status – single people may pay more

2.2 DIFFERENT TYPES OF AUTO INSURANCE SYSTEMS

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

Type Of Auto Insurance System By Province

Province	Private	Public
Newfoundland & Labrador	√	
Nova Scotia	√	
Prince Edward Island	√	
New Brunswick	√	
Quebec	√	√
Ontario	√	
Manitoba		√
Saskatchewan		√
Alberta	√	
British Columbia		√

3.0 KEY FINDINGS

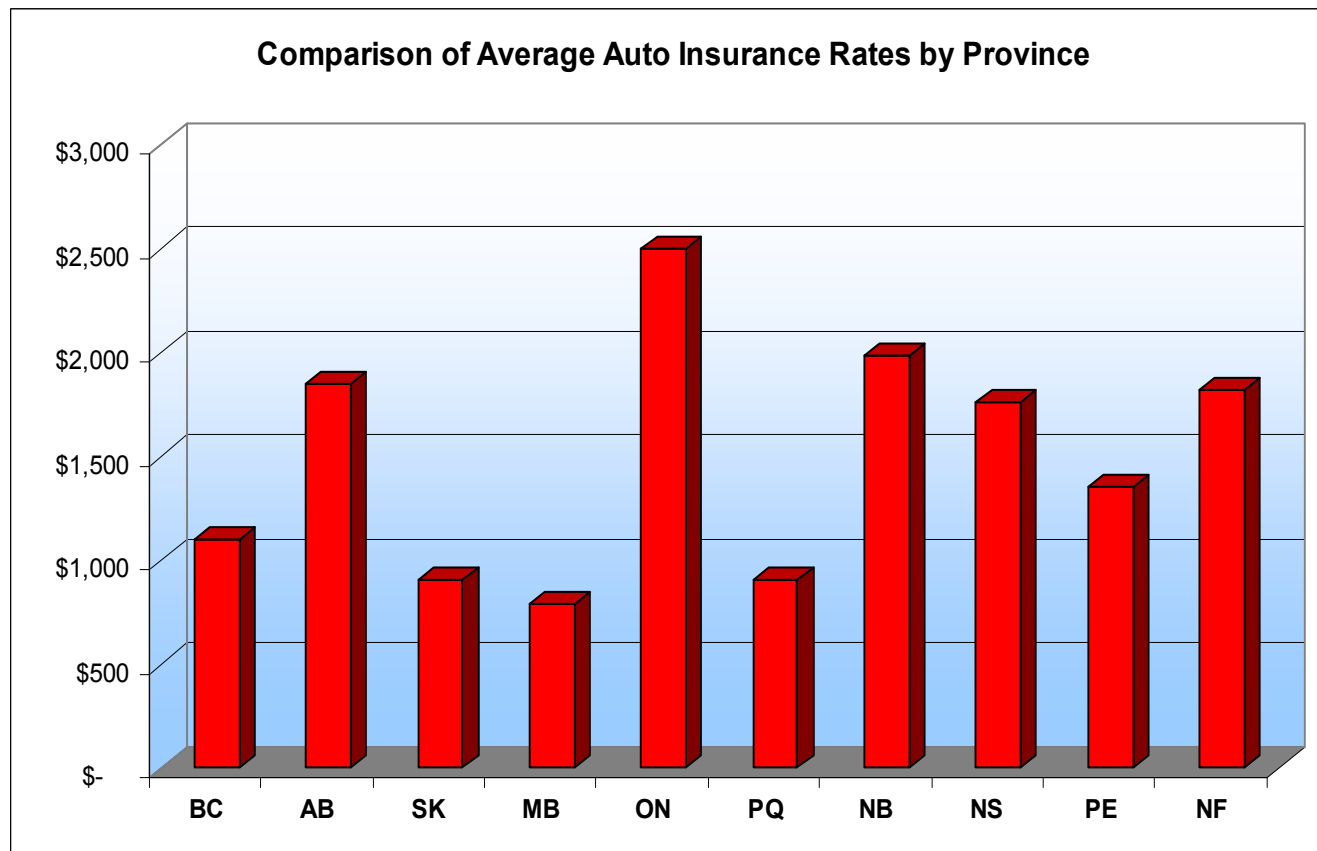
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*Consumers' Association of Canada Auto Insurance Rates Study – September 2003***FINDING #1 - Public Auto Insurance Systems Offer Lowest Rates For Consumers**

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.

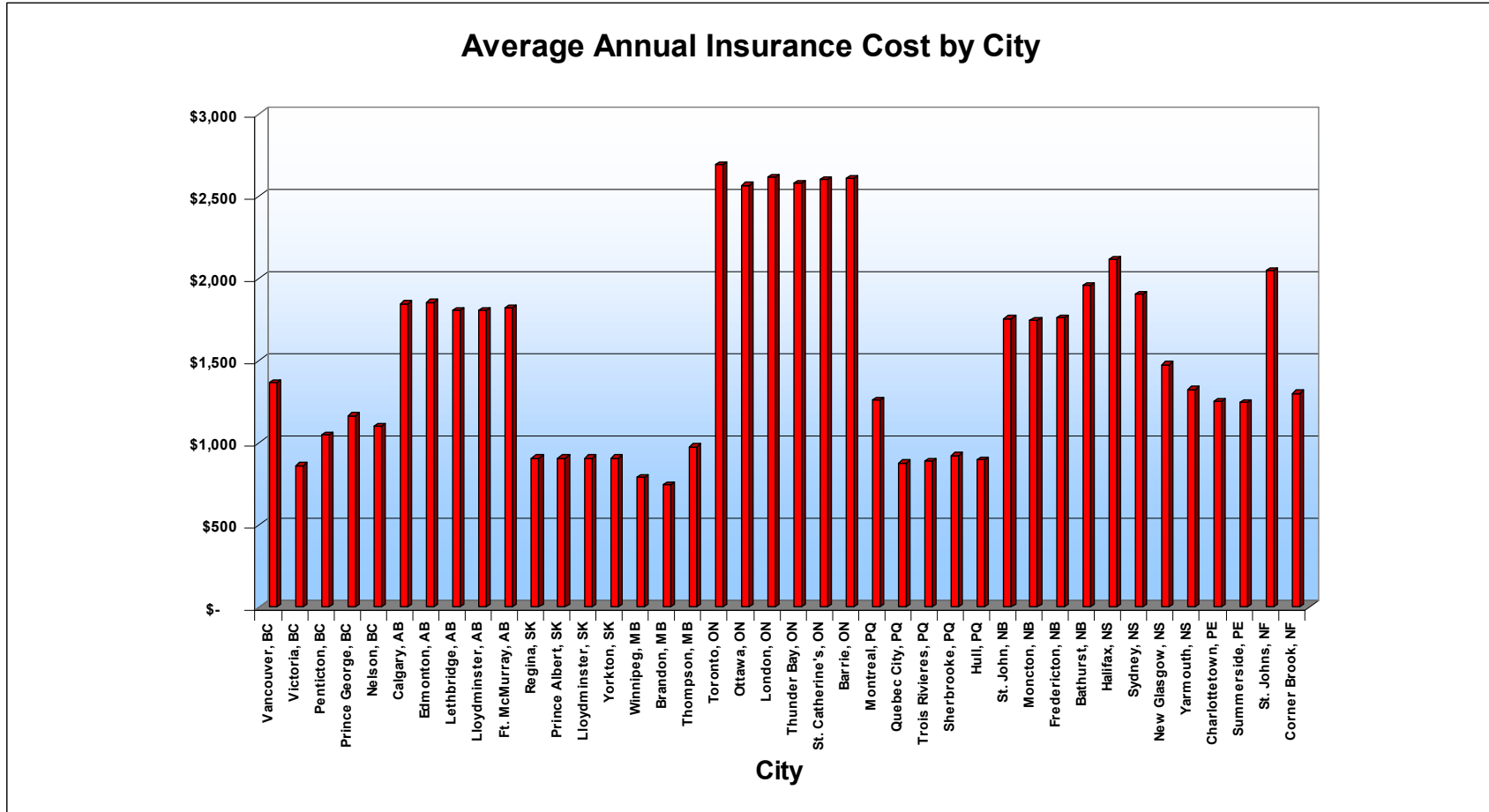
Auto insurance rates in British Columbia, Saskatchewan, Manitoba and Quebec, provinces with public auto insurance systems, are the lowest in Canada, in some cases dramatically lower.



Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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

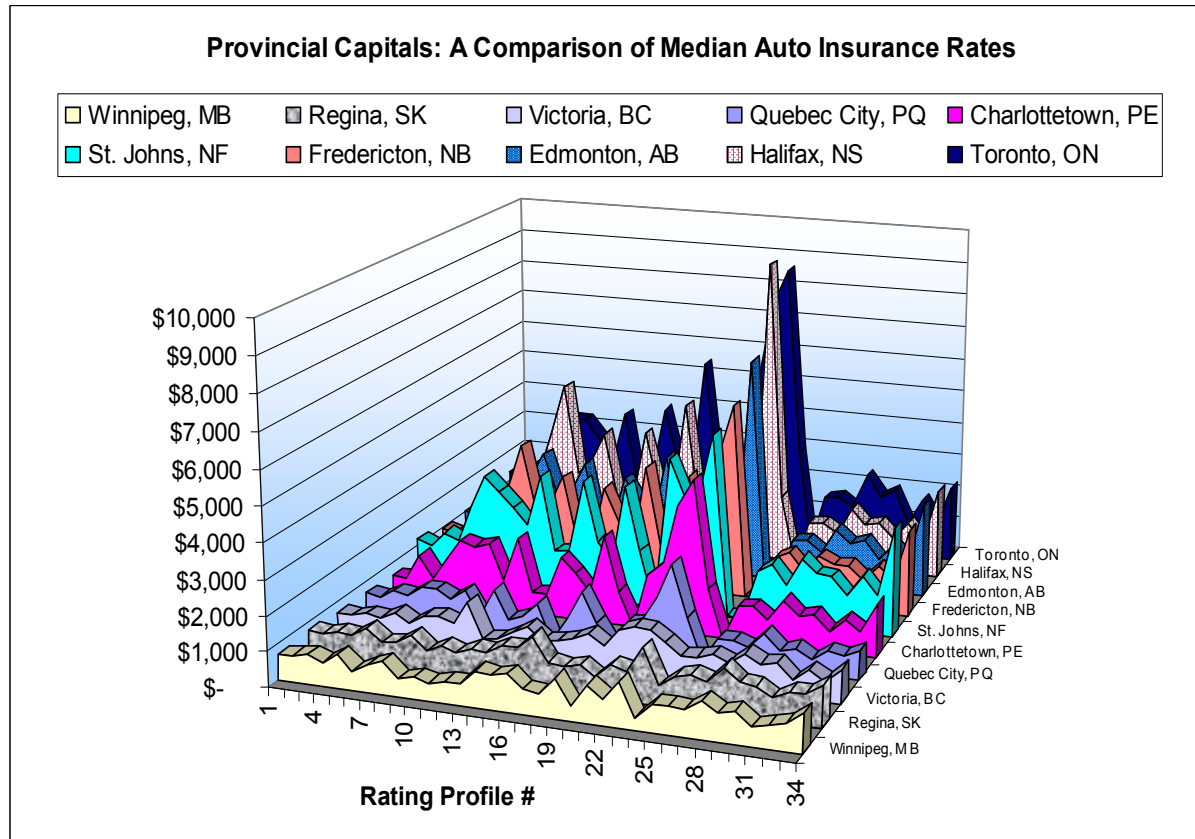
Consumers in Canada's largest city pay the highest average auto insurance rates in Canada.



Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



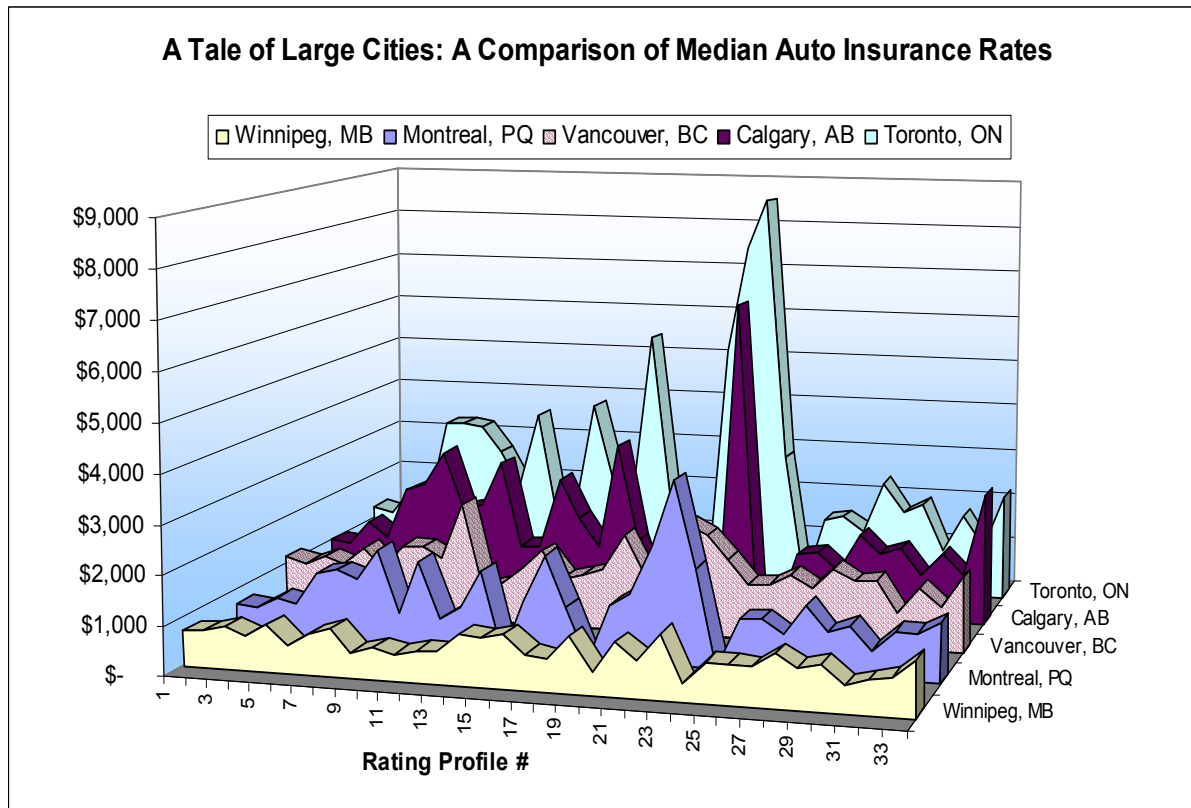
Rating Profile List

Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or Conviction(s)
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	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	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	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	Ford Explorer	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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



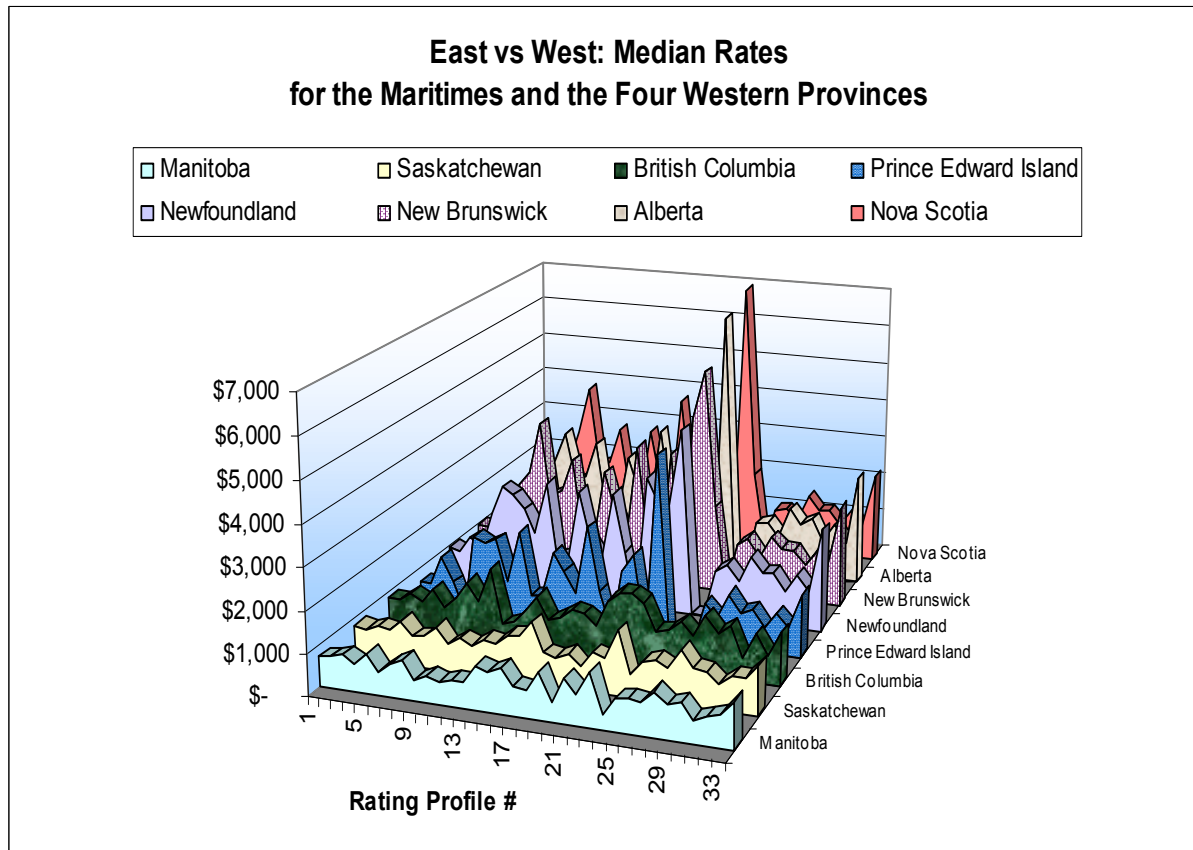
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22	1992	Toyota Pickup	Male	19	Yes
23	2003	Lexus ES 300	Female	57	Yes
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32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



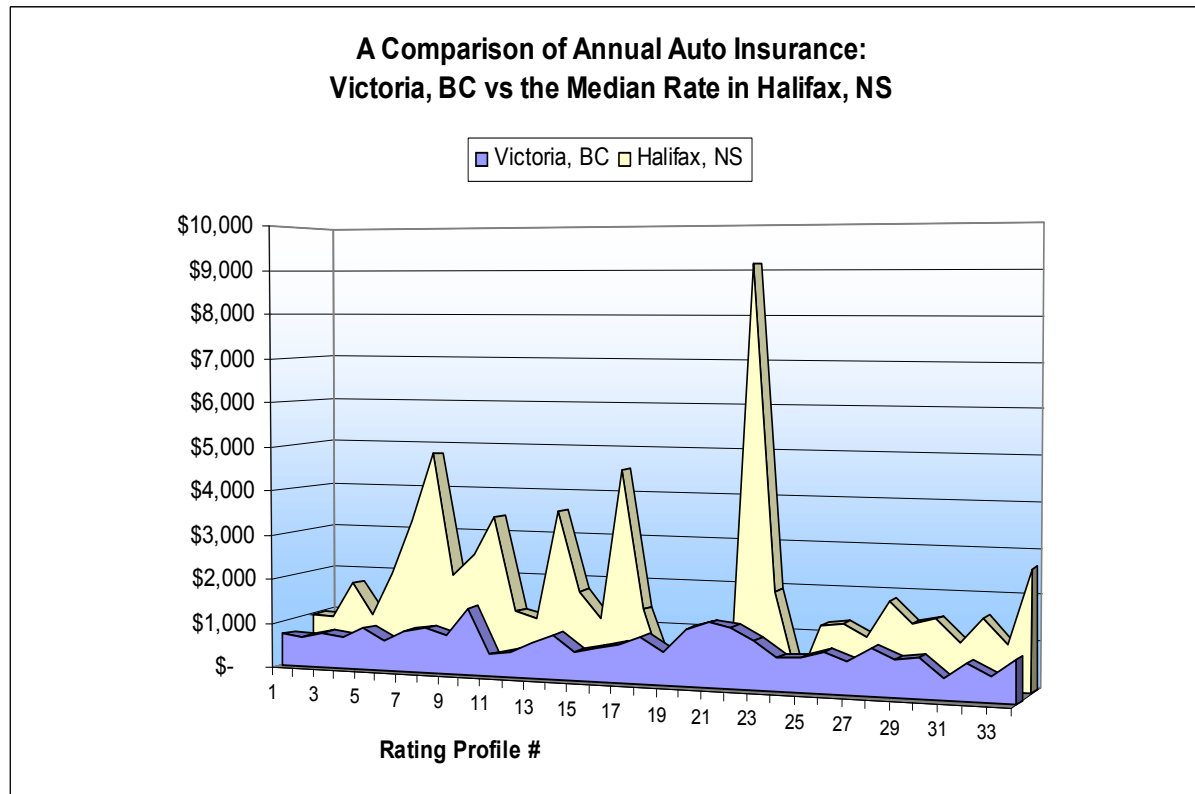
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32	1997	Ford F-150	Male	42	No
33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

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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.



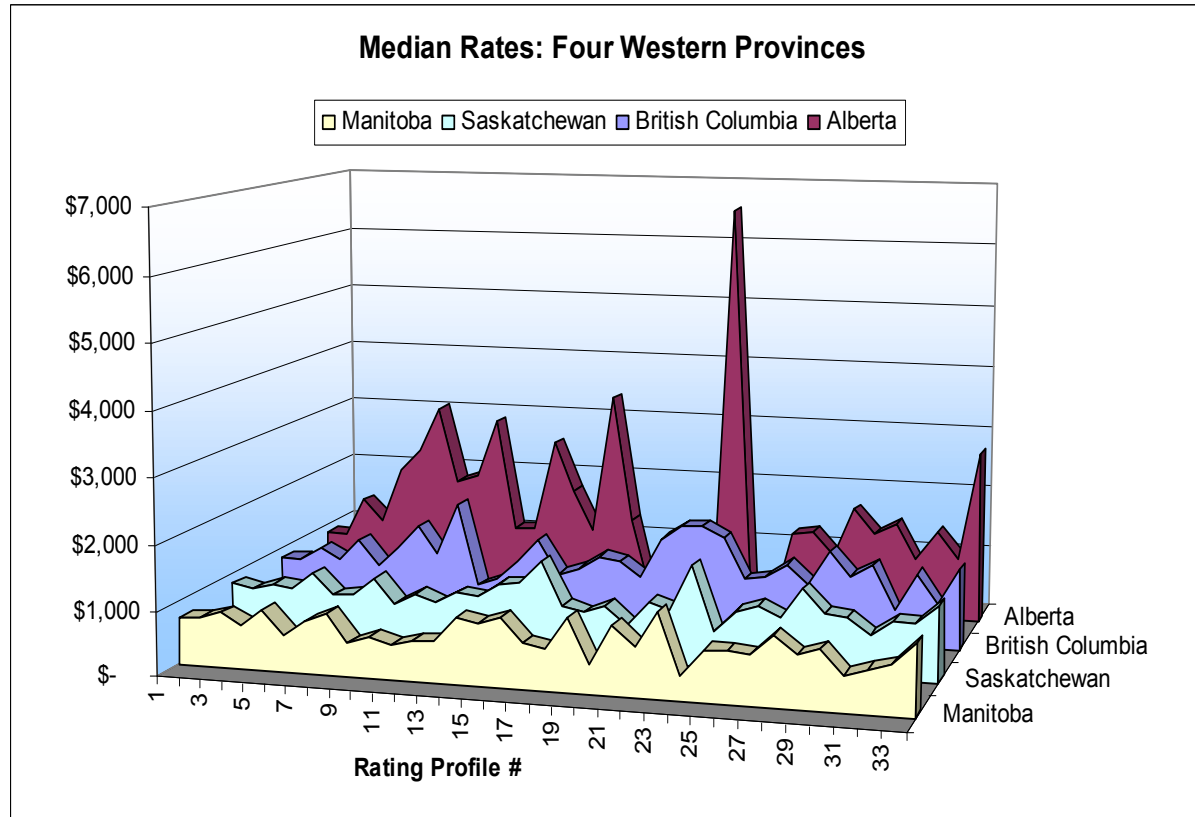
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33	1993	Buick Park Avenue	Male	75	Yes
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Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.

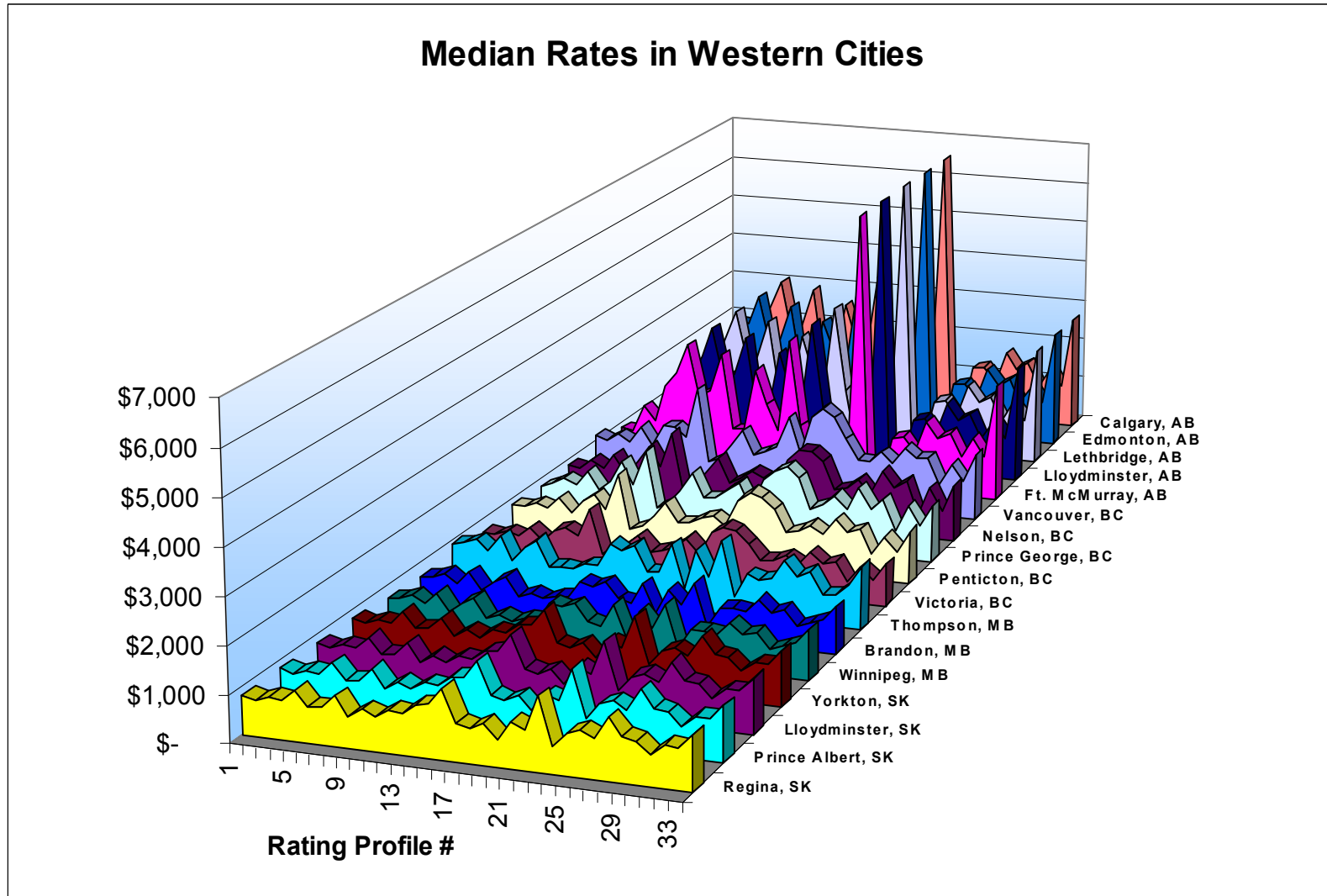


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Consumers' Association of Canada Auto Insurance Rates Study – September 2003

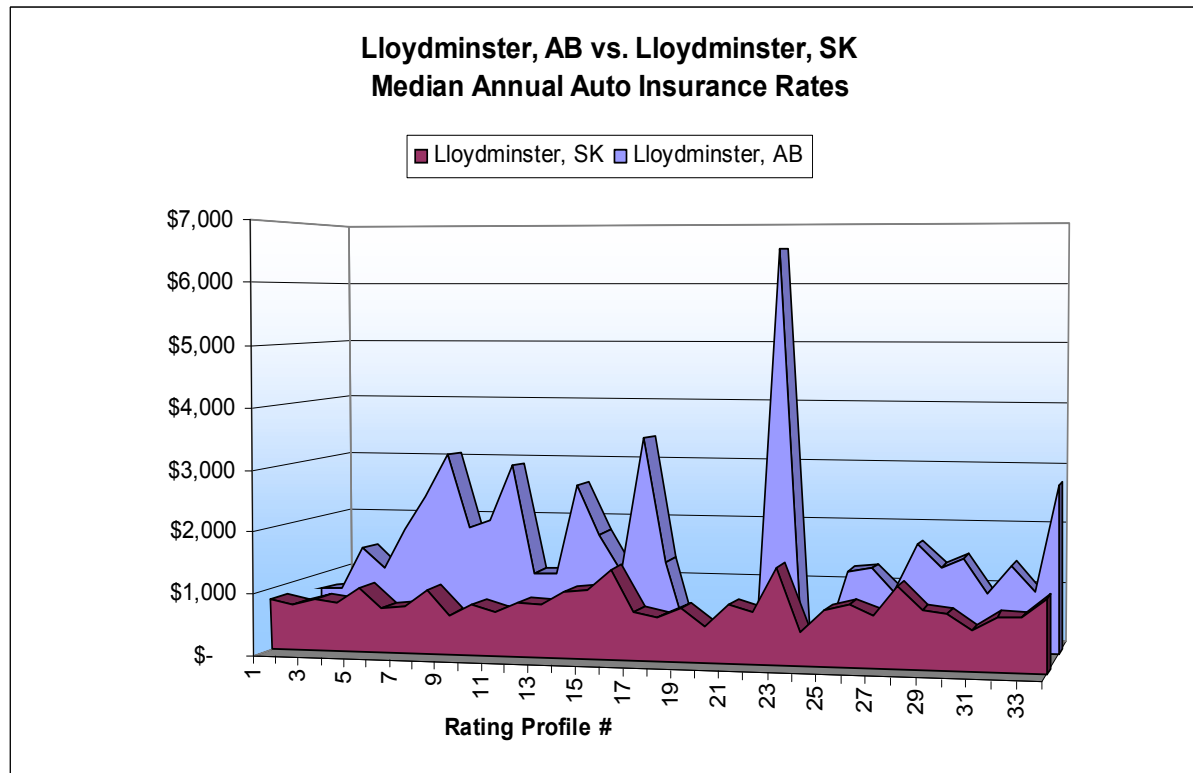
Finding 6 continued: *Alberta Cities vs. Cities In Other Western Provinces*



Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



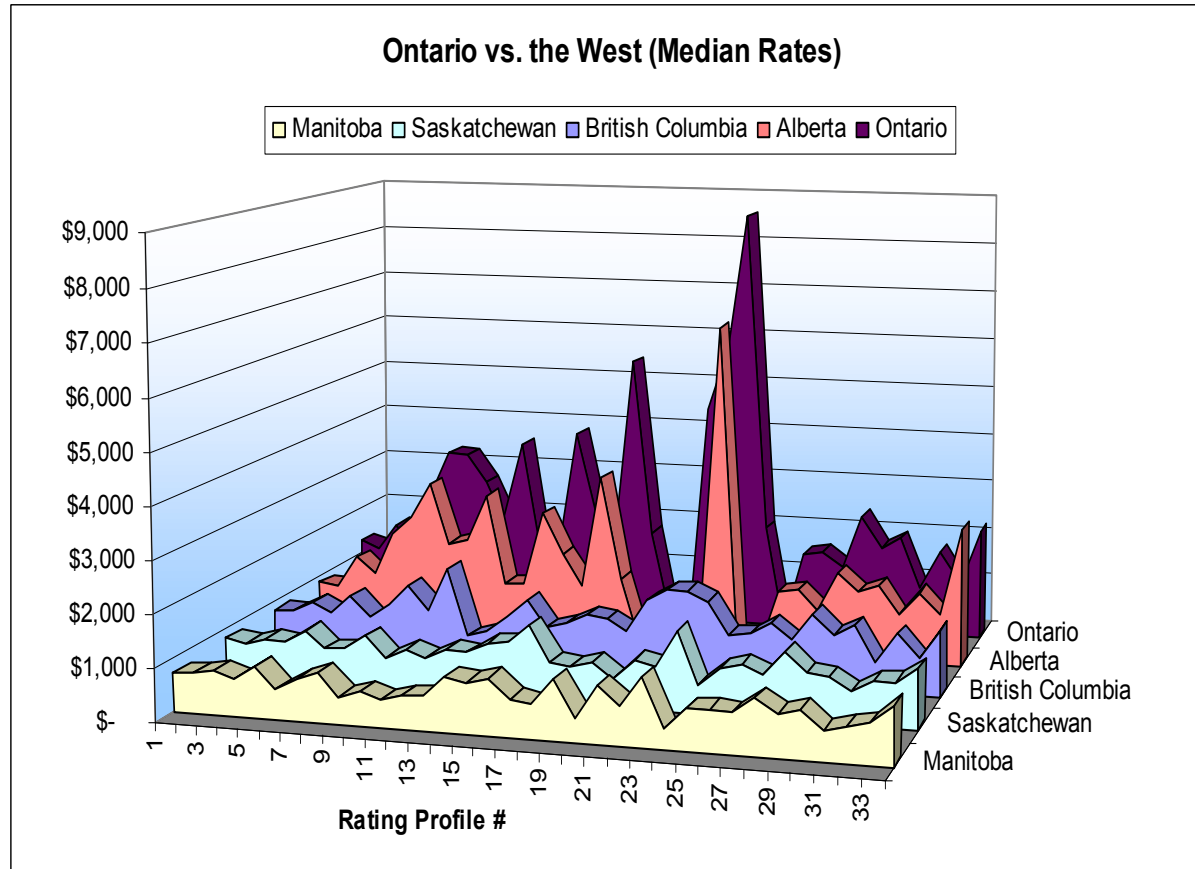
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33	1993	Buick Park Avenue	Male	75	Yes
34	2001	Volkswagen Beetle	Male	27	No

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



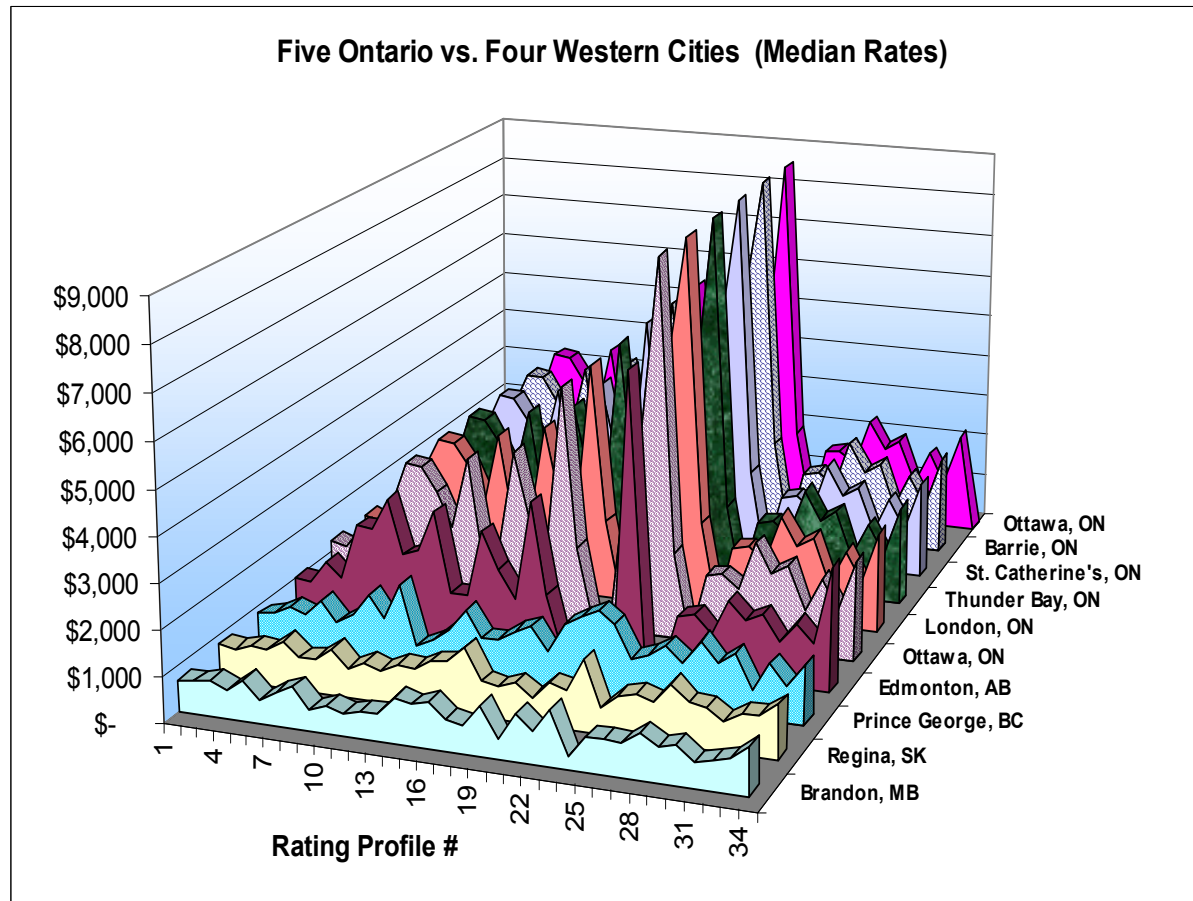
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Consumers' Association of Canada Auto Insurance Rates Study – September 2003

Finding 7 continued: *Ontario Cities vs. Western Cities*

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



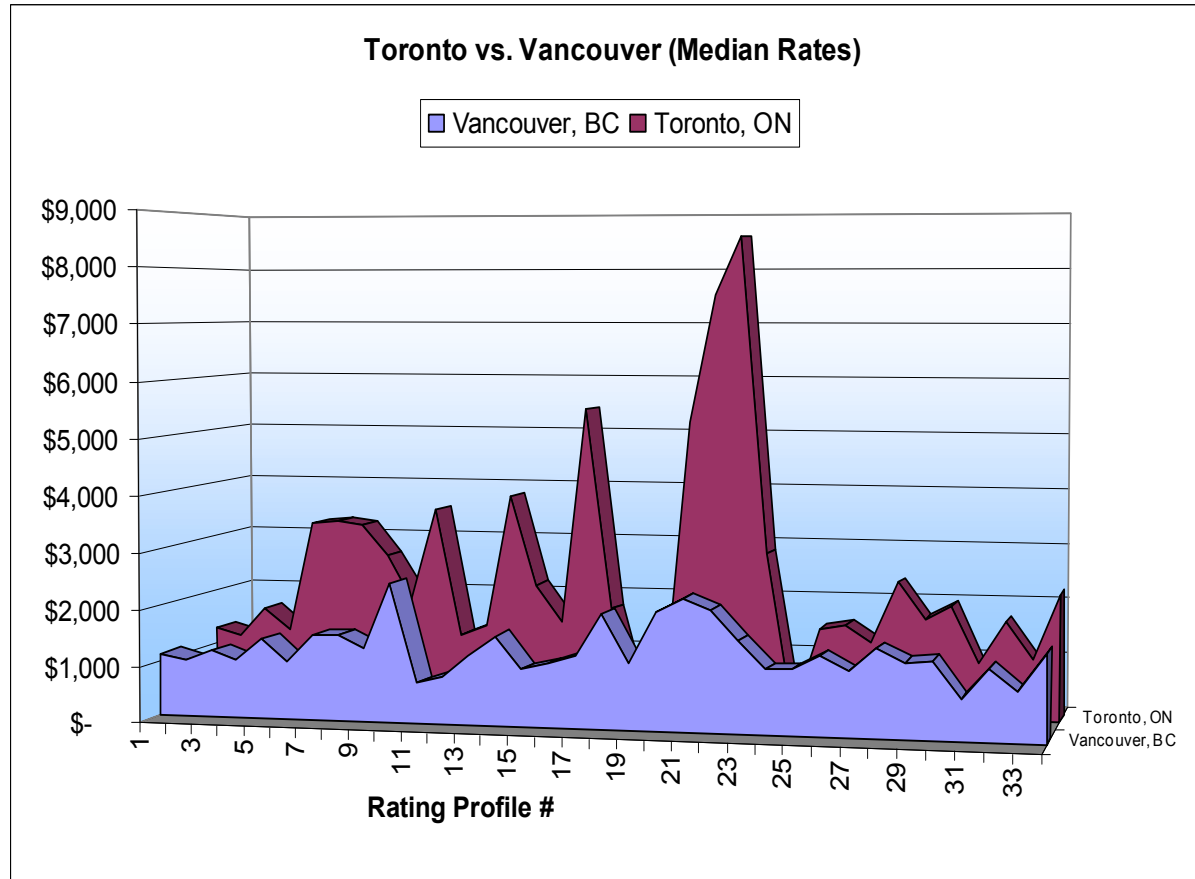
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Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



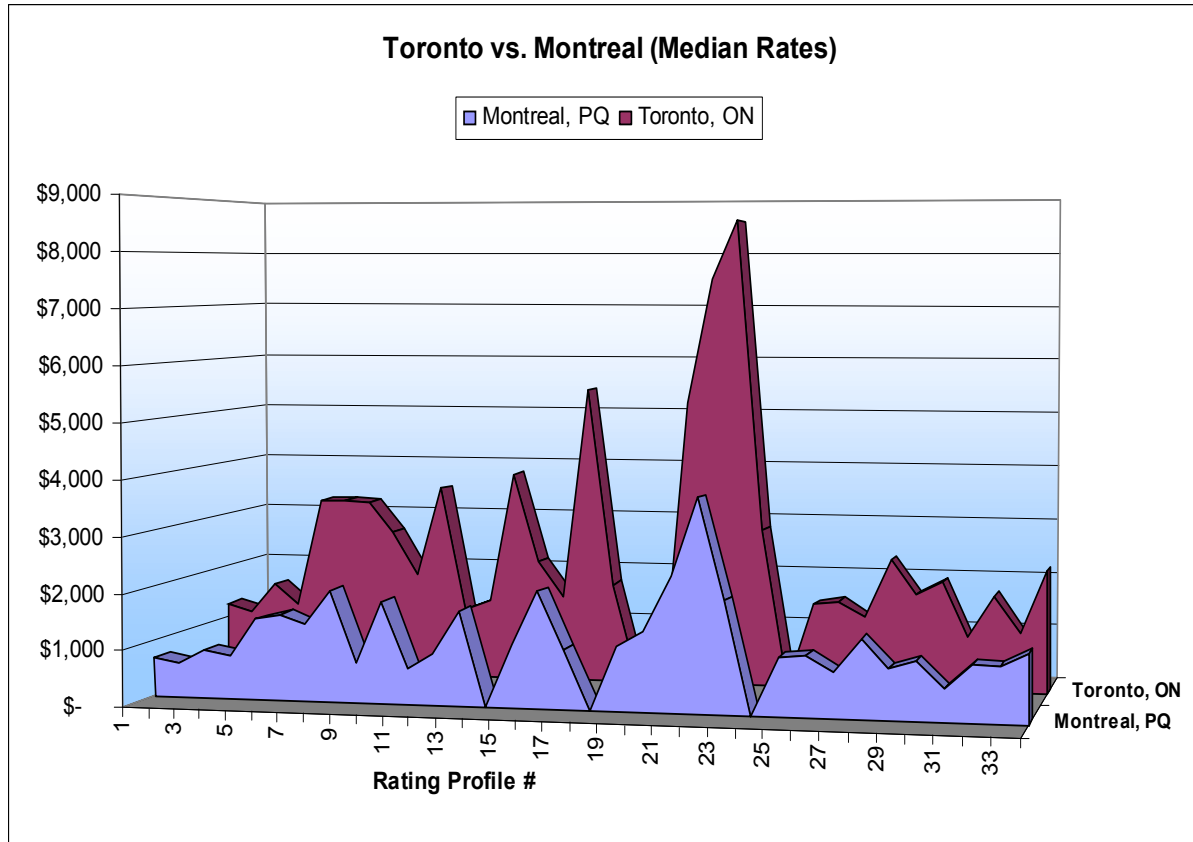
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FINDING #8 – Quebec's Rates Are Much Lower Than Ontario's Rates

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.



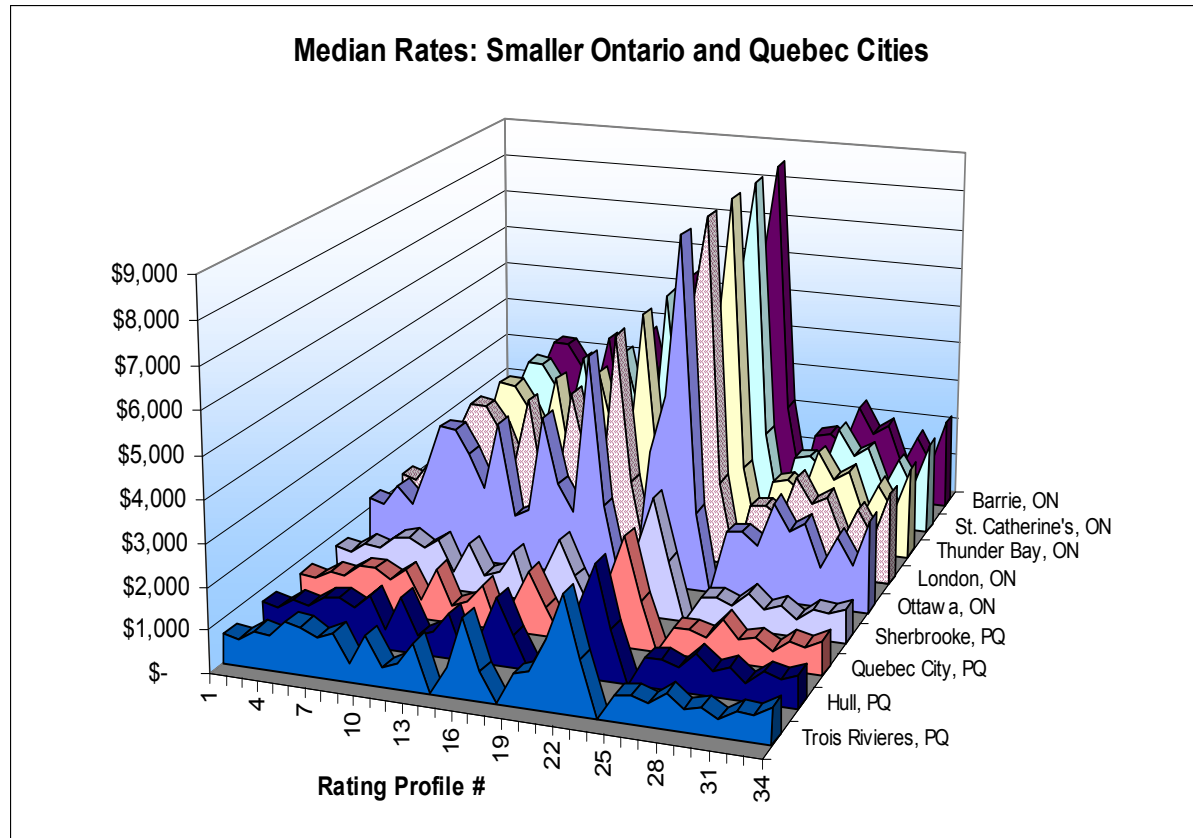
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33	1993	Buick Park Avenue	Male	75	Yes
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Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



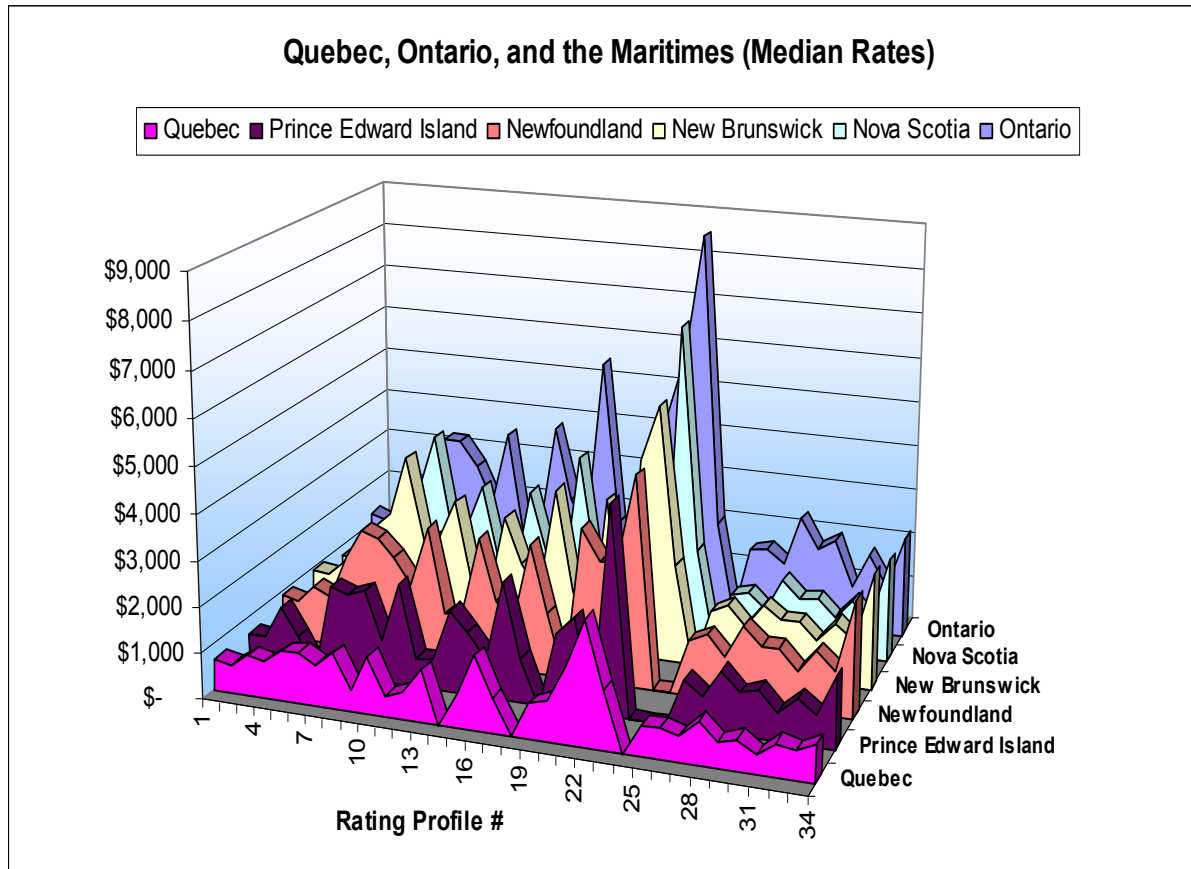
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3	1992	Toyota 4Runner	Male	58	Yes
4	1998	Ford Windstar	Female	55	No
5	1999	Toyota Camry	Male	48	Yes
6	1994	Ford Taurus	Female	42	No
7	1992	Honda Civic	Male	22	No
8	2000	Ford Excursion	Female	45	Yes
9	1990	Dodge Spirit	Female	22	No
10	1995	GMC Sonoma	Female	22	Yes
11	1991	Mazda Protégé	Female	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	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	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	Ford Explorer	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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



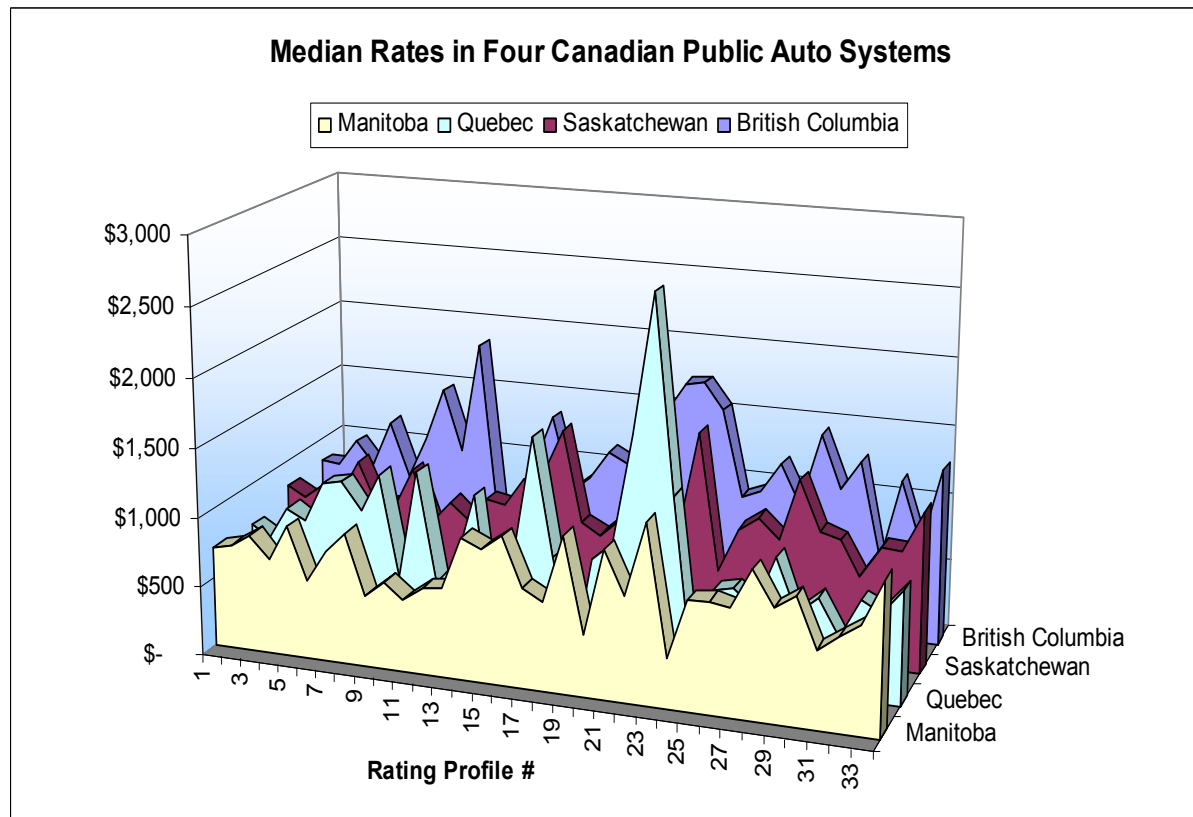
Rating Profile List

Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or Conviction(s)
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	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	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	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	Ford Explorer	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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



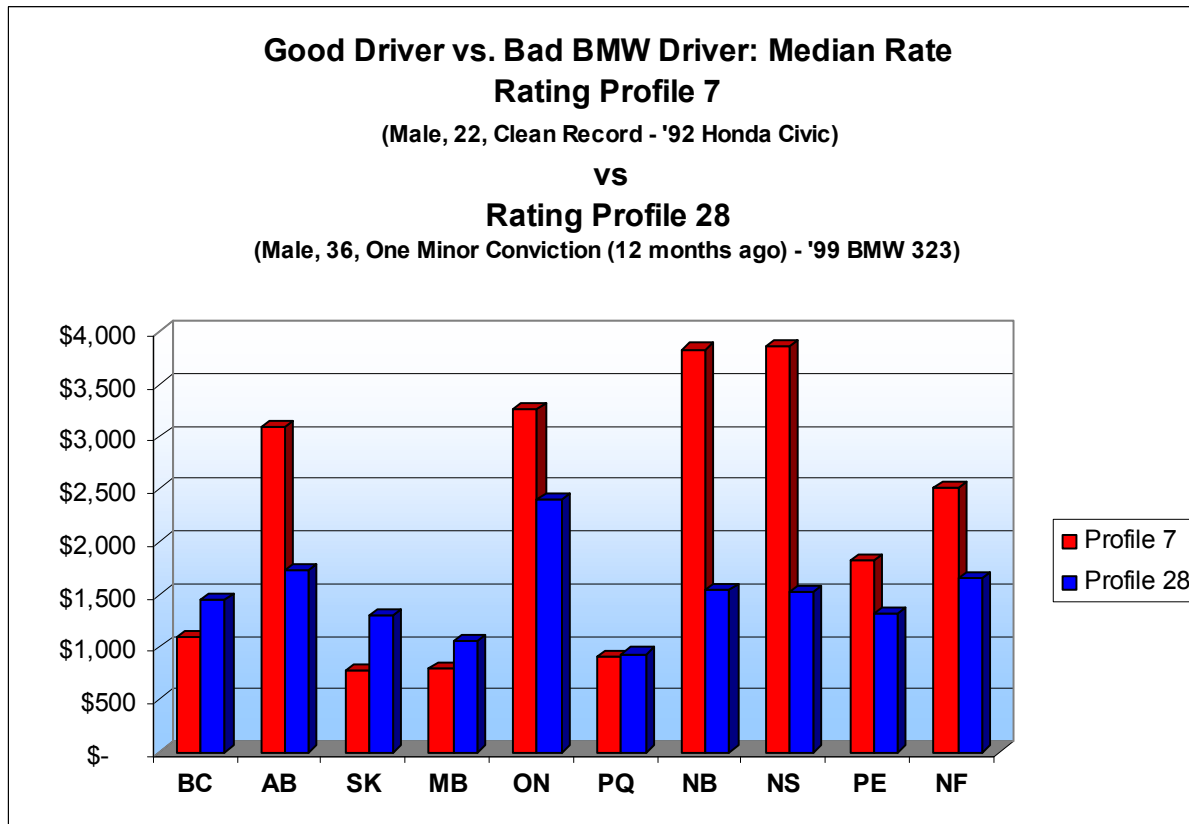
Rating Profile List

Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or Conviction(s)
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	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	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	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	Ford Explorer	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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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.



Rating Profile List

Rating Profile	Vehicle Year	Make & Model	Primary Driver Gender	Primary Driver Age	Claim(s) or Conviction(s)
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	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	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	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	Ford Explorer	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

Consumers' Association of Canada Auto Insurance Rates Study – September 2003

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	58	Financial Broker	480	
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	
5	1999	Toyota Camry	Business	Male	48	Accountant	384	Comp (24) 2 Minor (17 & 36)
		Occasional Driver of Above Vehicle		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	
		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	
		Occasional Driver of Above Vehicle		Female	77	Retired	168	
13	1994	Plymouth Colt	Business	Female	38	Retail Sales	264	Collision (18)
		Occasional Driver of Above Vehicle		Male	18	Student	24	
14	2000	Volvo V70 XC AWD SE	Business	Male	45	Retail Proprietor	180	3 Comprehensive (6 & 12 & 18)
		Occasional Driver of Above Vehicle		Female	40	Retail Proprietor	40	
15	2002	Toyota Corolla	Pleasure	Male	68	Retired	600	
		Occasional Driver of Above Vehicle		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	35	Construction	228	Comprehensive Claim (12)
		Occasional Driver of Above Vehicle		Female	32	Retail Sales	120	
18	1990	Jeep Cherokee Pioneer	Business	Male	40	P/T Student, Pizza Delivery	264	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	
21	1998	Dodge Neon	Business	Female	17	Student	12	
22	1992	Toyota Pickup SR5 4x4	Business	Male	19	Labourer	24	2 Minor Convictions (12 & 24)
23	2003	Lexus ES 300	Business	Female	57	Bus. Owner	444	2 Minor Convictions (12 & 24)
24	1966	Volkswagen Vanagon GL Camper	Business	Male	31	Sales	144	Collision (12)
		Occasional Driver of Above Vehicle		Female	30	Self-Employed	48	
25	2000	Honda Odyssey EX	Pleasure	Female	43	Homemaker	312	
26	2002	Chevy Astro Cargo Van	Business	Male	51	Business Owner	396	
27	1996	Suzuki Swift	Pleasure	Male	25	Welder	60	
		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	
33	1993	Buick Park Avenue 4DR	Pleasure	Male	75	Retired	660	Collision (8)
34	2001	Volkswagen Beetle	Business	Male	27	Engineering Technologist	132	

Year	No_Fault_Customer_Count	Tort_Customer_count	%
2010	923,398	4,474	0.48%
2011	955,713	4,652	0.49%
2012	987,330	4,733	0.48%
2013	1,019,422	4,808	0.47%
2014	1,051,907	4,885	0.46%
2015	1,081,797	4,963	0.46%
2016	1,112,210	5,038	0.45%
2017	1,141,652	5,092	0.45%
2018	1,173,224	5,153	0.44%
2019	1,208,279	5,222	0.43%
2020	1,237,287	5,262	0.43%
2021	1,252,598	5,286	0.42%

Collision Only (excluding Animal collision)			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	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	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

2020/21 vs 2-yr prior ave

-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	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	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-yr prior ave

-79% -33% -48% -33% -30% -39% -50% -69% -1% -35% -49% -44% -42%

SAF Response Attachment IR 1 - 17

SAF First Round IRs - # 17

Wildlife Incurred Losses as at March 31, 2021

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

Wildlife Claim Counts as at March 31, 2021

Fiscal Year	PPV Four Door	PPV Two Door	PPV - All Body Styles	Taxis - All Body Styles	Motorcycles Cruiser/Touring	Motorcycles Dual Purpose	Motorcycles Sport	Total
2016/2017	3,395	623	13,801	35	20	0	3	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	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

	21 - PD Auto	22 - PD Property	23 - Loss of Use	31 - Collision	32 - 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

	Valuation Damage			Class A - PU IRP Y			
	Liability	Pricing Damage Liability	Balance	Damage Excluding Catastrophes	Valuation - 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 Catastrophes		Appeal	Undiscounted Care	Death	Undiscounted IR	Medical Expenses w/o Funding	Permanent Impairment	Economic Loss excluding WCB	Non-Economic Loss excluding			Tort Liability	Total	
									WCB	Out of Province	Tort Injury			
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

	21-PD Auto	22 - PD Property	23 - Loss of Use	31 - Collision	32 - 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 Liability		Damage Excluding 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

Incurring as at March 31, 2020 as per Internal Data

Damage Catastrophes	Appeal	Undiscounted			Medical Expenses w/o Funding	Permanent Impairment	Economic Loss excluding WCB	Non-Economic Loss excluding			WCB	Out of Province	Tort Injury	Tort Liability	Total
		Care	Death	Undiscounted IR				WCB	WCB						
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	43,296,488	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

Damage Catastrophes	Appeal	Undiscounted			Medical Expenses w/o Funding	Permanent Impairment	Economic Loss excluding WCB	Non-Economic Loss excluding			WCB	Out of Province	Tort Injury	Tort Liability
		Care	Death	Undiscounted IR				WCB	WCB					
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	

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

SAF Response Attachment IR 1 - 19

Fiscal Year	No-Fault Liability - Non-Economic Loss Excluding WCB Master Claim Files									
	Paid Loss Net of Recov Amounts	Case Loss Reserve Net of Outstanding Recoveries	Incurrd Loss Net of Recoveries (1) + (2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6) / (8)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
1995/1996	-	-	-	-	-	-	-	323,624,000	0.00%	
1996/1997	-	-	-	-	-	-	-	335,254,000	0.00%	
1997/1998	-	-	-	-	-	-	-	354,982,000	0.00%	
1998/1999	-	-	-	-	-	-	-	396,802,000	0.00%	
1999/2000	-	-	-	-	-	-	-	420,529,000	0.00%	
2000/2001	-	-	-	-	-	-	-	440,507,232	0.00%	
2001/2002	-	-	-	-	-	-	-	458,726,710	0.00%	
2002/2003	718,971	-68,947	650,024	-24,518	-93,466	625,505	0	476,242,461	0.13%	
2003/2004	951,687	-126,839	824,848	-17,048	-143,887	807,739	465	488,863,511	0.17%	
2004/2005	1,535,666	-223,333	1,312,332	-90,849	-314,182	1,221,483	-	519,053,307	0.24%	
2005/2006	2,537,883	-774,435	1,763,448	231,691	-542,744	1,995,139	-	523,777,064	0.28%	
2006/2007	1,980,821	-649,186	1,311,634	301,952	-347,234	1,613,587	-	553,510,294	0.29%	
2007/2008	3,498,146	-1,025,966	2,472,181	289,630	-726,336	2,771,811	1,357	558,628,523	0.50%	
2008/2009	2,767,904	-597,802	2,170,102	38,784	-519,019	2,248,886	3,932	587,450,777	0.58%	
2009/2010	2,167,800	-995,932	1,571,868	-327,974	-923,906	1,243,894	5,574	624,198,376	0.20%	
2010/2011	3,338,935	-1,677,289	1,661,646	181,461	-1,495,828	1,843,107	6,729	692,653,284	0.27%	
2011/2012	2,515,987	-984,927	1,531,060	-117,383	-1,102,290	1,413,697	11,152	729,780,990	0.19%	
2012/2013	3,011,335	-1,652,660	3,067,879	-1,094,367	-1,037,824	1,973,512	27,863	765,699,565	0.26%	
2013/2014	3,246,692	-1,652,660	2,588,032	186,040	-1,466,620	2,231,420	29,539	810,718,513	0.22%	
2014/2015	3,746,814	-1,158,638	2,588,175	-366,755	-1,515,383	2,214,420	52,492	885,227,512	0.26%	
2015/2016	2,752,719	-1,194,771	1,557,948	202,439	-982,333	1,760,387	56,978	919,055,383	0.19%	
2016/2017	2,060,506	-25,165	2,035,341	-479,919	-505,084	1,555,422	66,860	928,691,242	0.17%	
2017/2018	1,758,616	1,662,357	3,420,972	-1,648,458	13,898	1,772,515	97,539	938,470,615	0.19%	
2018/2019	405,659	2,994,531	3,100,190	-1,875,444	819,088	1,224,747	120,424	947,969,920	0.13%	
2019/2020	31	2,986,680	2,986,691	-1,471,118	1,515,542	1,224,747	220,451	965,735,597	0.16%	
Total	38,976,173	-3,315,802	35,660,371	-6,061,814	-9,377,616	29,598,556	707,130	15,636,151,855	0.19%	

No-Fault Liability - WCB Master Claim Files

Fiscal Year	No-Fault Liability - WCB Master Claim Files									
	Paid Loss Net of Recov Amounts	Case Loss Reserve Net of Outstanding Recoveries	Incurrd Loss Net of Recoveries (1) + (2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6) / (8)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
1995/1996	555,050	-0	555,050	0	0	555,050	-	323,624,000	0.17%	
1996/1997	266,776	0	266,776	-0	-0	266,776	-	335,254,000	0.08%	
1997/1998	344,369	0	344,369	-0	-0	344,369	-	354,982,000	0.10%	
1998/1999	493,999	-	493,999	-0	-0	493,999	-	396,802,000	0.12%	
1999/2000	854,782	-	854,782	0	-0	854,782	-	420,529,000	0.20%	
2000/2001	839,187	-	839,187	0	-0	839,187	-	440,507,232	0.19%	
2001/2002	500,183	0	500,183	0	0	500,183	-	458,726,710	0.11%	
2002/2003	814,534	-	814,534	0	0	814,534	-	476,242,461	0.17%	
2003/2004	559,257	-	559,257	-0	-0	559,257	-	488,863,511	0.11%	
2004/2005	885,589	-	885,589	0	-0	885,589	-	519,053,307	0.17%	
2005/2006	1,156,435	-	1,156,435	-0	-0	1,156,435	-	523,777,064	0.22%	
2006/2007	460,758	0	460,758	0	-0	460,758	-	553,510,294	0.08%	
2007/2008	857,429	-	857,429	0	-0	857,429	-	558,628,523	0.15%	
2008/2009	418,502	-0	418,502	0	-0	418,502	-	587,450,777	0.07%	
2009/2010	736,378	0	736,378	0	0	736,378	-	634,198,376	0.12%	
2010/2011	434,577	-0	434,577	-0	-0	434,577	-	692,653,284	0.06%	
2011/2012	1,114,228	-	1,114,228	0	-0	1,114,228	-	729,780,990	0.15%	
2012/2013	660,164	-	660,164	54,093	54,093	714,258	-	765,699,565	0.09%	
2013/2014	1,048,998	-	1,048,998	74,571	74,571	1,123,569	-	810,718,513	0.14%	
2014/2015	846,880	-	846,880	114,701	114,701	961,582	-	885,227,512	0.11%	
2015/2016	628,080	-	628,080	547,059	547,059	1,175,139	-	919,055,383	0.13%	
2016/2017	-	-	-	-	-	-	-	928,691,242	0.00%	
2017/2018	628,343	-	628,343	403,975	403,975	1,032,318	-	938,470,615	0.11%	
2018/2019	353,029	-	353,029	689,738	689,738	1,042,767	-	947,969,920	0.11%	
2019/2020	213,021	-	213,021	849,289	849,289	1,062,309	-	965,735,597	0.11%	
Total	15,670,566	0	15,670,566	2,733,426	2,733,426	18,403,993	-	15,636,151,855	0.12%	

Undiscounted Claims Liabilities (Net of Recoveries) - Gross Basis

Fiscal Year	Paid Loss Net of Recov Amounts	Case Loss Reserve Net of Outstanding Recoveries	Inurred Loss Net of Recoveries (1) + (2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6) / (8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
2003/2004	1,280,567	185,000	1,465,567	-	185,000	1,465,567	11,461	488,863,511	0.30%
2004/2005	1,064,964	-43,243	1,021,721	-	-43,243	1,021,721	1,549	519,053,307	0.20%
2005/2006	1,212,741	0	1,212,741	-	0	1,212,741	0	523,777,064	0.23%
2006/2007	1,880,790	74,300	1,955,090	-	74,300	1,955,090	5,575	553,510,294	0.35%
2007/2008	1,215,508	170,093	1,385,601	-	170,093	1,385,601	10,537	558,628,523	0.25%
2008/2009	1,812,424	135,000	1,947,424	-	135,000	1,947,424	8,363	587,450,777	0.33%
2009/2010	1,171,754	252,200	1,423,954	-	252,200	1,423,954	21,559	634,198,376	0.22%
2010/2011	1,022,137	485,000	1,507,137	-	485,000	1,507,137	30,046	692,653,284	0.22%
2011/2012	1,276,315	559,910	1,836,224	-	559,910	1,836,224	35,139	729,780,990	0.25%
2012/2013	1,436,599	664,679	2,101,278	-	701,523	2,138,122	45,198	765,699,565	0.28%
2013/2014	1,325,996	466,000	1,810,378	36,844	532,427	1,858,423	38,499	810,718,513	0.23%
2014/2015	850,141	567,505	1,365,141	48,046	513,281	1,363,401	33,260	865,227,512	0.16%
2015/2016	968,013	597,505	1,565,518	50,487	647,992	1,616,005	44,804	919,055,363	0.18%
2016/2017	765,733	1,115,028	1,880,761	-6,818	1,108,210	1,873,943	69,460	928,691,242	0.20%
2017/2018	483,376	1,762,759	2,246,135	-128,504	1,634,255	2,117,631	103,762	938,470,615	0.23%
2018/2019	334,656	1,405,752	1,740,408	-306,880	1,038,892	1,433,548	58,571	947,969,920	0.15%
2019/2020	53,250	1,411,500	1,464,750	60,797	1,472,297	1,525,547	98,092	965,735,597	0.16%
Total	18,154,953	9,725,865	27,880,828	-198,749	9,527,116	27,682,079	610,875	12,429,484,452	0.22%

Total Tort and Reduced No-Fault Injury and Tort Liability

Fiscal Year	Paid Loss Net of Recov Amounts	Case Loss Reserve Net of Outstanding Recoveries	Inurred Loss Net of Recoveries (1) + (2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6) / (8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
2003/2004	1,774,133	192,490	1,966,623	-	192,490	1,966,623	11,925	488,863,511	0.40%
2004/2005	1,432,415	-43,243	1,389,172	-	-43,243	1,389,172	1,549	519,053,307	0.27%
2005/2006	2,453,700	0	2,453,700	785	785	2,454,485	73	523,777,064	0.47%
2006/2007	2,358,542	74,300	2,432,842	1,794	76,094	2,434,636	5,742	553,510,294	0.44%
2007/2008	2,057,218	174,793	2,232,012	2,096	176,890	2,234,108	11,023	558,628,523	0.40%
2008/2009	3,017,284	141,808	3,159,092	2,396	144,204	3,161,488	9,008	587,450,777	0.54%
2009/2010	1,617,957	252,411	1,870,368	3,518	255,929	1,873,886	21,899	634,198,376	0.30%
2010/2011	1,563,911	496,878	2,060,789	2,385	499,263	2,063,174	31,003	692,653,284	0.30%
2011/2012	1,732,305	566,345	2,300,650	16,602	584,947	2,317,252	37,204	729,780,990	0.32%
2012/2013	2,020,802	680,711	2,701,513	52,611	733,322	2,754,124	47,656	765,699,565	0.36%
2013/2014	1,962,603	493,267	2,455,870	65,517	558,784	2,521,387	40,673	810,718,513	0.31%
2014/2015	1,946,272	475,594	2,421,867	64,905	540,500	2,486,772	35,494	865,227,512	0.29%
2015/2016	1,729,408	610,067	2,339,475	64,672	674,739	2,404,147	48,901	919,055,363	0.26%
2016/2017	1,356,631	1,154,832	2,511,463	20,113	1,174,994	2,531,575	74,428	928,691,242	0.27%
2017/2018	1,355,689	1,872,892	3,228,581	-93,881	1,779,011	3,134,700	113,802	938,470,615	0.33%
2018/2019	1,079,706	1,582,419	2,662,125	-252,731	1,329,688	2,409,394	74,346	947,969,920	0.26%
2019/2020	426,232	1,842,271	2,268,443	240,723	2,027,930	2,508,167	136,494	965,735,597	0.26%
Total	29,883,814	10,569,771	40,453,585	191,507	10,761,277	40,645,091	699,419	12,429,484,452	0.33%

No-Fault Injury - Permanent Impairment										
Fiscal Year	Paid Loss Net of Reconv Amounts	Reserve Net of Outstanding Recoveries	Incurred Loss Net of Recoveries (1) + (2)	IBNR Loss Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6)/(8)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(9)	
1995/1996	14,756,216	36,511	14,792,727	-	36,511	14,792,727	2,262	323,624,000	4.57%	
1996/1997	12,280,077	85,644	12,345,722	0	85,644	12,345,722	5,306	335,254,000	3.68%	
1997/1998	15,805,730	0	15,805,730	36,085	36,085	15,841,815	3,353	354,982,000	4.46%	
1998/1999	16,179,579	0	16,179,579	36,948	36,948	16,216,527	3,433	396,802,000	4.09%	
1999/2000	18,186,580	92,302	18,278,882	94,853	187,154	18,373,734	14,532	420,525,000	4.37%	
2000/2001	14,662,912	45,000	14,707,912	135,138	180,138	14,843,050	15,345	440,104,392	3.37%	
2001/2002	16,055,087	0	16,055,087	210,721	210,721	16,265,808	19,581	457,155,729	3.56%	
2002/2003	13,511,555	70,365	13,582,020	194,579	284,944	13,776,599	22,440	474,504,619	2.90%	
2003/2004	16,970,831	9,132	16,979,963	289,277	278,409	17,249,239	25,588	486,823,443	3.54%	
2004/2005	14,056,175	-184,322	13,871,853	229,283	44,861	14,101,136	21,311	517,038,528	2.73%	
2005/2006	14,272,155	154,505	14,426,660	288,281	442,786	14,714,941	36,360	522,058,554	2.82%	
2006/2007	15,581,138	72,812	15,653,950	373,791	446,603	16,027,741	40,355	551,232,301	2.91%	
2007/2008	16,103,996	73,718	16,177,714	464,776	538,485	16,642,491	47,756	556,395,954	2.99%	
2008/2009	19,724,639	18,135	19,742,774	615,864	633,999	20,358,638	53,353	585,194,757	3.48%	
2009/2010	19,953,038	167,366	20,120,384	636,940	624,307	20,757,325	71,625	631,945,507	3.29%	
2010/2011	19,737,438	294,172	20,047,610	733,307	1,027,679	20,781,117	86,385	669,899,615	3.01%	
2011/2012	16,508,194	134,352	19,511,937	1,035,741	1,034,472	20,432,056	93,825	725,017,339	2.82%	
2012/2013	15,102,803	182,401	16,690,595	1,362,978	1,218,141	17,726,336	109,245	761,310,613	2.33%	
2013/2014	14,969,404	168,891	15,271,694	1,359,366	1,531,869	16,634,672	141,555	803,795,936	2.07%	
2014/2015	15,743,794	596,238	15,565,643	1,973,966	1,955,603	16,925,008	163,256	860,828,142	1.97%	
2015/2016	1,079,047	1,079,047	16,822,840	1,913,209	3,053,013	18,796,807	250,278	913,300,297	2.06%	
2016/2017	14,048,192	1,846,958	15,895,149	3,066,724	4,759,209	18,807,401	388,095	921,969,894	2.04%	
2017/2018	13,086,450	3,794,617	16,881,067	3,056,224	6,861,340	19,937,791	522,133	929,822,650	2.14%	
2018/2019	7,215,354	8,231,314	15,446,668	3,253,166	10,468,870	18,700,184	749,882	934,781,175	2.00%	
2019/2020	452,933	13,748,050	14,200,982	6,510,079	20,258,129	20,711,062	1,456,841	955,168,083	2.17%	
Total	375,353,894	29,701,247	405,055,141	26,724,783	56,426,030	431,779,824	4,348,895	15,549,836,129	2.78%	

No-Fault Injury - Lump Sum Benefits										
Fiscal Year	Paid Loss Net of Reconv Amounts	Reserve Net of Outstanding Recoveries	Incurred Loss Net of Recoveries (1) + (2)	IBNR Loss Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6)/(8)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(9)	
1995/1996	-	-0	-0	0	-	-	0	323,624,000	0.00%	
1996/1997	-	-	-	-	-	-	-	335,254,000	0.00%	
1997/1998	-	-	-	-	-	-	-	354,982,000	0.00%	
1998/1999	-	-	-	-	-	-	-	396,802,000	0.00%	
1999/2000	-	-	-	-	-	-	-	420,525,000	0.00%	
2000/2001	-	-	-	-	-	-	-	440,104,392	0.00%	
2001/2002	-	-	-	-	-	-	-	457,155,729	0.00%	
2002/2003	-	-	-	-	-	-	-	474,504,619	0.00%	
2003/2004	-	-	-	-	-	-	-	486,823,443	0.43%	
2004/2005	574,861	1,500,809	2,075,669	-49,088	1,451,721	2,026,581	88,414	474,504,619	0.73%	
2005/2006	804,543	2,582,891	3,387,294	190,284	2,772,975	3,577,518	177,680	486,823,443	0.73%	
2006/2007	826,530	3,435,032	4,261,562	273,054	3,708,086	4,534,616	238,174	517,038,528	0.88%	
2007/2008	701,231	2,372,944	3,074,236	603,974	2,978,916	3,680,210	203,314	522,058,554	0.70%	
2008/2009	805,634	2,408,802	3,214,696	994,796	3,403,898	4,208,452	241,867	522,058,554	0.70%	
2009/2010	762,389	2,115,670	2,878,039	841,764	2,987,164	3,719,533	208,262	522,058,554	0.67%	
2010/2011	600,962	4,269,756	4,870,717	1,071,935	5,341,691	5,942,652	364,121	585,305,954	1.02%	
2011/2012	793,006	5,173,953	5,966,958	2,753,711	7,927,664	8,720,669	576,415	631,945,907	1.38%	
2012/2013	569,590	3,493,553	4,063,144	2,045,378	5,638,932	6,108,522	406,492	689,899,615	0.82%	
2013/2014	306,693	3,622,813	3,929,506	2,164,194	5,695,129	5,941,822	411,428	725,017,139	0.66%	
2014/2015	355,039	3,622,813	2,886,712	2,164,194	4,695,667	5,050,906	357,945	761,310,613	0.82%	
2015/2016	147,473	3,351,645	3,499,118	3,916,199	7,267,844	7,415,317	571,547	803,795,936	0.92%	
2016/2017	243,707	2,041,401	2,285,108	5,183,925	7,225,326	7,469,034	608,181	860,828,142	0.87%	
2017/2018	158,929	2,166,201	2,325,130	6,220,341	8,386,542	8,545,471	713,221	913,300,297	0.94%	
2018/2019	1,338,791	1,379,999	1,379,999	5,478,923	7,217,714	7,258,921	623,237	921,969,894	0.79%	
2019/2020	32,664	278,387	311,051	5,471,652	5,750,039	5,782,703	525,699	929,822,650	0.62%	
2018/2019	-	-	-	5,433,474	5,433,474	5,433,474	504,908	934,781,175	0.56%	
2019/2020	-	-	-	5,720,625	5,720,625	5,720,625	531,589	955,168,083	0.60%	
Total	7,724,719	42,684,122	50,408,841	50,729,186	93,413,308	101,138,027	7,358,291	15,549,836,129	0.65%	

Total No-Fault Injury and Liability		Case Loss								
Fiscal Year	Paid Loss Net of Recov Amounts	Reserve Net of Outstanding Recoveries	Incurred Loss Net of Recoveries (1) + (2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6)/(8)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
1995/1996	129,678,523	42,372,723	172,051,246	11,394,651	53,767,374	183,445,898	3,684,665	323,624,000	56.68%	
1996/1997	112,288,058	31,250,405	143,538,463	18,293,042	49,543,447	161,831,505	3,637,542	335,254,000	48.27%	
1997/1998	112,476,937	28,982,300	141,459,237	19,106,925	48,089,226	160,566,162	3,576,911	354,892,000	45.23%	
1998/1999	123,081,399	22,406,805	145,488,204	29,663,457	52,060,261	175,141,660	4,160,597	396,802,000	44.14%	
1999/2000	132,943,298	27,610,315	160,553,613	35,183,773	62,794,087	195,737,385	4,987,133	420,625,000	46.55%	
2000/2001	129,709,387	34,367,004	155,076,391	27,697,402	62,064,406	182,773,793	4,706,176	440,104,392	41.53%	
2001/2002	129,195,832	39,395,091	168,590,923	19,289,526	58,684,616	187,880,448	4,238,679	457,153,729	41.10%	
2002/2003	119,131,496	22,711,172	141,842,669	28,817,242	51,528,415	170,659,911	4,110,981	474,504,619	35.97%	
2003/2004	135,117,433	36,259,283	171,376,716	13,774,857	57,590,953	192,708,366	4,247,455	486,823,443	39.58%	
2004/2005	122,904,256	43,787,937	166,692,192	15,055,405	57,562,793	180,467,049	4,115,447	517,038,528	34.90%	
2005/2006	122,188,809	28,866,586	151,055,405	16,682,976	55,486,572	177,665,381	4,335,928	522,058,554	34.04%	
2006/2007	119,357,327	25,157,843	144,515,170	14,515,170	61,215,594	180,572,920	4,943,753	551,232,301	32.76%	
2007/2008	138,110,797	30,990,984	169,101,781	40,863,062	71,843,425	209,954,223	5,785,222	556,395,354	30.74%	
2008/2009	146,473,228	63,101,306	209,574,534	27,039,024	90,131,709	238,604,938	6,489,456	651,194,757	40.43%	
2009/2010	146,478,049	57,037,410	203,515,459	42,489,114	99,529,522	246,007,571	7,574,813	691,945,507	38.93%	
2010/2011	156,628,990	44,302,698	201,181,698	52,318,932	86,621,080	235,450,040	7,741,874	669,899,613	36.73%	
2011/2012	143,493,343	41,896,615	185,389,958	50,475,942	92,372,357	235,865,700	7,408,566	725,717,139	32.80%	
2012/2013	133,512,602	34,224,647	169,737,248	57,527,826	91,752,473	221,265,075	7,615,981	761,310,613	29.85%	
2013/2014	134,191,704	40,952,096	175,143,799	74,828,407	100,225,541	234,417,245	8,220,215	800,824,142	26.38%	
2014/2015	126,895,360	25,373,686	152,269,046	72,373,124	107,678,181	224,384,630	8,997,832	860,924,924	26.38%	
2015/2016	96,706,449	35,303,057	132,009,506	82,266,767	114,349,088	207,251,853	9,790,180	921,969,894	27.90%	
2016/2017	142,902,764	32,082,322	174,985,086	82,266,767	130,798,473	203,998,192	9,790,180	929,822,650	21.94%	
2017/2018	73,799,419	41,860,699	115,660,028	88,318,164	144,181,711	242,546,867	11,820,485	934,781,175	25.95%	
2018/2019	98,365,146	53,791,973	152,156,919	90,389,938	174,673,182	241,371,370	13,957,261	955,168,083	25.27%	
2019/2020	66,698,188	77,514,228	144,212,416	97,158,954	174,673,182	241,371,370	13,957,261	955,168,083	25.27%	
Total	3,085,328,783	961,818,053	4,047,146,836	1,122,538,807	2,084,366,659	5,169,695,642	165,791,008	15,549,836,129	33.25%	

Tort and Reduced No-Fault Injury		Case Loss								
Fiscal Year	Paid Loss Net of Recov Amounts	Reserve Net of Outstanding Recoveries	Incurred Loss Net of Recoveries (1) + (2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6)/(8)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
2003/2004	493,567	7,490	501,057	-	7,490	501,057	464	486,823,443	0.10%	
2004/2005	367,451	0	367,451	0	0	367,451	0	517,038,528	0.07%	
2005/2006	1,240,958	0	1,240,958	785	785	1,241,743	73	522,058,554	0.24%	
2006/2007	477,752	0	477,752	1,794	1,794	479,546	167	551,232,301	0.09%	
2007/2008	84,171	4,700	84,641	2,096	6,796	848,507	486	556,305,354	0.15%	
2008/2009	1,204,860	6,808	1,211,668	2,396	9,204	1,214,064	644	585,194,757	0.21%	
2009/2010	446,202	211	446,413	3,518	3,729	449,932	340	631,945,907	0.07%	
2010/2011	541,774	11,878	553,652	2,385	14,263	556,037	957	689,599,615	0.08%	
2011/2012	465,991	8,435	464,426	16,802	25,037	481,028	2,065	725,717,139	0.07%	
2012/2013	584,203	16,092	600,235	15,732	31,799	618,002	2,468	761,310,613	0.08%	
2013/2014	636,607	8,888	645,492	17,472	26,357	662,984	2,724	803,795,936	0.08%	
2014/2015	1,096,132	9,394	1,105,526	17,926	27,239	1,123,371	2,234	880,828,142	0.13%	
2015/2016	761,336	12,362	773,957	26,747	38,747	788,142	2,096	913,300,297	0.09%	
2016/2017	590,898	39,804	630,701	26,931	66,734	657,632	4,968	921,969,894	0.07%	
2017/2018	872,314	110,132	982,446	34,531	144,756	1,017,070	10,040	929,822,650	0.11%	
2018/2019	745,050	176,667	921,717	54,130	230,797	975,846	15,975	934,781,175	0.10%	
2019/2020	371,987	430,707	802,693	179,927	610,633	982,620	43,402	955,168,083	0.10%	
Total	11,728,851	843,905	12,572,756	390,256	1,234,161	12,963,012	88,544	12,346,882,390	0.10%	

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

SAF Response Attachment IR 1 - 19

Tort Liability	Paid Loss Net of Recov Amounts	Case Loss Reserve Net of Outstanding Recoveries	Incurred Loss Net of Recoveries (1)+(2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6)/(8)
2003/2004	1,280,567	185,000	1,465,967	-	185,000	1,465,967	11,461	486,823,443	0.30%
2004/2005	1,064,964	43,243	1,021,721	-	43,243	1,021,721	1,549	517,038,528	0.20%
2005/2006	1,212,741	-	1,212,741	-	-	1,212,741	-	522,058,554	0.23%
2006/2007	1,880,790	74,300	1,955,090	-	74,300	1,955,090	5,575	551,232,301	0.25%
2007/2008	1,215,508	170,093	1,385,601	-	10,537	1,385,601	8,363	556,305,354	0.33%
2008/2009	1,812,424	135,000	1,947,424	-	135,000	1,947,424	8,363	631,945,907	0.23%
2009/2010	1,171,754	252,200	1,423,954	-	252,200	1,423,954	21,559	631,945,907	0.22%
2010/2011	1,171,754	485,000	1,507,137	-	485,000	1,507,137	30,046	689,589,615	0.22%
2011/2012	1,276,315	559,910	1,836,224	-	559,910	1,836,224	35,139	725,777,139	0.25%
2012/2013	1,436,599	664,679	2,101,279	36,844	701,523	2,138,122	45,198	761,310,613	0.28%
2013/2014	1,325,996	664,679	1,810,378	48,046	532,427	1,858,423	38,499	803,795,936	0.23%
2014/2015	988,013	466,000	1,316,141	47,261	513,261	1,363,401	33,260	860,828,142	0.16%
2015/2016	785,733	597,505	1,565,518	50,487	647,992	1,616,005	69,689	913,300,297	0.18%
2016/2017	394,636	1,115,028	1,880,769	-6,818	1,108,210	1,873,963	103,762	921,989,894	0.20%
2017/2018	483,376	1,403,792	2,246,135	-128,604	1,634,535	2,117,631	93,479	929,822,650	0.23%
2018/2019	53,290	1,402,752	1,740,408	-306,660	1,098,692	1,433,346	38,871	934,781,175	0.19%
2019/2020	83,290	1,411,500	1,464,790	60,797	1,472,297	1,528,547	93,092	955,166,083	0.16%
Total	18,154,963	9,725,865	27,880,828	-198,749	9,527,116	27,682,079	610,875	12,346,882,390	0.22%
Total Tort and Reduced No-Fault Injury and Tort Liability									
Fiscal Year	Paid Loss Net of Recov Amounts	Reserve Net of Outstanding Recoveries	Incurred Loss Net of Recoveries (1)+(2)	IBNR Loss Reserves Net of Recoveries	Unpaid Loss Net of Recoveries (2)+(4)	Ultimate Loss Net of Recoveries	ULAE Reserve	Earned Premium	Loss Ratio (6)/(8)
2003/2004	1,774,133	192,490	1,966,623	-	192,490	1,966,623	11,925	486,823,443	0.40%
2004/2005	1,432,415	43,243	1,389,172	785	43,243	1,389,172	1,349	517,038,528	0.27%
2005/2006	2,453,700	0	2,453,700	1,794	785	2,454,485	73	522,058,554	0.47%
2006/2007	2,358,542	74,300	2,432,842	2,096	76,094	2,434,636	5,742	551,232,301	0.44%
2007/2008	2,057,218	174,793	2,232,012	2,966	176,890	2,234,108	11,023	556,305,354	0.40%
2008/2009	3,017,284	141,808	3,159,092	2,966	144,204	3,161,488	9,008	585,194,757	0.54%
2009/2010	1,617,957	252,411	1,870,368	3,518	255,929	1,873,886	21,899	631,945,907	0.30%
2010/2011	1,563,911	496,878	2,060,789	2,385	499,263	2,063,174	31,003	689,589,615	0.30%
2011/2012	1,732,305	568,345	2,300,650	16,602	584,947	2,317,252	37,204	725,777,139	0.32%
2012/2013	2,020,802	680,711	2,701,513	52,611	733,322	2,754,124	47,656	761,310,613	0.36%
2013/2014	1,962,603	493,287	2,455,870	65,517	558,784	2,521,387	40,673	803,795,936	0.31%
2014/2015	1,946,272	475,594	2,421,867	64,905	540,500	2,486,772	35,494	860,828,142	0.29%
2015/2016	1,729,408	610,067	2,339,475	64,872	64,739	2,404,147	46,901	913,300,297	0.26%
2016/2017	1,356,631	1,154,832	2,511,463	20,113	1,174,944	2,531,575	74,428	921,989,894	0.27%
2017/2018	1,355,689	1,872,882	3,228,581	-93,881	1,779,011	3,134,700	113,802	929,822,650	0.34%
2018/2019	1,079,706	1,582,419	2,662,125	-252,731	1,329,688	2,409,394	74,546	934,781,175	0.26%
2019/2020	423,237	1,842,207	2,267,443	240,223	2,082,930	2,508,167	136,494	955,166,083	0.26%
Total	29,883,814	10,569,771	40,453,585	191,507	10,761,277	40,645,091	699,419	12,346,882,390	0.33%

SAF Response Attachment IR 1 - 19

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

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

SAF Response Attachment IR 1 - 19

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

Injury Coverage Review Impacts Ultimate Loss by Fiscal Year As of March 31, 2019						
FY	Total Unpaid by Year (Undiscounted)					
	Appeal	Income Replacement	Medical	Permanent Impairment	Non-Economic Loss	Total
1995/1996	-	-	-	771	-	771
1996/1997	-	-	-	447	-	447
1997/1998	-	-	-	697	-	697
1998/1999	-	-	-	1,710	-	1,710
1999/2000	-	-	-	2,718	-	2,718
2000/2001	-	-	-	3,013	-	3,013
2001/2002	-	-	-	3,728	-	3,728
2002/2003	-	-	-	7,222	-	7,222
2003/2004	-	-	-	5,083	-	5,083
2004/2005	-	-	-	1,095	-	1,095
2005/2006	-	-	-	6,640	-	6,640
2006/2007	-	-	-	8,843	-	8,843
2007/2008	-	-	-	10,765	-	10,765
2008/2009	-	-	-	11,509	-	11,509
2009/2010	-	-	-	18,393	-	18,393
2010/2011	-	-	-	20,414	-	20,414
2011/2012	-	-	-	28,912	-	28,912
2012/2013	-	-	-	34,909	-	34,909
2013/2014	-	-	-	43,628	-	43,628
2014/2015	-	-	-	66,653	-	66,653
2015/2016	-	-	-	122,475	-	122,475
2016/2017	-	-	-	181,678	-	181,678
2017/2018	-	-	-	649,081	-	649,081
2018/2019	-	-	-	1,044,113	-	1,044,113
Total	-	-	-	2,274,499	-	2,274,499

SAF Response Attachment IR 1 - 19

Ultimate Losses - Cover Code Scaled to Valuation Total	21 - PD Auto	22 - PD Property	23 - Loss of Use	31 - Collision	32 - Comprehensive	33 - Glass	34 - Ded	41 - FLE	42 - Theft
2000	23,432,857	3,419,801	3,852,730	138,290,396	7,160,323	416,801	-	4,257,985	9,438,857
2001	25,813,642	4,270,459	4,337,605	160,862,128	8,134,829	979,298	-	5,472,749	11,042,670
2002	25,035,802	4,107,708	4,295,726	165,527,297	9,516,998	1,040,574	-	5,076,223	12,427,028
2003	56,688,277	4,793,170	4,686,760	153,456,647	9,382,228	934,872	-	4,849,524	10,245,216
2004	74,786,590	5,012,452	5,099,962	155,508,614	8,928,462	550,368	149,199	5,052,660	12,639,359
2005	70,570,614	4,706,147	4,699,443	151,713,803	10,665,806	353,229	136,378	5,025,702	11,822,363
2006	71,832,251	5,507,401	4,530,637	164,339,834	10,221,718	307,247	1,550,199	5,455,921	11,037,388
2007	81,689,553	5,668,643	5,565,095	176,676,596	10,400,390	355,554	1,702,424	5,213,074	10,376,880
2008	86,325,242	5,986,493	5,845,432	182,120,603	13,352,180	385,148	1,796,609	5,298,479	9,858,830
2009	93,321,124	6,552,132	5,810,585	202,000,182	12,299,141	577,593	1,813,139	6,179,230	9,600,347
2010	92,318,710	6,511,044	5,193,894	200,639,157	13,073,295	806,911	1,662,964	6,940,686	10,680,818
2011	109,185,139	7,010,212	7,285,272	231,706,313	17,609,213	1,106,293	1,965,955	6,427,661	11,011,630
2012	101,629,163	7,730,622	6,289,102	213,629,165	17,886,290	1,615,949	1,714,051	6,915,450	11,798,403
2013	125,788,121	7,485,718	8,686,053	253,311,664	23,367,110	1,820,294	1,902,030	6,690,231	9,032,317
2014	124,740,763	8,125,607	8,010,535	256,892,591	21,258,710	2,003,832	1,866,280	7,667,902	12,157,959
2015	125,738,581	7,543,200	7,529,584	252,814,051	22,043,186	2,601,899	1,646,535	7,814,775	14,001,042
2016	125,743,251	8,294,413	6,642,095	270,563,223	24,895,107	3,250,692	1,641,527	7,897,883	17,244,436
2017	133,646,826	8,353,259	6,990,560	294,603,524	29,479,965	4,037,942	1,640,160	7,491,274	24,379,018
2018	138,410,078	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	1,639,676	10,336,418	25,682,335
2020	130,689,222	7,614,021	7,012,772	311,638,938	39,846,475	8,098,054	1,550,982	8,302,682	25,180,119
Ultimate Recoveries - Cover Code Scaled to Valuation Total									
	21 - PD Auto	22 - PD Property	23 - Loss of Use	31 - Collision	32 - Comprehensive	33 - Glass	34 - Ded	41 - FLE	42 - Theft
2000	985,981	167,695	139,463	7,143,135	181,138	5,785	-	95,485	376,947
2001	951,411	178,425	155,523	8,329,538	206,366	11,394	-	38,124	482,923
2002	896,143	198,664	145,156	8,642,243	231,358	6,373	-	50,146	484,831
2003	1,637,597	245,341	155,019	8,617,753	297,948	7,095	-	51,878	437,006
2004	2,326,313	337,015	180,171	8,299,306	197,483	2,752	146,330	80,557	477,714
2005	1,946,332	199,445	153,583	7,908,852	251,468	1,212	1,349,459	110,546	481,687
2006	2,370,851	330,012	148,081	8,404,338	247,127	510	1,529,218	85,313	453,729
2007	2,466,631	445,236	179,612	10,284,413	320,922	2,779	1,686,304	605,889	532,807
2008	2,845,855	347,638	182,710	10,403,853	195,642	2,026	1,770,943	54,157	535,986
2009	3,006,153	539,412	195,555	11,387,230	313,913	2,445	1,776,836	224,375	624,641
2010	2,839,258	398,611	177,123	10,306,943	452,062	4,091	1,642,932	127,882	544,348
2011	3,298,442	507,712	245,779	13,548,341	399,853	1,915	1,946,707	174,362	488,220
2012	3,400,884	345,910	290,119	12,670,329	486,510	6,009	1,693,356	625,980	505,993
2013	4,200,989	366,602	314,644	15,192,167	486,510	5,492	1,874,236	144,134	345,944
2014	4,126,577	416,925	295,517	16,291,167	353,635	4,188	1,835,647	215,504	460,184
2015	3,801,633	544,612	253,391	15,576,758	453,220	9,019	1,615,219	316,774	592,836
2016	3,921,757	626,914	252,807	14,648,976	470,476	9,819	1,605,443	331,810	537,265
2017	3,891,462	587,816	230,446	15,099,237	432,459	5,601	1,602,958	119,622	731,152
2018	3,968,310	565,972	195,935	15,643,406	601,001	13,176	1,598,553	316,244	740,204
2019	3,899,121	628,501	194,869	15,459,527	658,397	12,814	1,360,846	466,215	764,380
2020	3,781,590	581,604	172,029	14,332,322	703,650	20,676	1,520,786	430,086	778,601

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Ultimate Loss Net of Recoveries - Cover Code Scaled to Valuation Total												
	21-PD Auto	22 - PD Property	23 - Loss of Use	31 - Collision	32 - Comprehensive	33 - Glass	34 - Ded	41 - FLE	42 - Theft			
2000	22,446,875	3,252,105	3,713,268	131,147,261	6,979,185	4,111,017	-	4,162,501	9,061,910			
2001	24,862,231	4,092,034	4,382,082	152,523,930	7,948,463	967,904	-	5,434,625	10,599,748			
2002	24,139,659	3,909,044	4,150,569	156,885,053	9,285,640	1,034,202	-	5,026,077	11,942,198			
2003	55,050,680	4,549,828	4,531,741	144,818,849	9,084,280	927,777	-	4,797,647	9,808,209			
2004	72,460,277	4,673,437	4,919,792	147,209,308	8,730,979	547,616	-	4,972,104	12,161,645			
2005	68,624,281	4,506,702	4,539,861	143,804,951	10,414,338	352,017	2,869	4,915,157	11,340,676			
2006	69,461,399	5,177,388	4,582,556	155,953,476	9,974,591	306,738	14,319	4,915,157	10,583,659			
2007	79,222,923	5,223,407	5,376,484	166,592,183	10,079,468	352,774	20,981	5,370,608	9,844,573			
2008	83,479,386	5,638,855	5,666,722	171,716,750	13,156,538	383,122	25,066	5,904,322	9,322,844			
2009	90,314,971	6,012,720	5,615,030	190,612,953	11,935,228	575,149	36,304	5,954,854	8,975,705			
2010	89,479,452	6,112,433	5,016,771	190,332,214	12,621,223	892,819	19,432	6,812,804	10,136,470			
2011	105,886,697	6,502,501	7,039,493	218,157,972	17,209,361	1,104,378	19,228	6,253,299	10,523,411			
2012	98,228,278	7,384,712	5,998,984	200,958,836	17,731,505	1,609,940	20,595	6,289,470	11,292,410			
2013	121,587,132	7,119,115	8,371,409	238,319,497	22,880,600	1,814,802	27,794	6,546,097	8,866,373			
2014	120,614,185	7,708,682	7,715,017	240,601,423	20,905,075	1,999,644	30,653	7,452,398	11,697,775			
2015	121,936,948	6,998,587	7,276,193	237,237,293	21,589,966	2,592,881	31,316	7,498,001	13,408,206			
2016	121,821,494	7,667,498	6,389,288	255,914,247	24,424,631	3,240,873	36,084	7,566,074	16,707,171			
2017	129,755,364	7,765,443	6,760,114	279,504,287	29,047,505	4,032,341	37,202	7,371,653	23,647,866			
2018	134,441,769	7,880,115	7,486,527	299,204,706	30,702,585	4,864,172	44,557	4,864,172	23,654,148			
2019	133,211,860	6,791,586	7,675,965	300,081,635	36,529,931	6,269,616	8,830	9,870,203	24,917,855			
2020	126,907,632	7,032,417	6,840,743	297,306,616	39,142,845	8,077,378	30,196	7,872,596	24,401,518			
Financial Claim Counts												
	21-PD Auto	22 - PD Property	23 - Loss of Use	31 - Collision	32 - Comprehensive	33 - Glass	34 - Ded	41 - FLE	42 - Theft			
2000	27,156	1,582	10,908	56,067	4,945	2,232	-	861	3,753			
2001	28,251	1,513	12,151	61,786	5,727	4,908	-	974	4,380			
2002	23,978	1,695	11,617	59,770	6,240	4,691	-	828	4,965			
2003	27,994	1,636	12,840	50,075	6,220	2,952	-	871	4,085			
2004	29,168	1,577	13,700	49,314	6,270	1,416	7	872	4,675			
2005	27,960	1,332	13,145	48,217	6,217	1,033	39	805	4,012			
2006	26,537	1,370	12,420	48,991	6,007	879	68	760	3,602			
2007	30,118	1,204	13,756	53,898	6,021	1,030	55	776	3,199			
2008	29,531	1,173	13,288	55,188	6,828	1,381	70	715	2,515			
2009	31,680	1,203	13,757	60,198	6,611	2,381	79	773	2,367			
2010	29,877	1,191	12,975	57,716	6,655	3,545	57	782	2,505			
2011	33,866	1,148	15,278	64,729	7,452	4,669	55	669	2,345			
2012	29,439	1,150	13,087	57,884	7,177	6,761	47	659	2,417			
2013	35,819	1,178	16,250	67,116	7,878	7,650	66	640	1,806			
2014	33,184	1,142	15,204	64,760	6,934	8,283	76	625	2,049			
2015	30,931	1,032	14,248	59,892	6,576	9,723	78	649	2,053			
2016	28,695	1,037	13,522	58,052	7,187	12,664	89	608	2,504			
2017	29,311	1,083	14,257	61,581	7,750	16,391	93	635	3,020			
2018	29,128	1,006	14,435	62,980	8,458	18,617	111	658	3,112			
2019	27,743	968	13,987	60,782	9,096	21,219	98	664	3,386			
2020	25,959	879	12,614	57,374	9,257	22,516	98	555	3,360			

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2000	827	2,056	340	2,339	1,411	184	4,834	2,415
2001	880	2,705	361	2,469	1,388	197	5,580	2,314
2002	929	2,306	357	2,625	1,488	220	6,070	2,405
2003	1,967	2,781	353	2,892	1,460	314	5,508	2,401
2004	2,484	3,003	359	2,985	1,393	387	5,702	2,601
2005	2,454	3,383	345	2,982	1,675	341	6,106	2,827
2006	2,618	3,779	353	3,183	1,660	349	7,067	2,938
2007	2,630	4,338	391	3,091	1,674	342	6,640	3,077
2008	2,827	4,807	426	3,113	1,927	277	8,258	3,578
2009	2,851	4,998	408	3,166	1,805	242	7,704	3,792
2010	2,995	5,132	387	3,298	1,897	252	8,712	4,046
2011	3,127	5,664	461	3,370	2,309	237	9,347	4,488
2012	3,337	6,421	458	3,472	2,471	238	4,672	4,810
2013	3,394	6,043	515	3,551	2,904	237	9,544	4,810
2014	3,635	6,750	507	3,715	3,015	241	11,924	5,709
2015	3,942	6,782	511	3,961	3,283	267	11,553	6,531
2016	4,245	7,394	473	4,408	3,398	256	12,444	6,671
2017	4,427	7,173	474	4,539	3,748	246	11,613	7,831
2018	4,615	7,831	519	4,751	3,630	261	13,871	7,994
2019	4,802	7,019	549	4,937	4,016	295	14,872	7,358
2020	4,889	8,003	542	5,182	4,229	359	14,174	7,263
2000								
2001	6.5%	31.6%	5.9%	5.5%	-1.7%	7.1%	15.4%	-4.2%
2002	5.6%	-14.7%	-0.9%	6.3%	7.2%	11.8%	8.8%	3.9%
2003	111.6%	20.6%	-1.2%	10.2%	-1.9%	42.6%	-9.3%	-0.2%
2004	26.3%	8.0%	1.7%	3.2%	-4.7%	23.1%	3.5%	8.3%
2005	-1.2%	12.7%	-3.8%	-0.1%	20.3%	-11.9%	7.1%	8.7%
2006	6.6%	11.7%	2.2%	6.7%	-0.9%	2.4%	15.7%	3.9%
2007	0.5%	14.8%	10.8%	-2.9%	0.8%	-1.9%	-3.7%	4.7%
2008	7.5%	10.8%	9.0%	0.7%	15.1%	-19.0%	-6.0%	3.9%
2009	0.8%	4.0%	-4.2%	1.7%	-6.3%	-12.9%	20.6%	20.5%
2010	5.1%	2.7%	-5.3%	4.1%	5.0%	4.3%	-6.7%	2.3%
2011	4.4%	10.4%	19.2%	2.2%	21.8%	6.1%	13.1%	6.7%
2012	6.7%	13.4%	-0.5%	3.0%	7.0%	0.7%	7.3%	10.9%
2013	1.7%	-5.9%	12.4%	2.3%	17.6%	-0.4%	2.1%	4.1%
2014	7.1%	11.7%	-1.5%	4.6%	3.8%	1.8%	7.2%	2.9%
2015	8.5%	0.5%	0.6%	6.6%	8.9%	10.5%	16.6%	18.7%
2016	7.7%	9.0%	-7.5%	11.3%	3.5%	-4.0%	-3.1%	2.1%
2017	4.3%	-3.0%	0.4%	3.0%	10.3%	-3.9%	7.7%	17.4%
2018	4.3%	9.2%	9.4%	4.7%	-3.1%	6.2%	-6.7%	-3.0%
2019	4.0%	-10.4%	5.8%	3.9%	10.6%	13.1%	19.4%	-3.1%
2020	1.8%	14.0%	-1.2%	5.0%	5.3%	21.4%	7.2%	-1.3%
						242.0%	-4.7%	

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 Available (RSR less deductions)	1,079,417	1,098,520	1,140,252	1,152,948	1,215,940	1,281,700
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	-25.8%
1/5 of MCT shortfall percentage from target	-5.2%
Smoothed Capital Required	656,838
Capital Build/(Release) Provision	-33,944

Calculation of Required Capital Margin:

Capital Maintenance Amount	23,578	
Additional Change in Required Capital*	3,893	
Total Capital Maintenance Provision Amount	27,471	
Capital Build/(Release) Amount	-33,944	
Additional Change in Required Capital*	-5,605	
Total Capital Build/(Release) Provision Amount	-39,549	
Total Capital Required/(Excess) Provision	-12,078	
Variable Expense %	10.47%	
Break Even %	-5.07%	
Total Premium Required/(Excess)	-12,767	
All Vehicles Incl Trailers Projected Rating Year Average Premium	988,030	Maintenance
Required Capital Margin	-1.29%	Release
Current Capital Margin	2.23%	2.9%
Adjustment to Capital Margin	-3.445%	-4.2%

SAF Response Attachment IR 1 - 30 (Decrease Trends)

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)	Combined	754,013								
LV - PPV - Farm Cars, SUVs and Vans	Combined	14,727								
LV - Police Cars	Sask BR	75								
LV - Police Trucks, Vans & SUVs	Sask BR	500								
LV - Udrives	Sask BR	5,558								
PT - Taxis (Rural)	Sask BR	141								
Conventionally Rated Vehicles										
Ambulances	Sask BR	272	894	875	1,311	49.9%	1,017	16.2%	1,022	14.3%
A - Commercial Vehicles:										
Heavy Trucks & Vans IRP	IRP BR	373	748	732	957	30.7%	782	6.8%	786	5.0%
Heavy Trucks & Vans IRP \$15K Ded.	IRP BR	167	401	392	726	84.9%	427	8.9%	429	7.0%
Heavy Trucks and Vans Non-IRP	Sask BR	1,473	918	898	1,062	18.2%	983	9.5%	989	7.7%
Power Units IRP	IRP BR	2,913	2,375	2,324	3,094	33.2%	3,094	33.2%	3,112	31.0%
Power Units IRP \$15K Ded.	IRP BR	2,015	1,223	1,196	2,073	73.3%	2,073	73.3%	2,085	70.4%
Power Units Non-IRP	Sask BR	1,598	1,338	1,309	1,478	12.9%	1,406	7.5%	1,414	5.7%
C & D - Commercial Vehicles:										
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	1,272	1,115	-12.3%	1,115	-12.3%	1,122	-13.7%
F - Farm Vehicles:										
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	52	25	-51.9%	52	0.0%	52	-1.6%
LV - Antiques	Combined	21,789	72	71	77	9.6%	76	7.3%	76	5.5%
LV - Buses	Sask BR	350	518	506	558	10.3%	516	1.8%	519	0.2%
LV - Buses (Restricted)	Sask BR	13	338	330	743	125.0%	368	11.4%	370	9.6%
LV - Motorcycles	Combined	4,669	1,565	1,531	1,960	28.0%	1,942	26.9%	1,953	24.8%
LV - Motorhomes	Combined	3,826	473	462	1,202	159.9%	1,031	122.8%	1,036	119.2%
MT - Snowmobiles	None	3,820	79	77	39	-49.4%	72	-6.3%	73	-7.8%
PB - Passenger Inter-city Buses	Combined	425	1,857	1,817	2,371	30.5%	2,060	13.4%	2,072	11.5%
PC - Passenger City Buses	Sask BR	547	2,054	2,010	2,423	20.6%	2,339	16.4%	2,352	14.5%
PS - Passenger School Buses	Sask BR	3,003	588	575	633	10.2%	627	9.0%	630	7.3%
PT - Taxis	Sask BR	478	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	14.7%	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	70.1%	357	70.1%	359	67.3%
T - Utility	None	70,430	40	39	36	-9.0%	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	75	98	30.1%	75	0.0%	76	-1.6%
C&D - Excess Value	None	63,367	15	15	7	-55.6%	12	-18.1%	12	-19.4%
Industrial Tracked Vehicles	NA	0	281	275	98	-64.4%	275	0.0%	276	-1.6%
LV - Motorized Bicycle	SDR	7	56	54	12	-78.6%	54	0.0%	55	-1.6%
PV - Converted Vehicles	SDR	10	704	688	139	-79.9%	679	-1.4%	683	-3.0%
PV - Heavy Trucks and Vans	Combined	671	721	706	429	-39.3%	645	-8.5%	649	-10.0%
PV - Power Units	SDR	90	1,007	985	323	-67.2%	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	166.0%	2,912	166.0%	2,929	167.5%
In-transit Permit		66	886	886	1,566	76.6%	1,566	76.6%	1,575	77.6%
TIC		118	574	574	1,533	167.3%	1,418	147.2%	1,426	148.6%
All Vehicles Including Trailers		1,165,000	1,010,017,117	988,032,095	964,038,416	-2.4%	963,894,962	-2.44%	969,310,925	-4.0%
All Vehicles Excluding Trailers & Misc		941,368	982,955,188	961,560,483	930,978,840	-3.2%	929,891,306	-3.29%	935,116,205	-4.9%
All Vehicles Excluding Motorcycles							-2.66%			-4.2%

SAF Response Attachment IR 1 - 30 (Increase Trends)

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	1,122	3.6%	1,122	3.6%	1,129	1.9%
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)	Combined	754,013								
LV - PPV - Farm Cars, SUVs and Vans	Combined	14,727								
LV - Police Cars	Sask BR	75								
LV - Police Trucks, Vans & SUVs	Sask BR	500								
LV - Udrives	Sask BR	5,558								
PT - Taxis (Rural)	Sask BR	141								
Conventionally Rated Vehicles										
Ambulances	Sask BR	272	894	875	1,424	62.8%	1,053	20.4%	1,059	18.5%
A - Commercial Vehicles:										
Heavy Trucks & Vans IRP	IRP BR	373	748	732	1,062	45.2%	805	10.0%	809	8.2%
Heavy Trucks & Vans IRP \$15K Ded.	IRP BR	167	401	392	726	84.9%	427	8.9%	429	7.0%
Heavy Trucks and Vans Non-IRP	Sask BR	1,473	918	898	1,153	28.4%	1,030	14.7%	1,036	12.8%
Power Units IRP	IRP BR	2,913	2,375	2,324	3,258	40.2%	3,258	40.2%	3,276	37.9%
Power Units IRP \$15K Ded.	IRP BR	2,015	1,223	1,196	2,073	73.3%	2,073	73.3%	2,085	70.4%
Power Units Non-IRP	Sask BR	1,598	1,338	1,309	1,625	24.1%	1,491	13.9%	1,499	12.1%
C & D - Commercial Vehicles:										
Heavy Trucks and Vans	Sask BR	12,956	677	662	644	-2.7%	644	-2.7%	648	-4.3%
Power Units	Sask BR	5,720	1,300	1,272	1,221	-4.0%	1,221	-4.0%	1,228	-5.5%
F - Farm Vehicles:										
Heavy Trucks and Vans	Sask BR	17,739	227	222	205	-7.8%	213	-4.0%	214	-5.5%
Light Trucks - 1993 & Older	Combined	4,957	173	169	117	-30.7%	147	-13.5%	147	-14.9%
Power Units	Sask BR	16,146	481	470	561	19.3%	561	19.3%	564	17.3%
Hearses	Sask BR	111	371	363	560	54.4%	386	6.5%	389	4.8%
L - Dealer Plates	Sask BR	3,810	656	642	712	10.9%	707	10.2%	711	8.4%
L - Snowmobile Dealers	Sask BR	24	53	52	25	-51.9%	52	0.0%	52	-1.6%
LV - Antiques	Combined	21,789	72	71	85	20.1%	81	15.3%	82	13.4%
LV - Buses	Sask BR	350	518	506	613	21.1%	525	3.7%	528	2.0%
LV - Buses (Restricted)	Sask BR	13	338	330	804	143.5%	374	13.1%	376	11.2%
LV - Motorcycles	Combined	4,669	1,565	1,531	2,200	43.8%	2,173	42.0%	2,185	39.6%
LV - Motorhomes	Combined	3,826	473	462	1,302	181.5%	1,107	139.4%	1,113	135.5%
MT - Snowmobiles	None	3,820	79	77	42	-45.8%	73	-5.8%	73	-7.3%
PB - Passenger Inter-city Buses	Combined	425	1,857	1,817	2,607	43.5%	2,164	19.1%	2,176	17.1%
PC - Passenger City Buses	Sask BR	547	2,054	2,010	2,674	33.1%	2,538	26.3%	2,552	24.2%
PS - Passenger School Buses	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	83.9%	386	83.9%	388	80.9%
T - Utility	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										
A - Excess Value	None	9,666	15	15	8	-47.2%	14	-5.9%	14	-7.4%
C&D - Non-Resident	None	82	77	75	98	30.1%	75	0.0%	76	-1.6%
C&D - Excess Value	None	63,367	15	15	7	-51.0%	12	-16.5%	12	-17.9%
Industrial Tracked Vehicles	NA	0	281	275	98	-64.4%	275	0.0%	276	-1.6%
LV - Motorized Bicycle	SDR	7	56	54	13	-76.8%	54	0.0%	55	-1.6%
PV - Converted Vehicles	SDR	10	704	688	149	-78.4%	679	-1.4%	683	-3.0%
PV - Heavy Trucks and Vans	Combined	671	721	706	469	-33.6%	654	-7.3%	658	-8.8%
PV - Power Units	SDR	90	1,007	985	349	-64.6%	937	-4.9%	942	-6.5%
TS - Excess Value	None	70,219	17	17	10	-37.7%	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 Vehicles Including Trailers		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 Excluding Trailers & Misc		941,368	982,955,188	961,560,483	1,012,743,942	5.3%	1,010,988,493	5.14%	1,016,669,069	3.4%
All Vehicles Excluding Motorcycles								5.74%		4.0%

Conventionally Rated

Coverage	Undiscounted Pure Premium before Adjustments	Pure Premium Adjustments	Undiscounted Pure Premium	Annual Discount Factor	Discounted 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					-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%

ALL

Coverage	Undiscounted Pure Premium		Undiscounted Pure Premium	Annual Discount Factor	Discounted Pure Premium
	before Adjustments	Pure Premium Adjustments			
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%

SGI

CLEAR-Rated Vehicles (without large loss)

Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

Rating year: 17/08/2021

Exhibit 3 - Page 1

Coverage	Undiscounted Pure		Undiscounted Pure Premium	Annual Discount Factor	Discounted Pure Premium
	Premium before Adjustments	Pure Premium Adjustments			
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

SGI

CLEAR-Rated Vehicles (with large loss)

Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

Rating year: 17/08/2021

Exhibit 3 - Page 1

Coverage	Undiscounted Pure		Undiscounted Pure Premium	Annual Discount Factor	Discounted Pure Premium
	Premium before Adjustments	Pure Premium Adjustments			
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

SGI

Class LV - Motorcycles (without large loss)

Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

Rating year: 17/08/2021

Exhibit 3 - Page 1

Coverage	Undiscounted Pure			Annual Discount Factor	Discounted Pure Premium
	Premium before Adjustments	Pure Premium Adjustments	Undiscounted Pure 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

SGI

Class LV - Motorcycles (with large loss)

Ratemaking date as of: 31/03/2020

Data Source: Internal Data

Coverage: All

Rating year: 17/08/2021

Exhibit 3 - Page 1

Coverage	Undiscounted Pure			Annual Discount Factor	Discounted Pure Premium
	Premium before Adjustments	Pure Premium Adjustments	Undiscounted Pure 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

SGL
 Ambulance
 Data Source: Internal Data
 Coverage: All
 Rating year: 17/08/2021
 Adjustments to current on-level premium

Component of Premium	2014 Rate Analysis Pure Premium (\$)	Loss Trend Adjustments	On-Level Adjustments	Expense Adjustments
Losses				
Damage Excluding Liability and Catastrophes	697.39	- 150.08	-	N/A
Damage Liability	106.03	25.66	-	N/A
Catastrophes	7.72	5.84	-	N/A
Economic Loss	0.00	-	-	N/A
Non-Economic Loss	0.00	-	-	N/A
Out of Province	0.00	-	-	N/A
Appeal	0.06	0.03	-	N/A
Care	3.84	0.29	0.49	N/A
IRB	26.74	6.09	1.03	N/A
Death	1.40	0.40	-	N/A
Medical Excluding Funding	16.45	0.26	-	N/A
Permanent Impairment	7.16	0.73	-	N/A
Tort Injury	0.00	-	-	N/A
Tort Liability	0.00	-	-	N/A
Projected Pure Premium (undiscounted)	866.78	- 125.79	1.53	N/A
Impact of Discounting	-28.47	4.49	0.86	N/A
Projected Pure Premium (discounted)	838.31	- 121.30	0.67	N/A
Expenses				
Loss Adjusting Expenses	61.10	N/A	N/A	95.71
Administrative Expenses	55.73	N/A	N/A	79.59
Reinsurance Costs and Salvage	9.95	N/A	N/A	13.04
Issuer Fees	52.89	N/A	N/A	68.23
Medical Funding	8.82	N/A	N/A	35.38
Appeal Commission	0.06	N/A	N/A	1.26
Credit for Malus component of SDR	0.00	N/A	N/A	-
Impact of Variable Expenses (Premium Tax, Traffic Safety and Auto Pay)	67.43	N/A	N/A	118.20
Impact of Break Even Margin	2.69	N/A	N/A	48.81
Total Expenses	258.67	N/A	N/A	362.59
Required Premium	1,096.98			
Change in Required Premium \$	-	121.30	0.67	103.92
Change in Required Premium %	-11.1%		0.1%	9.5%

Vehicle Class	2021 Indicated Average Rate Change	2021 Proposed Average Rate Change	2021 Proposed Average Rate Change with Capital Amounts	% of Class Currently within +/-5% of Adequate	% of Class That Will Be within +/-5% of Adequate with Proposed Rates	# of Rate Programs Until 95% of Vehicles are Adequate	# of Rate Programs Until All Vehicles are Adequate	# of Rate Programs Until Class is Adequate
CLEAR Rated Vehicles	1.1%	0.8%	-0.8%	0.0%	0.0%	3	3	3
A - Commercial Light Trucks		17.4%	15.5%	6.0%	0.9%	3	5	3
F - Farm Light Truck - 1994 - 2003		-17.9%	-19.3%	6.0%	89.4%	2	2	4
F - Farm Light Truck - 2004 & Newer		3.4%	1.7%	31.6%	85.6%	2	3	2
LV - Private Passenger Vehicles (PPV)		0.7%	-0.9%	27.6%	90.5%	2	3	2
LV - PPV - Farm Cars, SUVs and Vans		7.2%	5.5%	24.6%	93.4%	2	3	2
LV - Police Cars		-11.3%	-12.7%	32.1%	89.8%	2	2	2
LV - Police Trucks, Vans & SUVs		22.5%	20.5%	0.0%	0.0%	9	9	9
LV - U Drives		5.4%	3.7%	27.1%	91.9%	2	3	2
PT - Taxis (Rural)		1.1%	-0.6%	34.2%	94.8%	2	2	2
Conventionally Rated Vehicles								
Ambulances	18.3%	12.6%	10.7%	0.0%	0.0%	2	2	2
A - Commercial Vehicles:								
Heavy Trucks and Vans IRP Reg. Ded.	8.3%	6.6%	5.0%	31.7%	86.2%	2	3	3
Heavy Trucks and Vans IRP \$15K Ded.	8.9%	8.9%	7.0%	15.7%	100.0%	1	1	1
Heavy Trucks and Vans Non-IRP	12.0%	22.7%	7.5%	22.7%	83.1%	3	4	3
Power Units IRP Reg. Ded.	36.6%	12.5%	10.6%	0.0%	0.0%	4	6	5
Power Units IRP \$15K Ded.	73.3%	12.5%	10.6%	0.0%	0.0%	5	8	6
Power Units Non-IRP	10.6%	8.4%	6.6%	17.1%	79.6%	2	4	3
C & D - Commercial Vehicles:								
Heavy Trucks and Vans	-6.6%	-6.4%	-7.8%	32.2%	98.8%	2	2	2
Power Units	-8.2%	-7.5%	-9.0%	15.4%	83.3%	1	3	2
F - Farm Vehicles:								
Heavy Trucks and Vans	-5.1%	0.0%	-1.7%	1.5%	89.4%	1	3	3
Light Trucks - 1993 & Older	-14.5%	-14.5%	-15.9%	0.0%	100.0%	1	1	1
Power Units	14.3%	12.1%	10.3%	28.1%	88.4%	2	4	3
Hearses	6.0%	6.1%	4.3%	0.0%	100.0%	1	1	1
L - Automobile & Motorcycle Dealer Plates	5.9%	5.9%	4.1%	0.0%	100.0%	1	1	1
L - Snowmobile Dealers	0.0%	0.0%	-1.6%	100.0%	100.0%	1	1	1
LV - Antiques	11.2%	10.8%	9.4%	0.0%	100.0%	1	1	1
LV - Buses	2.8%	2.7%	1.1%	20.7%	100.0%	1	1	1
LV - Buses (Restricted)	12.2%	12.2%	10.3%	0.0%	100.0%	1	1	1
LV - Motorcycles:	34.2%	10.1%	8.3%	9.2%	22.2%	8	9	9
Cruiser/Touring	35.0%	10.7%	8.9%	7.4%	19.1%	7	8	8
Dual Purpose/Other	25.9%	6.5%	4.8%	16.7%	34.6%	6	6	5
Sport	33.8%	7.4%	5.7%	10.6%	25.1%	8	9	9
LV - Motorhomes	134.6%	20.7%	18.6%	0.0%	0.0%	1	1	1
MT - Snowmobiles	-6.0%	-6.5%	-8.9%	0.0%	100.0%	1	1	1
PB - Passenger Inter-city Buses	16.2%	9.6%	7.8%	10.6%	31.2%	3	3	3
PC - Passenger City Buses	21.2%	3.8%	2.2%	49.5%	49.7%	7	7	7
PS - Passenger School Buses	13.3%	13.3%	11.4%	0.0%	100.0%	1	1	1
PT - Taxis	37.9%	12.5%	10.6%	0.0%	26.8%	7	7	7
Trailers								
F - Trailers	15.9%	15.9%	13.4%	7.9%	100.0%	1	1	1
LT - Trailer Dealers/Movers	-2.6%	-0.8%	-2.4%	0.0%	10.3%	4	4	4
T - Personal Trailers	-7.5%	-7.7%	-10.0%	0.0%	57.2%	4	5	4
TS - Commercial Trailers	2.1%	2.1%	-0.2%	0.0%	100.0%	1	1	1
Miscellaneous Classes								
A - Excess Value	-6.2%	0.0%	0.0%	0.0%	0.0%	2	2	2
C&D - Non-Resident	0.0%	0.0%	-2.6%	100.0%	100.0%	1	1	1
C&D - Excess Value	-17.3%	0.0%	0.0%	0.0%	0.0%	2	2	2
Industrial Tracked Vehicles	0.0%	0.0%	-1.4%	100.0%	100.0%	1	1	1
LV - Motorized Bicycle	0.0%	0.0%	-1.6%	100.0%	100.0%	1	1	1
PV - Converted Vehicles	-1.4%	-1.4%	-3.0%	98.3%	100.0%	1	1	1
PV - Heavy Trucks and Vans	-7.9%	-6.6%	-8.2%	25.3%	89.5%	2	3	3
PV - Power Units	-5.0%	-4.3%	-5.8%	10.7%	58.8%	3	5	5
TS - Excess Value	-12.0%	0.0%	0.0%	0.0%	0.0%	2	2	2
24 Hour Permit	123.7%	120.0%	120.0%	0.0%	100.0%	1	1	1
8 Day Permit	175.1%	104.2%	104.2%	0.0%	0.0%	2	2	2
Intransit Permit	76.5%	76.5%	76.5%	0.0%	100.0%	1	1	1
TTC	149.7%	145.5%	145.5%	0.0%	100.0%	1	1	1
Total	0.8%	1.3%	-0.3%	25.3%	89.3%	2	9	9
All Vehicles Excluding Trailers & Misc.	1.7%	1.7%	0.0%	20.8%	89.2%	2	9	9
All Vehicles	1.7%	1.7%	0.0%	20.8%	89.2%	2	9	9

Vehicle Class	2021 Indicated Average Rate Change	2021 Proposed Average Rate Change	2021 Proposed Average Rate Change with Capital Amounts	% of Class Currently within +/-5% of Adequate	% of Class That Will Be within +/-5% of Adequate with Proposed Rates	# of Rate Programs Until 95% of Vehicles are Adequate	# of Rate Programs Until All Vehicles are Adequate	# of Rate Programs Until Class is Adequate
CLEAR Rated Vehicles								
A - Commercial Light Trucks	1.4%	0.9%	-0.8%	0.0%	0.9%	4	4	4
F - Farm Light Truck - 1994 - 2003		-18.0%	-19.3%	6.0%	85.9%	3	6	5
F - Farm Light Truck - 2004 & Newer		2.8%	1.1%	29.6%	76.6%	3	4	3
LV - Private Passenger Vehicles (PPV)		0.9%	-0.8%	27.4%	83.6%	2	4	3
LV - PPV - Farm Cars, SUVs and Vans		7.5%	5.8%	25.2%	87.4%	2	3	2
LV - Police Cars		-11.8%	-13.3%	32.1%	81.6%	2	3	3
LV - Police Trucks, Vans & SUVs		22.1%	20.1%	0.0%	0.0%	9	9	9
LV - U Drives		5.2%	3.4%	26.6%	86.3%	2	3	3
PT - Taxis (Rural)		1.3%	-0.3%	35.3%	89.3%	2	3	2
Conventionally Rated Vehicles								
Ambulances	18.3%	10.1%	8.3%	0.0%	0.0%	2	2	2
A - Commercial Vehicles:								
Heavy Trucks and Vans IRP Reg. Ded.	8.3%	6.1%	4.4%	31.7%	86.2%	3	4	3
Heavy Trucks and Vans IRP \$15K Ded.	8.9%	9.1%	7.2%	15.7%	100.0%	2	2	2
Heavy Trucks and Vans Non-IRP	12.0%	8.1%	6.3%	22.7%	61.2%	3	3	3
Power Units IRP Reg. Ded.	36.6%	10.0%	8.2%	0.0%	0.0%	5	7	6
Power Units IRP \$15K Ded.	73.3%	10.0%	8.2%	0.0%	0.0%	6	8	7
Power Units Non-IRP	10.6%	7.6%	5.9%	17.1%	78.6%	3	5	4
C & D - Commercial Vehicles:								
Heavy Trucks and Vans	-6.6%	-5.9%	-7.4%	32.2%	92.3%	2	3	2
Power Units	-8.2%	-6.5%	-8.0%	15.4%	68.1%	1	4	3
F - Farm Vehicles:								
Heavy Trucks and Vans	-5.1%	0.9%	-0.8%	1.5%	89.4%	1	4	4
Light Trucks - 1993 & Older	-14.5%	-14.5%	-15.9%	0.0%	100.0%	1	1	1
Power Units	14.3%	10.7%	8.9%	28.1%	84.9%	3	4	3
Hearses	6.0%	6.1%	4.3%	0.0%	100.0%	1	1	1
L - Automobile & Motorcycle Dealer Plates	5.9%	5.9%	4.1%	0.0%	100.0%	1	1	1
L - Snowmobile Dealers	0.0%	0.0%	-1.6%	100.0%	100.0%	1	1	1
LV - Antiques	11.2%	10.8%	9.4%	0.0%	100.0%	1	1	1
LV - Buses	2.8%	2.7%	1.1%	20.7%	100.0%	1	1	1
LV - Buses (Restricted)	12.2%	12.2%	10.3%	0.0%	100.0%	1	1	1
LV - Motorcycles:	34.2%	8.1%	6.4%	9.2%	19.9%	10	10	10
Cruiser/Touring	35.0%	8.6%	6.8%	7.4%	17.7%	9	10	9
Dual Purpose/Other	25.9%	5.4%	3.7%	16.7%	28.7%	7	7	6
Sport	33.8%	5.9%	4.1%	10.6%	22.1%	10	10	10
LV - Motorhomes	134.6%	18.5%	16.5%	0.0%	0.0%	1	1	1
MT - Snowmobiles	-6.0%	-6.0%	-8.9%	0.0%	100.0%	1	1	1
PB - Passenger Inter-city Buses	16.2%	8.1%	6.3%	10.6%	30.9%	3	3	3
PC - Passenger City Buses	21.2%	2.9%	1.3%	49.5%	49.7%	8	9	9
PS - Passenger School Buses	13.3%	13.3%	11.4%	0.0%	100.0%	1	1	1
PT - Taxis	37.9%	10.0%	8.2%	0.0%	0.0%	8	9	9
Trailers								
F - Trailers	15.9%	15.9%	13.4%	7.9%	100.0%	1	1	1
LT - Trailer Dealers/Movers	-2.6%	-2.6%	-4.1%	0.0%	10.3%	4	4	4
T - Personal Trailers	-7.5%	-7.7%	-10.0%	0.0%	57.2%	5	6	5
TS - Commercial Trailers	2.1%	2.1%	-0.2%	0.0%	100.0%	1	1	1
Miscellaneous Classes								
A - Excess Value	-6.2%	0.0%	0.0%	0.0%	0.0%	2	2	2
C&D - Non-Resident	0.0%	0.0%	-2.6%	100.0%	100.0%	1	1	1
C&D - Excess Value	-17.3%	0.0%	0.0%	0.0%	0.0%	2	2	2
Industrial Tracked Vehicles	0.0%	0.0%	-1.4%	100.0%	100.0%	1	1	1
LV - Motorized Bicycle	0.0%	0.0%	-1.6%	100.0%	100.0%	1	1	1
PV - Converted Vehicles	-1.4%	-1.4%	-3.0%	98.3%	100.0%	1	1	1
PV - Heavy Trucks and Vans	-7.9%	-6.1%	-7.6%	25.3%	88.0%	2	4	3
PV - Power Units	-5.0%	-3.5%	-5.1%	10.7%	51.1%	3	6	6
TS - Excess Value	-12.0%	0.0%	0.0%	0.0%	0.0%	2	2	2
24 Hour Permit	123.7%	120.0%	120.0%	0.0%	100.0%	1	1	1
8 Day Permit	175.1%	104.2%	104.2%	0.0%	0.0%	2	2	2
Intransit Permit	76.5%	76.5%	76.5%	0.0%	100.0%	1	1	1
TTC	149.7%	145.5%	145.5%	0.0%	100.0%	1	1	1
Total	0.8%	1.4%	-0.3%	25.1%	82.8%	2	10	10
All Vehicles Excluding Trailers & Misc.	1.7%	1.7%	0.0%	20.6%	84.0%	2	10	10
All Vehicles	0.8%	1.4%	-0.3%	25.1%	82.8%	2	10	10

Vehicle Class	2021 Incurred Average Rate Change	2021 Proposed Average Rate Change	2021 Proposed Average Rate Change with Capital Amounts	# of Exposures Currently Needing Decrease > 5%	# of Exposures Currently within +/5% of Adequate	# of Exposures Currently Needing Increase > 5%	# of Exposures That Will be within +/-5% of Adequate with Proposed Rates	# of Exposures That Will Not be within +/- 5% of Adequate with Proposed Rates	# of Rate Programs Until 95% of Vehicles are Adequate	# of Rate Programs Until All Vehicles are Adequate	# of Rate Programs Until Class is Adequate
CLEAR Rated Vehicles											
A - Commercial Light Trucks	1.0%	0.9%	-0.9%	1	0	114	1	114	3	3	3
F - Farm Light Truck - 1994 - 2003		17.1%	17.1%	13,023	957	597	13,287	1,290	2	4	3
F - Farm Light Truck - 2004 & Newer		-17.8%	-19.2%	6,033	13,241	22,721	39,332	2,654	2	3	2
LV - Private Passenger Vehicles (PV)		4.0%	2.2%	287,294	213,889	263,621	731,525	32,718	2	3	2
LV - PV - Farm Cans, SUVs and Vans		0.7%	-1.1%	3,170	3,589	8,739	15,254	492	2	2	2
LV - Police Cars		7.1%	7.1%	72	35	440	105	438	2	2	2
LV - Police SUVs, Vans & SUVs		20.8%	24.2%	4,528	3,932	4,420	4,420	448	2	2	2
LV - U.I. Govt. Trucks and Buses		5.82%	5.82%	713	1,503	3,987	5,340	3,862	2	2	2
PT - Taxi (Retail)		0.9%	-0.7%	46	50	49	139	7	2	2	2
Conventionally Rated Vehicles											
Ambulances	18.3%	15.1%	13.2%	0	0	292	292	0	2	2	2
A - Commercial Vehicles:											
Heavy Trucks and Vans (RP Reg. Dnd)	8.3%	7.1%	5.4%	14	135	277	375	51	2	3	3
Heavy Trucks and Vans (RP S15K Dck)	8.9%	8.9%	7.0%	21	27	122	170	0	1	1	1
Heavy Trucks and Vans (Non-RP)	12.0%	10.0%	8.5%	0	323	1,101	1,338	86	3	3	3
Power Units (RP Reg. Dnd)	36.6%	15.0%	13.1%	0	0	2,025	0	3,142	4	6	6
Power Units (RP S15K Dnd)	10.6%	8.9%	7.1%	9	280	1,347	1,410	226	5	8	6
C & D - Commercial Vehicles:											
Power Units	-6.6%	-6.5%	-8.0%	8,344	4,448	1,017	13,210	99	2	2	2
Power Units	-8.2%	-8.1%	-9.7%	4,569	982	831	5,927	454	1	3	2
F - Farm Vehicles:											
Heavy Trucks and Vans	-5.1%	-0.3%	-2.0%	4,373	295	14,486	17,130	2,025	1	3	3
Light Trucks - 1993 & Older	-14.5%	-14.5%	-15.9%	5,927	4,360	9,736	13,746	1,296	0	1	1
Power Units	14.3%	12.1%	10.3%	1,466	4,360	9,736	13,746	1,296	2	4	3
Hearse	6.0%	6.1%	4.3%	0	0	123	0	0	1	1	1
L - Automobile & Motorcycle Dealer Plates	5.9%	5.9%	4.1%	0	0	3,896	0	0	0	1	1
L - Automobile & Motorcycle Dealers	0.0%	0.0%	-1.6%	25	25	0	25	0	1	1	1
LV - Antiques	11.2%	10.8%	9.4%	0	0	21,387	0	0	1	1	1
LV - Buses	2.8%	2.7%	1.1%	89	74	194	357	0	1	1	1
LV - Buses (Restricted)	12.2%	12.2%	10.3%	0	15	0	15	0	1	1	1
LV - Motorcycles	34.2%	11.9%	10.9%	272	533	4,663	1,734	3,234	8	9	9
Club/Purpose/Other	35.0%	12.7%	10.9%	130	325	3,744	1,283	2,916	7	8	8
Dual Purpose/Other	25.9%	6.5%	4.0%	99	155	600	319	535	6	6	5
Sport	33.6%	8.6%	6.6%	43	53	213	132	253	5	9	7
UV - Motorcycles	13.0%	4.5%	4.5%	0	0	473	0	473	0	1	1
RV - Motorhomes	4.5%	4.5%	8.3%	4,580	0	0	4,580	0	1	1	1
RV - Passenger (incl. RV Buses)	16.2%	11.1%	9.3%	80	427	398	247	198	3	3	3
RV - Passenger (incl. RV Buses)	21.2%	4.7%	3.3%	0	227	233	279	282	2	3	2
RV - Passenger (incl. RV Buses)	13.3%	13.3%	11.4%	0	0	3,081	3,081	0	1	1	1
PT - Taxis	37.9%	15.0%	13.1%	0	0	517	139	378	7	7	7
Trailers											
F - Trailers	15.9%	15.9%	13.4%	0	3,419	39,719	43,139	0	1	1	1
LT - Trailer Dealer/Movers	-2.6%	1.0%	-0.5%	289	0	197	50	436	4	4	4
T - Personal Trailers	76.8%	29.7%	27.5%	0	11	92,469	30,078	22,502	4	5	4
T - Utility	-7.5%	-7.7%	-10.0%	0	0	0	72,379	72,379	1	1	1
TS - Commercial Trailers	2.1%	2.1%	-0.2%	38,452	0	15,520	53,972	0	1	1	1
Miscellaneous Classes											
A - Excess Value	-6.2%	0.0%	0.0%	260	0	0	0	260	2	2	2
C&D - Non-Resident	0.0%	0.0%	-2.6%	0	2	0	2	0	1	1	1
C&D - Excess Value	-12.3%	0.0%	0.0%	1,976	0	0	0	1,976	2	2	2
Industrial Tracked Vehicles	-1.4%	0.0%	-1.4%	0	0	0	0	0	1	1	1
LV - Motorized Bicycle	0.0%	0.0%	-1.6%	0	7	0	7	0	1	1	1
PV - Converted Vehicles	-1.4%	-1.4%	-3.0%	0	9	0	10	0	1	1	1
PV - Heavy Trucks and Vans	-7.9%	-7.0%	-8.1%	446	166	45	629	27	2	3	3
PV - Power Units	-5.0%	-4.6%	-6.1%	54	9	20	51	33	3	5	5
TS - Excess Value	-12.0%	0.0%	0.0%	2,923	0	0	0	2,923	2	2	2
24 Hour Permit	123.7%	120.0%	120.0%	0	0	197	197	0	1	1	1
8 Day Permit	175.1%	104.2%	104.2%	0	0	1,506	1,506	0	2	2	2
Indemnity Permit	76.6%	76.5%	76.5%	0	0	64	64	0	1	1	1
UTC	149.7%	149.5%	149.5%	0	0	119	119	0	1	1	1
TOTAL	0.8%	1.3%	-0.3%	340,270	245,352	377,338	902,617	60,343	2	9	9
All Vehicles Excluding Trailers & Misc	1.7%	1.7%	0.0%	457,054	248,975	487,295	1,103,518	50,006	2	9	9

Vehicle Class	2021 Indicated Average Rate Change	2021 Proposed Average Rate Change	2021 Proposed Average Rate Change with CBRA Amounts	# of Exposures Currently Needing Decrease - 5%	# of Exposures Currently within +/-5% of Adequate	# of Exposures Currently Needing Increase - 5%	# of Exposures That Will be within +/-5% of Adequate with Proposed Rates	# of Exposures That Will Not be within +/- 5% of Adequate with Proposed Rates	# of Rate Programs Until 95% of Vehicles are Adequate	# of Rate Programs Until All Vehicles are Adequate	# of Rate Programs Until Class is Adequate
CLEAR Rated Vehicles	1.3%	0.9%	-0.8%	1	0	114	1	114	4	4	4
A - Commercial Light Trucks		15.4%	-13.5%	13,019	961	114	12,922	2,056	3	4	4
F - Farm Light Truck - 1994 - 2003		-8.0%	-19.3%	0	0	597	1,252	0	3	4	3
F - Farm Light Truck - 2004 & Newer		2.8%	1.1%	5,937	12,450	127	32,161	9,885	3	6	5
LV - Private Passenger Vehicles (PPV)		0.9%	-0.8%	282,311	209,536	1,101	688,727	175,576	2	4	3
LV - PPV - Farm CARS, SUVs and Vans		7.5%	5.8%	2,961	3,962	8,822	13,757	1,989	2	2	2
LV - Police Cars		-1.8%	-13.3%	72	35	1	88	0	2	2	3
LV - Police Trucks, Vans & SUVs		21.1%	20.1%	0	0	460	0	460	9	9	9
LV - UV/Drives		5.2%	3.4%	667	1,483	3,433	4,812	766	2	3	3
PT - Taxis (Full)		1.3%	-0.3%	45	51	49	130	15	2	2	2
Commercially Rated Vehicles	18.3%	10.1%	8.3%	0	0	292	0	292	2	2	2
Commercial Buses											
A - Commercial Vehicles:											
Heavy Trucks and Vans (RP Reg. Dnd)	8.3%	6.1%	4.4%	14	135	277	367	59	3	4	3
Heavy Trucks and Vans (RP SLEK Dnd)	8.9%	9.1%	7.2%	21	27	122	170	0	2	2	2
Heavy Trucks and Vans (Non-HP)	12.0%	8.1%	6.3%	0	323	1,101	822	552	3	3	3
Power Units (RP Reg. Dnd)	36.6%	10.0%	8.2%	0	0	3,142	0	3,142	2	2	6
Power Units (RP SLEK Dnd)	22.3%	10.0%	8.2%	0	0	2,025	0	2,025	6	8	7
Power Units (Non-HP)	10.6%	7.6%	5.9%	9	280	1,342	1,286	351	3	5	4
C & D - Commercial Vehicles:											
Heavy Trucks and Vans	-6.6%	-5.9%	-7.4%	8,344	4,448	1,017	12,742	1,062	2	3	2
Power Units	8.2%	6.5%	-8.0%	4,569	982	831	4,344	2,038	1	4	3
F - Farm Vehicles:											
Heavy Trucks and Vans	-5.1%	0.9%	-0.8%	4,373	295	14,486	17,130	2,025	1	4	4
Light Trucks - 1993 & Older	-14.5%	-14.5%	-15.5%	5,927	0	0	5,927	0	1	1	1
Power Units	14.3%	10.7%	8.9%	1,446	4,560	9,736	13,196	2,346	3	4	3
Heaves	6.7%	6.1%	4.3%	0	0	123	123	0	1	1	1
L - Automobile & Motorcycle Dealer Plates	5.9%	5.9%	4.1%	0	0	3,896	25	0	1	1	1
L - Snowmobile Dealers	0.0%	0.0%	-1.6%	0	25	0	0	0	1	1	1
LV - Antiques	11.2%	10.8%	9.4%	0	0	21,387	21,387	0	1	1	1
LV - Buses (Restricted)	2.8%	2.2%	1.1%	89	74	194	357	0	1	1	1
LV - Buses (Unrestricted)	12.2%	12.2%	10.3%	0	0	15	15	0	1	1	1
LV - Motorcycles	34.2%	8.1%	6.4%	272	533	4,663	11,447	4,321	10	10	9
Guest/Touring	35.0%	8.6%	6.8%	130	325	3,744	785	3,414	9	10	9
Dual Buses/Other	25.9%	5.4%	3.7%	99	155	600	260	595	7	7	6
Sport	33.8%	5.9%	4.1%	43	53	319	102	102	10	10	10
LV - Motorhomes	134.6%	18.5%	16.5%	4,580	0	4,073	0	4,073	7	7	7
MT - Snowmobiles	-6.0%	-6.5%	-8.9%	0	0	0	4,580	0	1	1	1
PB - Passenger Lite-City Buses	16.2%	8.1%	6.3%	47	0	398	138	307	3	3	3
PC - Passenger City Buses	21.2%	2.9%	1.3%	0	277	238	279	282	8	9	9
PS - Passenger School Buses	13.3%	13.3%	11.4%	0	0	3,081	3,081	0	1	1	1
PT - Taxis	37.9%	10.0%	8.2%	0	0	517	0	517	9	9	9
Trailers											
F - Trailers	15.9%	15.9%	13.4%	0	3,419	39,719	43,139	0	1	1	1
LT - Trailer Dealers/Movers	-2.6%	-2.6%	-4.1%	289	0	197	50	436	4	4	4
T - Personal Trailers	76.8%	29.0%	26.8%	0	11	52,569	30,078	22,502	5	6	5
T - Utility	-7.5%	-7.7%	-10.0%	72,379	0	0	72,379	0	1	1	1
TS - Commercial Trailers	2.1%	2.1%	-0.2%	38,457	0	15,520	53,977	0	1	1	1
Miscellaneous Classes											
A - Excess Value	-6.2%	0.0%	0.0%	260	0	0	0	260	2	2	2
C&D - Non-Resident	0.0%	0.0%	-2.6%	0	2	0	2	0	1	1	1
C&D - Excess Value	-17.3%	0.0%	0.0%	1,976	0	0	0	1,976	2	2	2
Industrial Tracked Vehicles	0.0%	0.0%	-1.4%	0	0	0	0	0	1	1	1
LV - Motorized Bicycle	0.0%	0.0%	-1.6%	0	7	0	7	0	1	1	1
LV - Converted Vehicles	-1.4%	-1.4%	-3.0%	0	9	0	10	0	1	1	1
PV - Heavy Trucks and Vans	-7.9%	-6.3%	-7.6%	446	166	45	578	79	2	4	3
PV - Power Units	-5.0%	-3.5%	-5.1%	54	9	20	43	41	2	6	6
TS - Excess Value	-12.0%	0.0%	0.0%	2,923	0	0	0	2,923	2	2	2
24 Hour Permit	123.7%	120.0%	120.0%	0	0	197	197	0	1	1	1
8 Day Permit	175.1%	104.2%	104.2%	0	0	1,506	0	1,506	2	2	2
Intermitt Permit	76.6%	76.5%	76.5%	0	0	64	64	0	1	1	1
TTC	149.7%	145.5%	145.5%	0	0	119	119	0	1	1	1
Total											
All Vehicles Excluding Trailers & Misc-	0.8%	1.4%	-0.3%	334,931	240,818	387,210	794,414	168,545	2	10	10
All Vehicles	1.3%	1.7%	0.0%	451,715	244,442	497,168	995,057	188,267	2	10	10

Vehicle Class	2021 Indicated Average Rate Change	2021 Proposed Average Rate Change	2021 Proposed Rate Change with Capital Amounts	# of Exposures Currently Meeting Decrease > 5%	# of Exposures Currently within +/-5% of Adequate	# of Exposures Currently Meeting Increase > 5%	# of Exposures That Will be within +/-5% of Adequate with Proposed Rates	# of Exposures That Will not be within +/-5% of Adequate with Proposed Rates	# of Rate Programs Until 95% of Vehicles are Adequate	# of Rate Programs Until All Vehicles are Adequate	# of Rate Programs Until Class is Adequate
Clear Rated Vehicles	1.1%	0.8%	-0.8%	1	0	114	1	114	3	3	3
A - Commercial Light Trucks											
F - Farm Light Truck - 1994 - 2003		-17.9%	-19.5%	13,023	0	597	13,054	1,524	2	5	2
F - Farm Light Truck - 2004 & Newer		3.5%	1.8%	13,154	277	122	35,919	6,077	2	3	4
LV - Private Passenger Vehicles (PV)		0.3%	-0.9%	285,762	209,978	268,563	691,969	77,334	2	3	2
LV - PV - Farm Cabs, SUVs and Vans		7.3%	5.5%	3,106	3,893	3,747	14,208	1,038	2	3	2
LV - Police Cars		-11.3%	-12.7%	72	35	1	97	11	2	2	2
LV - Police Trucks, Vans & SUVs		22.6%	20.6%	0	0	460	0	460	9	9	9
LV - Utilities		5.5%	3.7%	701	1,495	3,386	5,133	450	2	3	3
PT - Taxis (Ru/Al)		1.2%	-0.5%	46	50	49	138	7	2	2	2
Conventionally Rated Vehicles											
Ambulance	18.3%	12.6%	10.7%	0	0	292	0	292	2	2	2
A - Commercial Vehicles											
Heavy Trucks and Vans (RP Reg. Dnd)	8.3%	6.6%	5.0%	14	135	277	367	59	2	3	3
Heavy Trucks and Vans (RP \$15K Dnd)	8.9%	8.9%	7.0%	21	277	122	170	0	1	1	1
Heavy Trucks and Vans Non-RP	12.0%	9.3%	7.5%	0	323	1,101	1,183	241	3	3	3
Power Units (RP Reg. Dnd)	36.6%	12.5%	10.6%	0	0	3,142	0	3,142	4	6	6
Power Units (RP \$15K Dnd)	23.3%	12.5%	10.6%	0	0	2,025	0	2,025	5	8	6
Power Units Non-RP	10.6%	8.4%	6.6%	9	280	1,347	1,303	334	2	4	3
C & D - Commercial Vehicles:											
Heavy Trucks and Vans	-6.6%	-6.4%	-7.8%	8,344	4,448	1,017	13,637	172	2	2	2
Power Units	-8.2%	-7.5%	-9.0%	4,569	982	831	5,314	1,067	2	3	2
F - Farm Vehicles:											
Heavy Trucks and Vans	-5.1%	0.0%	-1.7%	4,373	295	14,486	17,130	2,025	1	1	3
Light Trucks - 1993 & Older	-14.5%	-14.5%	-15.9%	5,927	0	0	5,927	0	1	1	1
Power Units	14.3%	12.1%	10.3%	1,446	4,360	9,736	13,746	1,796	2	4	3
Heaves	6.0%	6.1%	4.3%	0	0	123	123	0	1	1	1
L - Automobile & Motorcycle Dealer Plates	5.9%	5.9%	4.1%	0	0	3,896	3,896	0	1	1	1
L - Snowmobile Dealers	0.0%	0.0%	-1.6%	0	25	0	25	0	0	1	1
LV - Antiques	11.2%	10.8%	9.4%	0	0	21,387	21,387	0	1	1	1
LV - Buses	2.8%	2.2%	1.1%	89	74	194	357	0	1	1	1
LV - Buses (Restricted)	12.2%	12.2%	10.3%	0	0	15	15	0	1	1	1
LV - Motorcycles	34.2%	10.1%	8.3%	277	533	4,663	12,866	4,182	8	9	8
Cruiser/Touring	35.0%	10.7%	8.9%	130	325	3,744	857	3,342	7	8	8
Special Purpose/Other	25.9%	6.5%	4.8%	99	155	600	308	546	6	6	5
Dual Purpose	33.8%	7.4%	5.7%	43	53	319	121	294	8	9	9
LV - Motorhomes	134.6%	20.7%	18.6%	0	0	4,073	0	4,073	7	7	7
MT - Motorhomes	-6.0%	-6.5%	-8.9%	4,580	0	0	4,580	0	1	1	1
PB - Passenger Into-City Buses	16.2%	9.6%	7.8%	0	47	398	139	306	3	3	3
PC - Passenger City Buses	21.2%	3.8%	2.2%	0	277	283	279	282	7	7	7
PS - Passenger School Buses	13.3%	13.3%	11.6%	0	0	3,081	3,081	0	1	1	1
PT - Tanks	37.9%	12.5%	10.6%	0	0	517	139	378	7	7	7
Trailers											
F - Trailers	15.9%	15.9%	13.4%	0	3,419	39,719	43,139	0	1	1	1
LT - Trailer Dealer/Movers	-2.6%	-0.8%	-2.4%	289	0	197	50	436	4	4	4
T - Personal Trailers	76.8%	29.6%	27.5%	0	11	52,569	30,078	22,502	4	5	4
T - Utility	-7.5%	-7.7%	-10.0%	72,379	0	0	72,379	0	1	1	1
TS - Commercial Trailers	2.1%	2.1%	-0.2%	38,457	0	15,520	53,977	0	1	1	1
Miscellaneous Classes											
A - Excess Value	-6.2%	0.0%	0.0%	260	0	0	0	260	2	2	2
C&D - Non-Resident	0.0%	0.0%	-2.6%	0	2	0	2	0	1	1	1
C&D - Excess Value	-17.3%	0.0%	0.0%	1,976	0	0	1,976	0	2	2	2
Industrial Tracked Vehicles	0.0%	0.0%	-1.4%	0	0	0	0	0	1	1	1
LV - Motorized Bicycle	0.0%	0.0%	-1.6%	0	7	0	7	0	1	1	1
PV - Converted Vehicles	-1.4%	-1.4%	-3.0%	9	9	0	10	0	1	1	1
PV - Heavy Trucks and Vans	-7.9%	-6.6%	-8.2%	446	166	45	588	69	2	3	3
PV - Power Units	-5.0%	-4.3%	-5.8%	54	9	20	49	5	3	5	5
TS - Excess Value	-12.0%	0.0%	0.0%	2,923	0	0	0	2,923	2	2	2
24 Hour Permit	123.7%	120.0%	120.0%	0	0	197	197	0	1	1	1
8 Day Permit	175.1%	104.2%	104.2%	0	0	1,506	0	1,506	2	2	2
Instant Permit	76.6%	76.5%	76.5%	0	0	64	64	0	1	1	1
TTC	149.7%	145.5%	145.5%	0	0	119	119	0	1	1	1
Total											
All Vehicles Excluding Trailers & Misc.	0.8%	1.3%	-0.3%	338,653	241,901	382,405	859,915	103,045	2	9	9
All Vehicles	1.7%	1.7%	0.0%	455,437	246,525	492,363	1,065,176	128,148	2	9	9

Jurisdictional Comparison – SDR & BR

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Individual Safety Programs

Manitoba Public Insurance (MPI)

Driver Safety Rating¹

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

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

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

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

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

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

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

DSR LEVEL	DRIVER'S LICENCE COST			DSR VEHICLE PREMIUM DISCOUNT
	DSR DRIVER PREMIUM*	DRIVER'S LICENCE CHARGE	TOTAL	
+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%
+4	\$30	\$20	\$50	15%
+3	\$35	\$20	\$55	10%
+2	\$35	\$20	\$55	10%
+1	\$40	\$20	\$60	5%
0 (BASE)	\$45	\$20	\$65	0%
-1	\$200	\$20	\$220	0%
-2	\$200	\$20	\$220	0%
-3	\$300	\$20	\$320	0%
-4	\$400	\$20	\$420	0%
-5	\$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:

<https://apps.mpi.mb.ca/DSR/DSRCalculator.aspx?L=e>

Insurance Corporation of British Columbia (ICBC)

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

Driver Penalty Point Premium²

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

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

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

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

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

1. 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 period.

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

- 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.

	Annual Driver Penalty Point Premium \$ (prior to November 1, 2019)	Annual Driver Penalty Point Premium \$ (as of November 1, 2019)
0-3	Nil	Nil
4	\$210	\$252
5	\$276	\$331
6	\$360	\$432
7	\$498	\$598
8	\$624	\$749
9	\$768	\$922
10	\$1,086	\$1,303
11	\$1,296	\$1,555
12	\$1,512	\$1,814
13	\$2,016	\$2,419
14	\$2,304	\$2,765
15	\$2,592	\$3,110
16	\$2,976	\$3,571
17	\$3,360	\$4,032
18	\$3,744	\$4,493
19	\$4,128	\$4,954
20	\$4,512	\$5,414
21	\$4,992	\$5,990
22	\$5,472	\$6,566
23	\$5,952	\$7,142
24	\$6,432	\$7,718
25	\$6,912	\$8,294
26	\$7,488	\$8,986
27	\$8,064	\$9,677
28	\$8,640	\$10,368
29	\$9,216	\$11,059
30	\$9,792	\$11,750
31	\$10,464	\$12,557
32	\$11,136	\$13,363
33	\$11,808	\$14,170
34	\$12,576	\$15,091
35	\$13,344	\$16,013
36	\$14,112	\$16,934
37	\$14,880	\$17,856
38	\$15,648	\$18,778
39	\$16,416	\$19,699
40	\$17,472	\$20,966
41	\$18,432	\$22,118
42	\$19,392	\$23,270
43	\$20,352	\$24,422
44	\$21,312	\$25,574
45	\$22,272	\$26,726
46	\$23,424	\$28,109
47	\$24,576	\$29,491
48	\$25,728	\$30,874
49	\$26,880	\$32,256
50 or more	\$28,800	\$34,560

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
- two or more convictions over a three-year period for using an electronic device while driving

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

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

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

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

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

Conviction count	Criminal Code of Canada convictions	Roadside suspensions /prohibitions	Use of an electronic device while driving	Excess Speed
1	\$1,303			\$461
2	\$5,414	\$533	\$533	\$533
3	\$11,750	\$619	\$619	\$619
4	\$20,966	\$706	\$706	\$706
5	\$34,560	\$806	\$806	\$806
6	\$34,560	\$922	\$922	\$922
7	\$34,560	\$1,066	\$1,066	\$1,066
8	\$34,560	\$1,224	\$1,224	\$1,224
9	\$34,560	\$1,411	\$1,411	\$1,411
10	\$34,560	\$1,627	\$1,627	\$1,627

Amounts continue to increase for more than 10 convictions.

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

- 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 Premium4

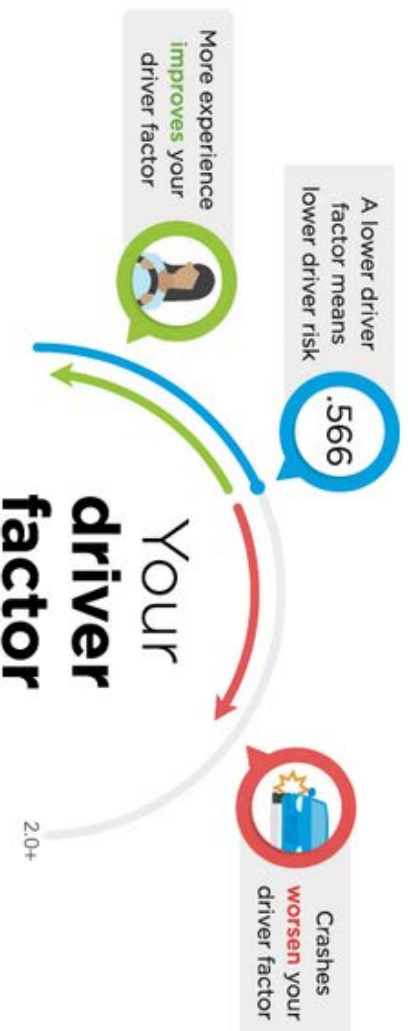
If a driver is 50 per cent or more at fault for three crashes in three years, they might need to pay a multiple crash premium (MCP) of \$1,000 in addition to their regular Autoplan premiums. For each additional crash within three years, they would pay an extra \$500. If the driver is less than 50 per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

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

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

Driver Factor⁵

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



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

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

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

⁵ Information source: Driver.factor.icbc.com

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

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

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

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

Business Safety Programs

Manitoba Public Insurance (MPI)

Autopac Fleet Program⁶

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

To qualify, one must:

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

Excluded vehicles are:

- vehicles classified as insurance-exempt vehicles

⁶ Information source: [Autopac Fleet Program \(mpi.mb.ca\)](http://Autopac.Fleet.Program.(mpi.mb.ca))

- 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

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

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

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

Rebates

	If Your Loss Experience Is (%)	Your Refund Will Be (%)	If Your Loss Experience Is (%)	Your Refund Will Be (%)
69	1	52	18	18
68	2	51	19	19
67	3	50	20	20
66	4	49	21	21
65	5	48	22	22
64	6	47	23	23
63	7	46	24	24
62	8	45	25	25
61	9	44	26	26
60	10	43	27	27
59	11	42	28	28
58	12	41	29	29
57	13	40	30	30
56	14	39	31	31
55	15	38	32	32
54	16	37 or less	33	33
53	17			

Surcharges

If Your Loss Experience Is (%)	Your SurchARGE Will Be (%)	If Your Loss Experience Is (%)	Your SurchARGE Will Be (%)
70-79	Nil	105	26
80	1	106	27
81	2	107	28
82	3	108	29
83	4	109	30
84	5	110	31
85	6	111	32
86	7	112	33
87	8	113	34
88	9	114	35
89	10	115	36
90	11	116	37
91	12	117	38
92	13	118	39
93	14	119	40
94	15	120	41
95	16	121	42
96	17	122	43
97	18	123	44
98	19	124	45
99	20	125	46
100	21	126	47
101	22	127	48
102	23	128	49
103	24	129 or more	50
104	25		

Example

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

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

Insurance Corporation of British Columbia (ICBC) Fleetplan⁷

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

Minimum requirements

- Customer has five or more motor vehicles that are registered or leased to them or their company, and
- 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.

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

⁷ Information source: [Fleetplan \(icbc.com\)](http://fleetplan(icbc.com))

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

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.

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

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

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

<i>If...</i>	<i>Then...</i>
their loss ratio is 25% or less	they receive 35% of their annual premium back the following year
their loss ratio exceeds 65%	they will have to pay an additional 10% of their annual premium

Non-fleet commercial vehicles⁸

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

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.

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

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)**

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

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

⁸ Information source: [Non-fleet commercial vehicles \(fedbc.com\)](http://Non-fleet-commercial-vehicles.fedbc.com)

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

Fiscal Year	Insured Years As at March 31	Business Recognition				Safe Driver Recognition			
		BR Discount	Per Insured Year	BR Surcharge	Per Insured Year	SDR Discounts	Per Insured Year	SDR Demerit Revenue	Per Insured 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	-32.6%
1/5 of MCT shortfall percentage from target	-6.5%
Smoothed Capital Required	647,705
Capital Build/(Release) Provision	-42,279

Calculation of Required Capital Margin:

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

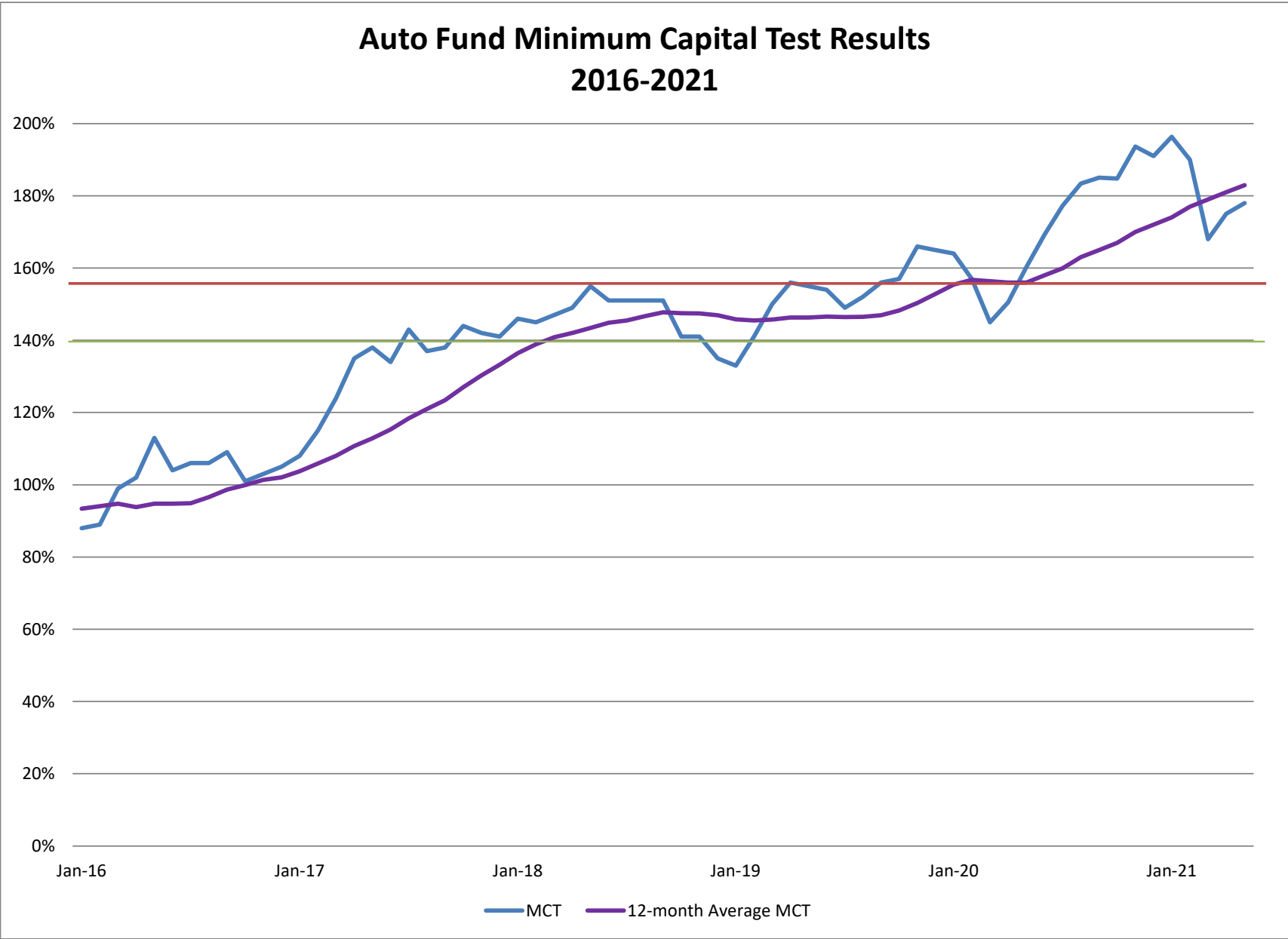
**Saskatchewan Auto Fund
Statement of Operations
(Thousands of \$)**

2.75% overall rate decrease in 2021/2022

Year ended March 31 (\$000's)	Forecast					
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
	\$	\$	\$	\$	\$	\$
Direct premium	988,904	994,564	1,000,163	1,018,105	1,036,421	1,055,120
Ceded premium	<u>(9,397)</u>	<u>(9,481)</u>	<u>(9,696)</u>	<u>(9,870)</u>	<u>(10,047)</u>	<u>(10,228)</u>
Net premiums written	<u>979,507</u>	<u>985,083</u>	<u>990,467</u>	<u>1,008,235</u>	<u>1,026,374</u>	<u>1,044,892</u>
Net premiums earned	<u>964,891</u>	<u>986,758</u>	<u>985,285</u>	<u>1,001,689</u>	<u>1,019,668</u>	<u>1,038,044</u>
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	<u>1,011,969</u>	<u>1,073,320</u>	<u>1,134,492</u>	<u>1,224,175</u>	<u>1,241,707</u>	<u>1,272,995</u>
Premium Deficiency Adjustments	-	-	-	-	-	-
Underwriting loss	<u>(47,078)</u>	<u>(86,562)</u>	<u>(149,207)</u>	<u>(222,486)</u>	<u>(222,039)</u>	<u>(234,951)</u>
Investment earnings	466,210	34,935	68,120	126,678	134,249	142,431
Other income	78,896	85,110	87,584	90,728	93,776	96,721
Increase (decrease) to RSR	<u>498,028</u>	<u>33,483</u>	<u>6,497</u>	<u>(5,080)</u>	<u>5,986</u>	<u>4,201</u>
Rebate to policyholders *	(285,000)	-	-	-	-	-
RSR:						
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	<u>1,019,775</u>	<u>1,053,258</u>	<u>1,059,755</u>	<u>1,054,675</u>	<u>1,060,661</u>	<u>1,064,862</u>
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	<u>105.0%</u>	<u>108.8%</u>	<u>115.2%</u>	<u>122.3%</u>	<u>121.7%</u>	<u>122.6%</u>
Minimum Capital Test	<u>158%</u>	<u>157%</u>	<u>153%</u>	<u>146%</u>	<u>145%</u>	<u>144%</u>
MCT - Rolling 12 month avg.	<u>154%</u>	<u>157%</u>	<u>155%</u>	<u>150%</u>	<u>146%</u>	<u>145%</u>
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

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



SAF's operating target changed from 100% to 140% for the 2018/2019 Capital Management Policy

Month/Year	MCT	12-month Average MCT	RSR Balance
Jan-05	139%		
Feb-05	139%		
Mar-05	146%		
Apr-05	147%		
May-05	147%		
Jun-05	147%		
Jul-05	147%		
Aug-05	156%		
Sep-05	156%		
Oct-05	145%		
Nov-05	147%	148%	189,123,342
Dec-05	160%	160%	200,018,670
Jan-06	165%	150%	205,621,418
Feb-06	167%	152%	213,144,263
Mar-06	133%	151%	202,387,106
Apr-06	135%	150%	218,420,051
May-06	135%	149%	240,183,606
Jun-06	134%	148%	249,778,969
Jul-06	137%	147%	264,699,312
Aug-06	143%	146%	248,964,325
Sep-06	160%	147%	271,656,958
Oct-06	167%	149%	268,980,914
Nov-06	172%	151%	269,197,787
Dec-06	179%	152%	274,903,144
Jan-07	177%	153%	207,442,140
Feb-07	176%	154%	199,356,996
Mar-07	142%	155%	176,714,148
Apr-07	149%	156%	115,051,304
May-07	143%	157%	140,977,366
Jun-07	141%	157%	147,871,487
Jul-07	147%	158%	134,261,151
Aug-07	148%	158%	149,726,482
Sep-07	151%	158%	157,460,109
Oct-07	149%	156%	151,318,916
Nov-07	146%	154%	156,661,715
Dec-07	132%	150%	145,710,316
Jan-08	122%	145%	134,720,722
Feb-08	121%	141%	122,015,722
Mar-08	128%	140%	129,950,603
Apr-08	130%	138%	150,853,633
May-08	138%	138%	151,023,793
Jun-08	121%	136%	135,612,199
Jul-08	113%	133%	127,121,624
Aug-08	117%	131%	122,252,385
Sep-08	77%	124%	141,747,190
Oct-08	50%	116%	157,513,801
Nov-08	50%	108%	
Dec-08	61%	102%	
Jan-09	43%	96%	
Feb-09	34%	89%	
Mar-09	43%	82%	
Apr-09	52%	75%	
May-09	64%	69%	
Jun-09	74%	65%	
Jul-09	81%	62%	
Aug-09	91%	60%	
Sep-09	93%	61%	
Oct-09	89%	65%	
Nov-09	99%	69%	
Dec-09	83%	71%	
Jan-10	85%	74%	
Feb-10	92%	79%	
Mar-10	99%	83%	
Apr-10	101%	88%	
May-10	106%	91%	
Jun-10	99%	93%	
Jul-10	104%	95%	
Aug-10	114%	97%	
Sep-10	115%	99%	
Oct-10	122%	102%	
Nov-10	113%	103%	
Dec-10	124%	106%	
Jan-11	120%	109%	
Feb-11	120%	112%	
Mar-11	113%	113%	
Apr-11	116%	114%	
May-11	128%	116%	
Jun-11	94%	116%	
Jul-11	87%	114%	
Aug-11	76%	111%	
Sep-11	49%	105%	
Oct-11	63%	100%	
Nov-11	67%	96%	
Dec-11	60%	91%	
Jan-12	65%	87%	
Feb-12	69%	82%	
Mar-12	65%	78%	
Apr-12	69%	74%	
May-12	69%	69%	
Jun-12	58%	66%	
Jul-12	51%	63%	
Aug-12	54%	61%	
Sep-12	62%	62%	
Oct-12	62%	62%	
Nov-12	55%	61%	
Dec-12	51%	61%	
Jan-13	46%	59%	
Feb-13	55%	58%	
Mar-13	61%	57%	

Apr-13	59%	57%	153,462,680
May-13	69%	57%	178,167,693
Jun-13	68%	58%	174,829,044
Jul-13	63%	59%	167,950,521
Aug-13	69%	60%	182,489,709
Sep-13	69%	61%	185,249,775
Oct-13	75%	62%	202,273,644
Nov-13	76%	63%	208,119,728
Dec-13	58%	64%	162,813,911
Jan-14	51%	64%	145,793,445
Feb-14	64%	65%	181,582,587
Mar-14	62%	66%	176,319,968
Apr-14	69%	66%	196,569,584
May-14	69%	67%	199,891,880
Jun-14	75%	67%	219,917,388
Jul-14	74%	68%	219,310,263
Aug-14	71%	68%	214,515,319
Sep-14	74%	68%	220,938,919
Oct-14	77%	68%	237,546,590
Nov-14	69%	68%	242,115,991
Dec-14	69%	69%	218,122,387
Jan-15	69%	71%	220,676,045
Feb-15	81%	72%	261,729,507
Mar-15	91%	75%	296,924,067
Apr-15	113%	78%	315,098,039
May-15	102%	81%	343,916,188
Jun-15	104%	84%	350,079,468
Jul-15	104%	86%	369,902,542
Aug-15	86%	87%	310,548,125
Sep-15	84%	88%	301,865,339
Oct-15	86%	89%	329,690,591
Nov-15	86%	90%	334,002,546
Dec-15	96%	92%	377,229,082
Jan-16	88%	93%	334,159,996
Feb-16	89%	94%	332,315,976
Mar-16	99%	95%	377,176,524
Apr-16	102%	94%	389,895,498
May-16	113%	95%	442,911,116
Jun-16	104%	95%	421,085,212
Jul-16	106%	95%	448,481,398
Aug-16	106%	97%	452,899,675
Sep-16	109%	99%	470,053,113
Oct-16	101%	100%	436,068,142
Nov-16	103%	101%	448,724,485
Dec-16	105%	102%	464,954,094
Jan-17	108%	104%	479,920,843
Feb-17	115%	106%	519,896,743
Mar-17	124%	108%	565,899,530
Apr-17	135%	111%	631,838,819
May-17	138%	113%	652,374,840
Jun-17	134%	115%	628,033,857
Jul-17	143%	118%	662,744,011
Aug-17	137%	121%	673,265,399
Sep-17	138%	123%	690,376,091
Oct-17	144%	127%	745,181,698
Nov-17	142%	130%	746,306,079
Dec-17	141%	133%	734,691,117
Jan-18	146%	136%	771,381,397
Feb-18	145%	139%	773,296,797
Mar-18	147%	141%	775,994,511
Apr-18	149%	142%	792,380,306
May-18	155%	143%	825,901,172
Jun-18	151%	145%	820,421,448
Jul-18	151%	146%	828,380,280
Aug-18	151%	147%	837,642,103
Sep-18	151%	148%	837,305,357
Oct-18	141%	148%	753,463,045
Nov-18	141%	147%	772,000,283
Dec-18	135%	147%	725,322,807
Jan-19	133%	146%	745,113,064
Feb-19	141%	146%	790,232,502
Mar-19	150%	146%	853,462,801
Apr-19	156%	146%	903,134,937
May-19	159%	148%	878,021,226
Jun-19	154%	149%	894,536,018
Jul-19	149%	146%	889,703,084
Aug-19	152%	147%	904,574,829
Sep-19	156%	147%	924,446,154
Oct-19	157%	148%	940,671,012
Nov-19	166%	150%	1,019,682,142
Dec-19	165%	153%	1,024,459,282
Jan-20	164%	155%	1,019,792,430
Feb-20	157%	157%	948,914,060
Mar-20	145%	156%	806,747,103
Apr-20	151%	156%	884,991,794
May-20	160%	156%	968,270,907
Jun-20	169%	158%	1,027,560,362
Jul-20	177%	160%	1,094,719,933
Aug-20	183%	163%	1,130,868,190
Sep-20	185%	165%	1,150,381,423
Oct-20	185%	167%	1,139,341,610
Nov-20	194%	170%	1,277,030,652
Dec-20	191%	172%	1,348,070,837
Jan-21	196%	174%	1,378,308,574
Feb-21	190%	177%	1,168,972,590
Mar-21	168%	179%	1,090,138,458
Apr-21	175%	181%	1,137,926,876
May-21	178%	183%	1,182,428,310
Jun-21	TBD	TBD	TBD

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

CONSOLIDATED FINANCIAL STATEMENTS
ASSETS
(\$'000)

Reference Page	FS Notes Reference		Current Period		
			Total		
			(01)		
		Cash and Cash Equivalents	01	27,441	B/S - Cash & Cash Equivalents
		Investment Income due and accrued	02	8,497	B/S - A/R - Accrued Investment Income
		Assets held for sale	50		
		Investments:			
40.12		Short Term Investments	04	286,419	MCT sale file
40.22		Bonds and Debentures	05	1,102,061	B/S - Investments - Bonds & Debentures
40.32		Mortgage Loans	06		
40.42		Preferred Shares	07		
40.52		Common Shares	08	126,938	B/S - Investments - Shares & Convertible Bonds
40.70		Investment Properties	09	296,242	B/S - Investments - Infrastructure
40.80		Other Loans and Invested Assets	10	1,506,583	B/S - Investments - Pooled Funds
40.07		Total Investments (lines 04 to 10)	19	3,318,239	
		Receivables:			
50.20		Unaffiliated Agents and Brokers	20	8,397	MCT calculations file
		Policyholders	21	7,452	MCT calculations file
		Instalment Premiums	22	218,833	MCT calculations file
50.40		Other Insurers	23	658	B/S - A/R - Other Insurers
		Facility Association and the "P.R.R."	24		
50.20		Subsidiaries, Associates & Joint Ventures	25	6,210	Net of Intercompany receiv
		Other Receivables	27	3,290	MCT calculations file
		Recoverable from Reinsurers:			
		Unearned Premiums	30	7,411	B/S - Reinsurers Share of Unearned Premiums
60.10		Unpaid Claims and Adjustment Expenses	31	159	
60.30		Other Recoverables on Unpaid Claims	37		
		Investments Accounted for Using the Equity Method:			
50.32		Interests in Subsidiaries, Associates & Joint Ventures	40		
		Pooled Funds	45		
40.70		Property and Equipment	41	56,251	B/S - Total Property & Equipment
		Deferred Policy Acquisition Expenses	43	31,762	B/S - Deferred Policy Acquisition Costs
		Current Tax Assets	52		
		Deferred Tax Assets	44		
		Goodwill	54		
		Intangible Assets	56	10,706	B/S - Intangible Assets
		Defined Benefit Pension Plan	58		
		Other Assets	88	7,712	B/S - Total Other Assets
		TOTAL ASSETS	89	3,713,020	

* Foreign Insurers: Excludes deposits of reinsurers held in special trust accounts.

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 S/B Zero

20.20

Subsidiary: Alia Fund
Canadian Foreign Issuer

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

Reference Page	FS Note Reference		Current Period
		(55)	(01)
		LIABILITIES	
		Overdrafts	01
		Borrowed Money and accrued interest	02
		Payables:	
		Agents and Brokers	03
		Policyholders	04
		Other Insurers	05
		Subsidiaries, Associates & Joint Ventures/Affiliates	06
		Expenses due and accrued	07
		Other Taxes due and accrued	09
		Policyholder Dividends and Rating Adjustments	10
		Encumbrances on Real Estate	11
		Unearned Premiums	12
		Unpaid Claims and Adjustment Expenses	13
		Unearned Commissions	14
		Ceded Deferred Premium Taxes	20
		Ceded Deferred Insurance Operations Expenses	34
		Premium Deficiency	15
		Liabilities held for sale	17
		Current Tax Liabilities	18
		Deferred Tax Liabilities	21
		Self-insured Retention (SIR) portion of unpaid claims	22
		Defined Benefit Pension Plan	23
		Employment Benefits (not including amounts on line 23 above)	24
		Subordinated Debt	25
		Preferred Shares - Debt	26
		Provisions and Other Liabilities	28
		Total Liabilities	29
		CANADIAN INSURERS ONLY:	
		EQUITY	
		Shares issued and paid	
		Common	41
		Preferred	33
		Contributed Surplus	42
		(Specify)	43
		Retained Earnings	44
		Reserves	45
		Accumulated Other Comprehensive Income (Loss)	47
		Total Policyholders/Shareholders' Equity	49
		Non-controlling Interests	48
		Total Equity	49
		TOTAL LIABILITIES AND EQUITY	89
		FOREIGN INSURERS ONLY:	
		HEAD OFFICE ACCOUNT, RESERVES & AOCI	
		Head Office Account	51
		(Specify)	53
		Reserves	55
		Accumulated Other Comprehensive Income (Loss)	56
		Total Head Office Account, Reserves & AOCI	69
		TOTAL LIABILITIES, HEAD OFFICE ACCOUNT, RESERVES & AOCI	79

3,713,019 Assets after adjustments (20.10)

0

20.45

SGI CANADA
Canadian/Foreign Insurer

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

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

CONSOLIDATED FINANCIAL STATEMENTS

RESERVES
(\$'000)

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

20.54

Saskatchewan Auto Fund
Canadian Insurer

31/03/2021
Date

CONSOLIDATED FINANCIAL STATEMENTS

STATEMENT OF CHANGES IN EQUITY
(\$'000)

	Share Capital	Other Capital	Contributed Surplus	Retained Earnings	Reserves	Accumulated Other Comprehensive Income (Loss)						Total Policyholders/ Shareholder's Equity	Non-controlling Interests	Total Equity			
						Available-for-Sale Financial Assets	Cash Flow Hedges	Translation of Foreign Operations	Revaluation Surplus	Share of OCI of Associates & Joint Ventures	Remeasurements of Defined Benefit Plans				Other AOCI		
	(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	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	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	0	0	0
Transfer from/to Retained Earnings	15	0	0	0	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	0	0	0	0
Dividends																	
Preferred	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Common	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	16	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	1,090,139	0	1,090,139

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

1

30.61

Saskatchewan Auto Fund

Canadian/Foreign Insurer

31/03/2021

Date

CONSOLIDATED

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

	Current Period
	(55)
Capital Available:	(01)
Capital available (from page 30.62 - capital available)	1,079,417
Phase-in of capital available	0
(Specify)	08
Total Capital Available	09 1,079,417
Assets Available:	
Net Assets Available (from page 30.92 - net assets available)	11
Phase-in of net assets available	13
(Specify)	18
Total Net Assets Available	19
Capital (Margin) Required at Target:	
Insurance Risk:	
Premium liabilities	20 56,190
Unpaid claims	22 155,154
Catastrophes	24 0
Margin required for reinsurance ceded to unregistered insurers	26 1
Subtotal: Insurance risk margin	29 211,345
Market Risk:	
Interest rate risk	30 109,964
Foreign exchange risk	32 133,275
Equity risk	34 349,034
Real estate risk	36 111,690
Other market risk exposures	38 2,156
Subtotal: Market risk margin	39 706,119
Credit Risk:	
Counterparty default risk for balance sheet assets	40 26,360
Counterparty default risk for off-balance sheet exposures	42 254
Counterparty default risk for unregistered reinsurance collateral and SIRs	44 0
Subtotal: Credit risk margin	49 26,614
Operational risk margin	50 105,200
Less: Diversification credit	52 85,927
Total Capital (Margin) Required at Target	59 963,351
Minimum Capital (Margin) Required (line 59 / 15)	60 642,234
Phase-in of Capital (Margin) Required	62 0
(Specify)	68 0
Total Minimum Capital (Margin) Required	69 642,234
Excess Capital (Net Assets Available) over Minimum Capital (Margin) Required	79 437,183
MCT (BAAT) Ratio (Line 09 or line 19 as a % of line 69)	90 168.07%

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

30.62

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CONSOLIDATED
MINIMUM CAPITAL TEST: CAPITAL AVAILABLE
(S'000)

	(5)	Current Period (01)
Capital Available		
Qualifying category A common shares	01	0
Contributed surplus	02	0
Retained earnings	03	1,090,139
Less:		
Accumulated net after-tax fair value gains (losses) due to changes in the company's own credit risk	04	
Unrealized net after-tax fair value gains (losses) on owner-occupied properties at conversion to IFRS - cost model	05	
Add:		
Accumulated net after-tax revaluation losses in excess of gains on owner-occupied properties - revaluation model	06	
Subtotal: Retained earnings net of adjustments	09	1,090,139
Earthquake reserves	10	0
Less:		
Earthquake EPR not used as part of financial resources to cover exposure	11	
Nuclear reserves	12	0
General and contingency reserves	13	0
Accumulated other comprehensive income (loss)	14	0
Less:		
Accumulated net after-tax fair value gains (losses) on of cash flow hedges that are not fair valued on the balance sheet	15	
Accumulated net after-tax fair value gains (losses) due to changes in the company's own credit risk	16	
Accumulated net after-tax unrealized gains on owner-occupied properties - revaluation surplus	17	
Accumulated net after-tax impact of shadow accounting	18	
Subtotal: AOCI net of adjustments	19	0
Qualifying category B instruments - Non-cumulative perpetual preferred shares	20	0
Qualifying category B instruments - Other	21	
Qualifying category C instruments - Preferred shares	22	0
Qualifying category C instruments - Subordinated debt	23	0
Less:		
Accumulated amortization of category C instruments for capital adequacy purposes	24	
Net qualifying category C instruments	25	0
Non-controlling interests	26	0
	27	
Subtotal: capital available gross of deductions	29	1,090,139
Deductions:		
Interests in non-qualifying subsidiaries	30	0
Interests in associates	31	0
Interests in joint ventures and limited partnerships with more than 10% ownership	32	0
Loans considered as capital to non-qualifying subsidiaries	33	0
Loans considered as capital to associates	34	0
Loans considered as capital to joint ventures and limited partnerships with more than 10% ownership	35	0
Receivables and recoverables from unregistered insurers not covered by acceptable collateral	36	16
Self-insured retentions, where the regulator requires collateral and no collateral has been received	37	0
DP/AE other for A&S business	38	0
Goodwill (net of eligible deferred tax liability)	40	0
Intangible assets, including computer software (net of eligible deferred tax liability)	41	10,706
Deferred tax assets excluding those arising from temporary differences (net of eligible deferred tax liability)	42	0
Net defined benefit pension plan surplus asset, net of available refunds (net of eligible deferred tax liability)	43	0
Investments in own capital instruments not derecognized for accounting purposes	44	
Reciprocal cross holdings in the capital of financial entities	45	
Asset securitization exposures	47	
	46	
Subtotal: total deductions from capital available	49	10,722
Total Capital Available	59	1,079,417
Validation test: 40% limit for category B and C capital instruments	60	0.000%
Validation test: 7% limit for category C capital instruments	61	0.000%

Memo Items

Deferred tax liabilities related to (used to offset the associated gross amounts):

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

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

P&C (2016)
Next page is 30.64

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Saskatchewan Auto Fund
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CONSOLIDATED

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

Class of insurance	Unpaid Claims Margin					Premium Liabilities Margin						
	Net unpaid claims discounted	PFADs (claims)	Net unpaid claims discounted, net of PFADs	Risk factor	Capital (margin) required for unpaid claims	Net premium liabilities	PFADs (premium liabilities)	Net premium liabilities net of PFADs	Net written premiums (past 12 m)	Greater of net premium liabilities net of PFADs and 30% net written premiums	Risk factor	Capital (margin) required for premium liabilities
	(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	0	0	20.00%	0
- Home Warranty	04	0	0	15.00%	0	0	0	0	0	0	20.00%	0
- Product Warranty	05	0	0	15.00%	0	0	0	0	0	0	20.00%	0
Subtotal - Personal	06	0	0		0	0	0	0	0	0		0
Commercial Property	07	0	0	10.00%	0	0	0	0	0	0	20.00%	0
Aircraft	10	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Automobile - Liability	19	93,372	7,816	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	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	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	0	0	20.00%	0
- Equipment Warranty	33	0	0	15.00%	0	0	0	0	0	0	20.00%	0
Credit	34	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Credit Protection	35	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Fidelity	36	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Hail	38	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Legal Expense	40	0	0	25.00%	0	0	0	0	0	0	30.00%	0
Liability												
- Comprehensive General Liability (with products)	50	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- Comprehensive General Liability (without products)	51	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- Cyber Liability	52	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- Directors and Officers Liability	53	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- Excess Liability	54	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- Professional Liability	55	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- Umbrella Liability	56	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- Pollution Liability	57	0	0	25.00%	0	0	0	0	0	0	30.00%	0
- All other	58	0	0	25.00%	0	0	0	0	0	0	30.00%	0
Liability - total	59	0	0		0	0	0	0	0	0		0
Other Approved Products	63	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Surety												
- Contract Surety	60	0	0	20.00%	0	0	0	0	0	0	25.00%	0
- All Other Surety	61	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Surety - total	64	0	0		0	0	0	0	0	0		0
Title	66	0	0	15.00%	0	0	0	0	0	0	20.00%	0
Marine	68	0	0	20.00%	0	0	0	0	0	0	25.00%	0
Accident and Sickness	70	0	0		0	0	0	0	0	0		0
Total	89	1,851,358	346,893		155,154	356,872	39,934	316,938	979,246	979,246		56,190

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

CONSOLIDATED

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

Capital (Margin) Required for Interest Rate Risk		Fair value	Modified or effective duration	Dollar fair value change (01)(2)(3)(4)	Dollar fair value change (01)(02)(4)(5)
Interest rate sensitive assets:					
	(53)	(01)	(02)	(03)	(04)
Term deposits	01	286,419	0.38	1,360	-1,360
Bonds and debentures	02	1,102,004	7.49	103,180	-103,180
Commercial paper	03			0	0
Loans	04			0	0
Mortgages	05	223,209	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	1,851,338	9.27	214,526	-214,526
Net premium liabilities	11	358,872	1.56	6,959	-6,959
Other as approved by the regulator	12			0	0
Total interest rate sensitive liabilities	19	2,210,230		221,485	-221,485
Allowable interest rate derivatives:					
Long positions	20				
Short positions	21				
Total allowable interest rate derivatives	29				0
Capital required for 1Y shock increase	30				0
Capital required for 1Y shock decrease	31				109,964
Total interest rate risk margin	39				109,964

Note: Δy = 1.25%

Capital (Margin) Required for Foreign Exchange Risk		Net open long position* in CAD before carry-out	Carry-out* in CAD	Net open long position in CAD less carry-out	Net open short position* in CAD
U.S. Dollar	(53)	(10)	(12)	(14)	(16)
Euro		40		0	0
U.K. Pound		41		0	0
Swiss Franc		42		0	0
Danish Krone		43		0	0
Swedish Krona		44		0	0
Australian Dollar		45		0	0
Hong Kong Dollar		46		0	0
Singapore Dollar		47		0	0
Japanese Yen		48		0	0
Chinese Yuan Renminbi		50		0	0
Chilean Peso		51		0	0
Indian Rupee		52		0	0
Other (specify)		53		0	0
Total net position	59	1,332,752		1,332,752	0
Net exposure = MAX (0 out net open long positions, Absolute value of total net open short positions)		1,332,752		1,332,752	0
Total foreign exchange risk margin				60	1,332,752

Notes:
1 Enter long positions as positive.
2 A carry-out short position of 25% of liabilities determined in each currency, converted in CAD.
3 Enter short positions as negative (no carry-out on short positions)

Capital (Margin) Required for Equity Risk		Exposure amount	Risk factor	Capital (Margin) Required (2)(M)(2)
Instruments NOT used as part of an equity hedging strategy:				
Long common shares	70	1,463,445	(22)	349,034
Long equity derivatives	72	0	30.00%	0
Fixed securities and limited partnerships, with less than or equal to 10% common	71	0	30.00%	0
Short common shares and equity derivatives	73	0	30.00%	0
Total of instruments NOT used as part of an equity hedging strategy	74			349,034
Instruments used as part of an equity hedging strategy:				
Portfolio of instruments being hedged - active management and hedging strategy #1	75	(21)	(23)	(25)
Portfolio of instruments being hedged - active management and hedging strategy #2	76			0
Portfolio of instruments being hedged - active management and hedging strategy #3	77			0
Total of instruments used as part of an equity hedging strategy	78			0
Total equity risk margin	79			349,034

Capital (Margin) Required for Real Estate		Balance Sheet Value	Risk factor	Capital (Margin) Required (2)(M)(2)
Investment properties	80	541,105	30.00%	168,221
Overseas/developing properties (valued using cost model)	81	348,899	10.00%	3,489
Total real estate risk margin	89	575,794		111,690

Capital (Margin) Required for Other Market Risk Exposures		Balance Sheet Value	Risk factor	Capital (Margin) Required (2)(M)(2)
Equipment	(90)	21,562	(22)	2,156
Other (specify)	91	0	10.00%	0
Total other market risk exposures margin	99	21,562		2,156

Note: See Section V of the P&C Instructions and the MCT Candidate

CONSOLIDATED

MCT CREDIT RISK: CAPITAL REQUIRED FOR BALANCE SHEET ASSETS
(\$ 000)

	Risk Factor (%)	Balance Sheet Value	Redistribution of Exposure for Collateral/ Guarantees (04)	Net Exposure (05)	Capital Required (01)(X)(05) (03)
Cash held on premises					
Cash other					
Investment Income Due and Accrued					
Investments:					
Long-term obligations including term deposits, bonds, debentures and loans					
Short-Term Obligations including Commercial Paper					
Loans (at amortized cost):					
First mortgages on one- to four-unit residential dwellings					
Commercial mortgages and residential mortgages that are not first mortgages on one- to four-unit residential dwellings					
Mortgages secured by undeveloped land					
Subsidiaries, Associates & Joint Ventures (not considered capital)					
Other Loans					
Adjustment to reflect difference between amortized cost and Balance Sheet value of loans					
Preferred Shares					
Other Investments					
Receivables:					
Government Grade					
Faculty Association and the "P.R.R."					
Agents, Brokers, Policyholders, Associates, Joint Ventures, Limited Partnerships, Non-qualifying Subsidiaries and Other Receivables:					
- Instalment Premiums (not yet due)					
- Outstanding less than 60 days					
- Outstanding 60 days or more					
Insurers					
- Registered Associated					
- Registered Non-associated					
- Unregistered					
Recoverable from Reinsurers:					
- Registered Associated					
- Unearned Premiums					
- Unpaid Claims					
- Registered Non-associated					
- Unearned Premiums					
- Unpaid Claims					
- Unregistered					
Other Recoverables on Unpaid Claims including SIRs not deducted from capital					
Deferred Tax Assets arising from temporary differences, that can be applied to recoverable income taxes paid in the preceding 3 years					
Assets held for sale					
Other Assets					
(Specify)					
TOTAL		1,909,751	0	1,909,751	26,360

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

CONSOLIDATED

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

Category	Rating	Remaining Term to Maturity/ Other Maturity												Capital (Margin) Required (11x02)+(13x04)+ (15x06) (09)
		1 year or less, or perpetual				Greater than 1 year, up to and including 5 years				Greater than 5 years				
		Balance Sheet Value (01)	Redistribution of Exposure for Collateral/ Guarantees (10)	Net Exposure (11)	Risk Factor (02)	Balance Sheet Value (03)	Redistribution of Exposure for Collateral/ Guarantees (12)	Net Exposure (13)	Risk Factor (04)	Balance Sheet Value (05)	Redistribution of Exposure for Collateral/ Guarantees (14)	Net Exposure (15)	Risk Factor (06)	
Long-term obligations including term deposits, bonds, debentures and loans	Government Grade	0		0	0.00%	174,670		174,670	0.00%	555,750		555,750	0.00%	0
	AAA	0		0	0.25%	0		0	0.50%	82,318		82,318	1.25%	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
	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 obligations including commercial paper	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
	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 equivalent			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 equivalent			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

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

Exposure Amnts for OTC Derivatives	Interest Rate Contracts	Foreign Exchange and Gold Contracts	Equity-linked Contracts	Precious Metals (Other than Gold Contracts)	Other Instruments	Total Contracts
	(01)	(02)	(03)	(04)	(05)	(09)
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

Category	Rating of the counterparty	Remaining Term to Maturity/ Other Maturity														Capital (Margin) Required (12x13x14)+(22x23 x24)+(32x33x34)	
		1 year or less, or indeterminate					Greater than 1 year, up to and including 5 years					Greater than 5 years					
		Credit Equivalent Amount	Redistribution of Exposure for Collateral/ Guarantees	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	Redistribution of Exposure for Collateral/ Guarantees	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		0.00%			0		0.00%	0
	AAA	11		0		0.25%			0		0.50%			0		1.25%	0
	AA+ to AA-	12		0		0.25%			0		1.00%			0		1.75%	0
	A+ to A-	13		0		0.75%			0		1.75%			0		3.00%	0
	BBB+ to BBB-	14		0		1.50%			0		3.75%			0		4.75%	0
	BB+ to BB-	15		0		3.75%			0		7.75%			0		8.00%	0
	B+ to B-	16		0		7.50%			0		10.50%			0		10.50%	0
	Unrated	17		0		6.00%			0		8.00%			0		10.00%	0
	Other	18		0		15.50%			0		18.00%			0		18.00%	0
Sub-total	19	0	0	0		0	0	0		0	0	0	0	0	0	0	
Type 1 structured settlements	Rated A- and higher	20									25,429		25,429	50%	2.00%	254	
	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 exposures	Government Grade	30		0		0.00%			0		0.00%			0		0.00%	0
	AAA	31		0		0.25%			0		0.50%			0		1.25%	0
	AA+ to AA-	32		0		0.25%			0		1.00%			0		1.75%	0
	A+ to A-	33		0		0.75%			0		1.75%			0		3.00%	0
	BBB+ to BBB-	34		0		1.50%			0		3.75%			0		4.75%	0
	BB+ to BB-	35		0		3.75%			0		7.75%			0		8.00%	0
	B+ to B-	36		0		7.50%			0		10.50%			0		10.50%	0
	Unrated	37		0		6.00%			0		8.00%			0		10.00%	0
	Other	38		0		15.50%			0		18.00%			0		18.00%	0
Sub-total	39	0	0	0		0	0	0		0	0	0	0	0	0	0	
Total	89	0	0	0		0	0	0		25,429	0	25,429				254	

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

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MCT (BAAT) CREDIT RISK: CAPITAL (MARGIN) REQUIRED FOR COLLATERAL HELD FOR UNREGISTERED REINSURANCE EXPOSURES AND SELF-INSURED RETENTION (\$'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
Capital (margin) required for acceptable non-owned deposits and letters of credit less excess	05	0

Category	Rating	Remaining Term to Maturity/ Other Maturity						Capital (margin) required (02x04)+(06x08) +(10x12) (19)
		1 year or less, or perpetual		Greater than 1 year, up to and including 5 years		Greater than 5 years		
		Exposure amount (02)	Risk factor (04)	Exposure amount (06)	Risk factor (08)	Exposure amount (10)	Risk factor (12)	
Long-term obligations including term deposits, bonds, debentures and loans	Government grade	10	0.00%		0.00%		0.00%	0
	AAA	11	0.25%		0.50%		1.25%	0
	AA+ to AA-	12	0.25%		1.00%		1.75%	0
	A+ to A-	13	0.75%		1.75%		3.00%	0
	BBB+ to BBB-	14	1.50%		3.75%		4.75%	0
	BB+ to BB-	15	3.75%		7.75%		8.00%	0
	B+ to B-	16	7.50%		10.50%		10.50%	0
	Unrated	17	6.00%		8.00%		10.00%	0
	Other	18	15.50%		18.00%		18.00%	0
	Sub-total	19	0		0		0	0
Short-term obligations including commercial paper	Government grade	20	0.00%					0
	A-1, F1, P-1, R-1 or equivalent	21	0.25%					0
	A-2, F2, P-2, R-2 or equivalent	22	0.50%					0
	A-3, F3, P-3, R-3 or equivalent	23	2.00%					0
	Unrated	24	6.00%					0
	All other ratings, including non-prime and B or C ratings	25	8.00%					0
	Sub-total	29	0					0
Preferred shares	AAA, AA+ to AA-, Pfd-1, P-1 or equivalent	30	3.00%					0
	A+ to A-, Pfd-2, P-2 or equivalent	31	5.00%					0
	BBB+ to BBB-, Pfd-3, P-3 or equivalent	32	10.00%					0
	BB+ to BB-, Pfd-4, P-4 or equivalent	33	20.00%					0
	B+ or lower, Pfd-5, P-5 or equivalent or unrated or common shares	34	30.00%					0
	Sub-total	39	0					0
Other deposits	Cash held on premises	40	0.00%					0
	Cash other	41	0.25%					0
	Investment income due and accrued	42	2.50%					0
	Sub-total	49	0					0
Letters of credit ¹	Government grade	50	0.00%		0.00%		0.00%	0
	AAA	51	0.25%		0.50%		1.25%	0
	AA+ to AA-	52	0.25%		1.00%		1.75%	0
	A+ to A-	53	0.75%		1.75%		3.00%	0
	BBB+ to BBB-	54	1.50%		3.75%		4.75%	0
	BB+ to BB-	55	3.75%		7.75%		8.00%	0
	B+ to B-	56	7.50%		10.50%		10.50%	0
	Sub-total	59	0		0		0	0
	Total	89	0		0		0	0

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.

30.79

Saskatchewan Auto Fund

Canadian/Foreign Insurer

31/03/2021

Date

CONSOLIDATED

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

	Income Statement Value 12 m (previous year)	Income Statement Value 12 m (current year)	Risk Factor	Capital (Margin) Required (02)(03)
Direct premiums written in the past 12 m	01 962,705	(01) 988,696	2.50%	(09) 24,717
Reinsurance assumed in the past 12 m - Not Intra Pool	02		1.75%	0
Reinsurance assumed in the past 12 m - Intra Pool (MCT only)	03		0.75%	0
Subtotal: Gross premiums	09	962,705	988,696	
Reinsurance ceded in the past 12 m - Not Intra Pool	10		2.50%	236,202
Reinsurance ceded in the past 12 m - Intra Pool (MCT only)	11		0.75%	0
Greater of 0.75% on ceded and 0.75% on assumed - Intra Pool (MCT only)	12			0
Premium growth above 20% threshold	13		2.50%	0
Subtotal: premium operational risk requirement component	19			24,953
Capital/margin required component ¹ (balance sheet value)	30			80,247
Total operational risk uncapped	39	944,078	8.50%	105,200
Cap	50		30%	283,223
Total operational risk margin	89			105,200

2021 MCT - Auto Fund File

Notes:

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

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

40.07

Saskatchewan Auto Fund
Canadian/Foreign Insurer

31/03/2021
Date

CONSOLIDATED

SUMMARY OF INVESTMENTS
(S'000)

		Fair Value				Amortized Cost (09)	Balance Sheet (01+03+05+07+09) (12)	Pooled Funds (13)	Realized Gains(Losses) (15)	Income (16)	Gain/(Loss) From FV Option (19)
		Held for Trading (01)	Available for Sale (03)	Hedges 0 (05)	FV Option/ Investment Properties Fair Value 0 0 (07)						
Aggregate Holdings:									0		
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	0	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										

0
0

40.80

Saskatchewan Auto Fund
Canadian/Foreign Insurer

31/03/2021
Date

CONSOLIDATED

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

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

* 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.

50.40 B

Saskatchewan Auto Fund
Canadian/Foreign Insurer

31/03/2021
Date

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

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

0 Net of intercompany receivable/payable

Saskatchewan Auto Fund
Canadian/Foreign Insurer

31/03/2021
Date

CONSOLIDATED
PREMIUMS AND CLAIMS
(\$'000)

Class of Insurance	Number of Policies in force	Number of Direct Claims	Premiums written less return premiums				Net unearned premiums at beginning of year 0	Net unearned premiums resulting from a portfolio acquisition/disposition	Net unearned premiums at period end 0	Net premiums earned (04+05+25-06)	Claims incurred including adjustment expenses				Claims ratio (11/07) %
			Direct	Reinsurance assumed	Reinsurance ceded	Net written (01+02-03)					Direct	Reinsurance assumed	Reinsurance ceded	Net incurred (08+09-10)	
	(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	0.00%
- Commercial	07						0			0				0	0.00%
Property - total	09				0	0	0	0	0	0			0	0	0.00%
Aircraft	10						0			0				0	0.00%
Automobile:															
Private Passenger - Liability	11		4,761				4,761	20,934		11,513	14,182		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				104,517	492,906		251,099	346,324		140,931		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						0			0				0	0.00%
- Personal Accident	23						0			0				0	0.00%
- Other	24						0			0				0	0.00%
Subtotal - Facility Assoc. Residual Market	25		0	0	0	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	0	138,941	406,649	74,258	0	0	74,258	18.26%
- Other	21		114,334	0	9,817	104,517	492,906	0	251,099	346,324	140,931	0	834	140,997	40.45%
Automobile - total	29		219,915	0	9,817	210,098	958,610	0	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						0			0				0	0.00%
Liability															
- Comprehensive General Liability (with products)	50						0			0				0	0.00%
- Comprehensive General Liability (without 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						0			0				0	0.00%
Other Approved Products	63						0			0				0	0.00%
Surety															
- Contract Surety	60						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			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		219,044		834		
			0		0				0		-1		0		

CONSOLIDATED
CLAIMS AND ADJUSTMENT EXPENSES - PAID, CURRENT YEAR AND UNPAID, CURRENT AND PRIOR YEAR
(\$'000)

Class of Insurance	Claims and adjustment expenses paid - current year				Provision for unpaid claims (including unreported) and adjustment expenses - current year				Margin or deficiency for unpaid claims at prior year					
	Direct (01)	Reinsurance assumed (02)	Reinsurance ceded (03)	Net (01+02-03) (04)	Direct (05)	Reinsurance assumed (06)	Reinsurance ceded (07)	Net (05+06-07) (08)	Net provision at prior year end 0 (09)	Net provision for portfolio acquisition/disposition at transaction date (11)	Net amount paid during the year for claims of prior years 0 (10)	Investment income on unpaid claims of prior years 0 (13)	Net provision for claims of prior years 0 (15)	Margin or (Deficiency) (09+11-10+13-15) (19)
Property - Personal excluding Home and Product Warranty	03							0						
- Home Warranty	04							0						
- Product Warranty	05							0						
Subtotal - Personal	06				0	0	0	0						
- Commercial	07							0						
Property - total	09				0	0	0	0						
Aircraft	10							0						
Automobile:														
- Private Passenger - Liability	11				93,372			93,372						
- Personal Accident	12				1,661,348			1,661,348						
- Other	13				96,797		159	96,638						
Subtotal - Private Passenger	14				1,851,517	0	159	1,851,358						
- Other than Private Passenger - Liability	15							0						
- Personal Accident	16							0						
- Other	17							0						
Subtotal - Other than Private Passenger	18				0	0	0	0						
- Facility Assoc. Residual Market - Liability	22							0						
- Personal Accident	23							0						
- Other	24							0						
Subtotal - Facility Assoc. Residual Market	25				0	0	0	0						
Automobile - Subtotal	19				93,372	0	0	93,372						
- Liability	20				1,661,348	0	0	1,661,348						
- Personal Accident	21				96,797	0	159	96,638						
- Other	22							0						
Automobile - total	29				1,851,517	0	159	1,851,358						
Boiler and Machinery excluding Equipment Warranty	32							0						
- Equipment Warranty	33							0						
Credit	34							0						
Credit Protection	35							0						
Fidelity	36							0						
Hail	38							0						
Legal Expense	40							0						
Liability														
- Comprehensive General Liability (with products)	50							0						
- Comprehensive General Liability (without products)	51							0						
- Cyber Liability	52							0						
- Directors and Officers Liability	53							0						
- Excess Liability	54							0						
- Professional Liability	55							0						
- Umbrella Liability	56							0						
- Pollution Liability	57							0						
- All other	58							0						
Liability - total	59				0	0	0	0						
Mortgage	62							0						
Other Approved Products	63							0						
Surety														
- Contract Surety	60							0						
- All Other Surety	61							0						
Surety - total	64				0	0	0	0						
Title	66							0						
Marine	68							0						
Accident and Sickness	70							0						
TOTAL	89				1,851,517	0	159	1,851,358						
Out of Canada Liabilities	80				0			0	0					
					1,851,517		159							
					0		0							

70.60B

Saskatchewan Auto Fund
Canadian Insurer

31/03/2021
Date

CONSOLIDATED

REINSURANCE CEDED SUMMARY UNREGISTERED REINSURANCE (CANADIAN INSURERS)

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

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 with issuing appointments, issuer-only offices, and includes those who are not IBAS members; and,
- “Broker” refers to Property and Casualty agents licensed to sell automobile insurance in Saskatchewan.

PREAMBLE:

The parties recognize that IBAS has been acknowledged by the majority of Issuers as 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 as representing Issuers may be necessary.

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

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

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

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

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

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:

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

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

9. SGI, IBAS and Issuers agree that maintaining privacy of customers' personal information is of utmost importance. SGI, IBAS and Issuers will ensure that policies, procedures, training and monitoring practices continue to support protection of this information. SGI and Issuers agree that breaches of privacy procedures and controls, whether intentional or unintentional, will result in disciplinary action for both the individual and the Issuer responsible for the breach. Intentional breaches will result in severe consequences, up to and including permanent suspension of access to SAM, and/or termination of the Issuer's Agreement.

10. IBAS and Issuers recognize that motor licensing issuing customers can purchase Auto Fund products and services from any Issuer in Saskatchewan. Further, the parties recognize that an issuing appointment is solely an ongoing revenue stream, not a standalone asset. An issuer cannot sell, transfer, lease or otherwise dispose of its licence issuing appointment independent of the sale or transfer of the related brokerage, or without the written consent of SGI, even if the issuing appointment was acquired by tender. SGI agrees that it will not unreasonably withhold approval of the transfer of a licence issuing appointment in conjunction with a brokerage sale.

11. 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 endeavour to limit new "issuer only" appointments to situations where there is a demonstrated need for an issuer in an area that is not already served by a motor licence issuer or is underserved, in accordance with existing appointment criteria.

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

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

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

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

12. SGI and IBAS agree that consumers should not be subject to undue pressure, tied selling or coercion at any time during the automobile licensing and insurance process. SGI agrees that policies and approval criteria regarding promotion and advertising by issuers will be guided by principles of consumer protection and will take into consideration the federal and provincial regulatory environment of the financial services sector in Canada. SGI and IBAS agree that any promotion or advertising of issuing services must include identification of the entity responsible for the promotion or advertising as named in the Issuer Agreement.

13. The parties agree to consult and collaborate to leverage emerging technology with the view to improve customer service or issuer office efficiency.

14. SGI understands that Issuer office workloads and demands fluctuate daily, weekly and seasonally. SGI will, if at all possible, take these factors into consideration when scheduling operational changes or launching new programs. Subject to confidentiality requirements and the need to maintain integrity and fairness of government programs to all Saskatchewan residents, SGI will use reasonable efforts to ensure Issuers are informed of new programs or changes on a timely basis. This will permit Issuers to properly respond to customer inquiries.

15. The parties agree that the IBAS Steering Committee and SGI will meet at least three times per year to discuss issues of mutual interest.

16. SGI welcomes the input and involvement of IBAS representatives on various policy and advisory committees, including but not limited to the Issuer Operations Committee. In providing their input such representatives will consult with, report to, and generally be accountable to IBAS while maintaining the level of confidentiality required by SGI in meeting its accountability requirements with respect to public policy matters. IBAS representatives on these committees will endeavour to represent the interests of all issuers in Saskatchewan. IBAS and SGI will maintain a working level committee, the Issuer Operations Committee, to meet with SGI to exchange ideas on new and existing Auto Fund training, products, services, procedures, policies and rules. This committee will report to the IBAS Steering Committee. The representatives, the term of the committee appointment and the regional representation will be agreed to by both SGI and IBAS. SGI agrees to reimburse for approved travel and accommodation costs for this working level committee.

17. The parties agree both issuers and SGI should be accountable for their actions. Further to that, disciplinary action should be fair, transparent and predictable. At

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

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

Dated at the City of Regina, in the Province of Saskatchewan, this 1st day of November, 2016.

Saskatchewan Government Insurance

Per: _____



Insurance Brokers' Association of Saskatchewan

Per: _____



Remuneration Rates Effective November 19, 2014

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

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

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

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

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 Remuneration	* Minimum In-Office Commission	Internet Remuneration
Vehicle			
Add Vehicle Impound Hearing	\$2.55	N/A	\$1.00
Add Vehicle Impound Release Receipt	\$2.55	N/A	\$1.00
Change Tort Injury Coverage	\$2.55	N/A	\$0
New Vehicle Registration	4.75%	\$3.50	N/A
Renew Vehicle Registration (includes amended renewal)	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	N/A
Change AutoPay Contract	\$0	N/A	N/A
Transfer Registration	\$5.00	N/A	N/A
Replace Plate	\$2.00	N/A	N/A
Replace Vehicle Registration Certificate	\$2.00	N/A	\$0
Estate Transfer	\$5.00	N/A	N/A
24 hour permit	\$2.00	N/A	N/A
Intransit Permit	\$2.00	N/A	N/A
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/A	\$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.

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

Example:

Tax Collected: \$400.00

Commission of 7% on \$ 21.00

\$300.00:

Commission of 1% on \$ 1.00

\$100.00:

Total Commission: \$ 22.00

More:

Debit Card (Interac) / Credit Card Transaction Fee Reimbursement

SASKATCHEWAN AUTO FUND
Premium Projections
(\$000s)

	Actual 2015/2016	Actual 2016/2017	Actual 2017/2018	Actual 2018/2019	Actual 2019/2020	Actual 2020/2021	Actual 2021/2022	Actual 2022/2023	Forecast 2023/2024	Forecast 2024/2025	Forecast 2025/2026	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Total Premiums												
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 Maintenance	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)

	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
Ceded 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 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 Revenue Contribution

	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
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
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%
						3.42%	5,449	24,309	35,349	35,985	36,634
						-2.86%	16,346	(14,321)	(29,573)	(30,105)	(30,648)
						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 CAPITAL 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

Premium Breakdown

	Actual 2015/2016	Actual 2016/2017	Actual 2017/2018	Actual 2018/2019	Actual 2019/2020	Actual 2020/2021	2021/2022	2022/2023	Forecast		
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
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 written before discounts

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 2020/21	Budget 2020/21	Variance		Breakdown of Budget Variance for 2020/21	Actual	Budget	Variance
	\$	%						
Premiums Written								
Direct premiums written before discounts	1,145,635	1,143,795	1,840	0.2%	Variance in Prior Year Projection*			-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 Growth	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 Premiums			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.

SAF Response Attachment IR 1 - 64

Safe Driver Recognition - Surcharges & Demerit Revenue

Fiscal Year	2019-20			2020-21			2021-22			2022-23			2023-24			2024-25			2025-26		
	Rating	Count of Drivers As at March 31	SDR Revenue	Count of Drivers As at March 31	SDR Revenue	Demerit Revenue*	Count of Drivers As at March 31	SDR Revenue	Demerit Revenue*	Count of Drivers As at March 31	SDR Revenue	Demerit Revenue*	Count of Drivers As at March 31	SDR Revenue	Demerit Revenue*	Count of Drivers As at March 31	SDR Revenue	Demerit Revenue*	Count of Drivers As at March 31	SDR Revenue	Demerit Revenue*
-1	13363	\$393,100	12585	\$730,266	\$345,882	\$349,341	\$532,834	\$356,363	\$359,926	\$566,307	\$676,202	\$566,307	\$676,202	\$566,307	\$676,202	\$566,307	\$676,202	\$566,307	\$676,202	\$566,307	\$676,202
-2	13111	\$637,075	13010	\$464,450	\$649,817	\$656,315	\$662,878	\$669,507	\$676,202	\$683,817	\$690,431	\$697,045	\$703,659	\$710,273	\$716,887	\$723,501	\$730,115	\$736,729	\$743,343	\$750,000	\$756,614
-3	11613	\$822,116	11250	\$572,550	\$838,558	\$846,944	\$855,413	\$863,887	\$872,361	\$880,835	\$889,309	\$897,783	\$906,257	\$914,731	\$923,205	\$931,679	\$940,153	\$948,627	\$957,101	\$965,575	\$974,049
-4	11634	\$1,114,175	11098	\$804,441	\$1,136,459	\$1,147,823	\$1,159,301	\$1,170,884	\$1,182,467	\$1,194,051	\$1,205,634	\$1,217,217	\$1,228,801	\$1,240,384	\$1,251,967	\$1,263,550	\$1,275,133	\$1,286,716	\$1,298,300	\$1,309,883	\$1,321,466
-5	8740	\$1,213,325	8499	\$885,825	\$1,237,992	\$1,249,967	\$1,262,467	\$1,275,202	\$1,288,298	\$1,301,394	\$1,314,489	\$1,327,585	\$1,340,680	\$1,353,776	\$1,366,871	\$1,379,967	\$1,393,062	\$1,406,158	\$1,419,253	\$1,432,349	\$1,445,444
-6	8740	\$1,386,250	8771	\$1,190,000	\$1,413,975	\$1,428,115	\$1,442,396	\$1,456,820	\$1,471,385	\$1,486,000	\$1,500,665	\$1,515,380	\$1,530,145	\$1,544,960	\$1,559,825	\$1,574,740	\$1,589,705	\$1,604,720	\$1,619,785	\$1,634,900	\$1,649,965
-7	5700	\$1,190,000	7907	\$809,650	\$1,213,800	\$1,225,938	\$1,238,197	\$1,250,579	\$1,263,085	\$1,275,720	\$1,288,485	\$1,301,360	\$1,314,345	\$1,327,440	\$1,340,545	\$1,353,650	\$1,366,755	\$1,379,860	\$1,392,965	\$1,406,070	\$1,419,175
-8	5305	\$1,273,635	4918	\$869,475	\$1,299,088	\$1,312,088	\$1,325,209	\$1,338,461	\$1,351,846	\$1,365,365	\$1,379,019	\$1,392,808	\$1,406,732	\$1,420,801	\$1,434,915	\$1,449,074	\$1,463,278	\$1,477,527	\$1,491,821	\$1,506,160	\$1,520,544
-9	4923	\$1,247,843	4222	\$877,500	\$1,272,799	\$1,285,527	\$1,298,383	\$1,311,366	\$1,324,480	\$1,337,721	\$1,351,199	\$1,364,815	\$1,378,569	\$1,392,462	\$1,406,504	\$1,420,695	\$1,434,936	\$1,449,227	\$1,463,568	\$1,477,959	\$1,492,400
-10	3778	\$1,295,950	3692	\$832,000	\$1,327,186	\$1,335,088	\$1,342,997	\$1,350,915	\$1,358,833	\$1,366,751	\$1,374,669	\$1,382,587	\$1,390,505	\$1,398,423	\$1,406,341	\$1,414,259	\$1,422,177	\$1,430,095	\$1,438,013	\$1,445,931	\$1,453,849
-11	3175	\$1,203,550	3151	\$870,150	\$1,227,621	\$1,239,897	\$1,252,296	\$1,264,819	\$1,277,467	\$1,290,145	\$1,302,862	\$1,315,619	\$1,328,416	\$1,341,253	\$1,354,130	\$1,367,047	\$1,379,994	\$1,392,981	\$1,405,908	\$1,418,875	\$1,431,882
-12	2788	\$1,238,150	2723	\$870,150	\$1,262,913	\$1,275,542	\$1,288,298	\$1,301,181	\$1,314,192	\$1,327,339	\$1,340,522	\$1,353,741	\$1,367,005	\$1,380,314	\$1,393,668	\$1,407,067	\$1,420,511	\$1,434,000	\$1,447,534	\$1,461,113	\$1,474,737
-13	2329	\$1,134,263	2259	\$753,100	\$1,156,948	\$1,168,884	\$1,180,202	\$1,192,004	\$1,203,924	\$1,215,965	\$1,228,126	\$1,240,407	\$1,252,808	\$1,265,329	\$1,277,970	\$1,290,741	\$1,303,642	\$1,316,673	\$1,329,834	\$1,343,125	\$1,356,546
-14	1999	\$1,093,850	1984	\$1,093,850	\$1,115,727	\$1,126,884	\$1,138,153	\$1,149,595	\$1,161,200	\$1,172,969	\$1,184,903	\$1,197,002	\$1,209,266	\$1,221,695	\$1,234,289	\$1,247,048	\$1,259,972	\$1,273,061	\$1,286,315	\$1,299,734	\$1,313,318
-15	1622	\$965,997	1767	\$727,250	\$984,909	\$994,758	\$1,004,705	\$1,014,752	\$1,024,900	\$1,035,148	\$1,045,505	\$1,055,970	\$1,066,543	\$1,077,224	\$1,088,014	\$1,098,913	\$1,109,921	\$1,121,038	\$1,132,264	\$1,143,600	\$1,155,046
-16	1522	\$968,950	1505	\$656,150	\$988,329	\$998,212	\$1,008,194	\$1,018,276	\$1,028,358	\$1,038,440	\$1,048,522	\$1,058,604	\$1,068,686	\$1,078,768	\$1,088,850	\$1,098,932	\$1,109,014	\$1,119,096	\$1,129,178	\$1,139,260	\$1,149,342
-17	1355	\$913,975	1330	\$600,425	\$932,255	\$941,577	\$950,999	\$960,503	\$970,108	\$979,806	\$989,594	\$999,482	\$1,009,470	\$1,019,458	\$1,029,446	\$1,039,434	\$1,049,422	\$1,059,410	\$1,069,398	\$1,079,386	\$1,089,374
-18	2621	\$875,175	2345	\$564,125	\$892,679	\$901,605	\$910,621	\$919,728	\$928,925	\$938,212	\$947,599	\$957,086	\$966,573	\$976,060	\$985,547	\$995,034	\$1,004,521	\$1,014,008	\$1,023,495	\$1,032,982	\$1,042,469
-19	2937	\$797,175	2998	\$505,675	\$813,119	\$821,250	\$829,462	\$837,757	\$846,134	\$854,601	\$863,168	\$871,825	\$880,572	\$889,409	\$898,336	\$907,363	\$916,490	\$925,717	\$935,044	\$944,471	\$953,998
-20	6689	\$3,469,150	7330	\$2,825,825	\$3,538,533	\$3,573,918	\$3,609,658	\$3,645,754	\$3,682,212	\$3,719,147	\$3,756,571	\$3,794,485	\$3,832,889	\$3,871,783	\$3,911,166	\$3,951,049	\$3,991,432	\$4,032,315	\$4,073,298	\$4,114,281	\$4,155,264
-21	1099	\$802,100	1101	\$555,400	\$818,142	\$826,321	\$834,587	\$842,933	\$851,362	\$859,881	\$868,399	\$877,007	\$885,705	\$894,593	\$903,581	\$912,669	\$921,857	\$931,145	\$940,533	\$949,921	\$959,409
-22	1070	\$797,244	1048	\$532,850	\$813,189	\$821,321	\$829,534	\$837,830	\$846,208	\$854,676	\$863,234	\$871,881	\$880,617	\$889,444	\$898,372	\$907,400	\$916,528	\$925,756	\$935,084	\$944,512	\$954,040
-23	914	\$669,450	985	\$462,950	\$682,839	\$689,667	\$696,564	\$703,530	\$710,565	\$717,670	\$724,854	\$732,127	\$739,490	\$746,943	\$754,485	\$762,117	\$769,839	\$777,651	\$785,563	\$793,575	\$801,687
-24	1006	\$819,721	1044	\$534,350	\$836,116	\$844,477	\$852,922	\$861,451	\$870,065	\$878,764	\$887,548	\$896,416	\$905,369	\$914,407	\$923,536	\$932,754	\$942,061	\$951,457	\$960,942	\$970,516	\$979,180
-25	707	\$576,950	713	\$384,000	\$588,489	\$594,374	\$600,318	\$606,321	\$612,384	\$618,506	\$624,687	\$630,928	\$637,229	\$643,580	\$650,000	\$656,490	\$663,049	\$669,677	\$676,374	\$683,140	\$690,000
-26	745	\$619,600	784	\$434,950	\$631,992	\$638,312	\$644,866	\$651,642	\$658,539	\$665,557	\$672,696	\$679,965	\$687,364	\$694,893	\$702,552	\$710,340	\$718,258	\$726,296	\$734,464	\$742,761	\$751,187
-27	679	\$573,025	654	\$372,625	\$569,925	\$576,300	\$582,804	\$589,437	\$596,200	\$603,092	\$610,113	\$617,272	\$624,570	\$631,997	\$639,554	\$647,241	\$655,058	\$662,995	\$671,062	\$679,259	\$687,486
-28	884	\$490,375	852	\$344,919	\$500,183	\$505,114	\$510,236	\$515,539	\$521,022	\$526,685	\$532,527	\$538,549	\$544,751	\$551,133	\$557,695	\$564,437	\$571,359	\$578,471	\$585,673	\$592,964	\$600,345
-29	762	\$405,950	817	\$234,500	\$414,069	\$418,210	\$422,392	\$426,616	\$430,881	\$435,296	\$439,761	\$444,275	\$448,838	\$453,450	\$458,111	\$462,821	\$467,581	\$472,391	\$477,251	\$482,161	\$487,121
-30	1341	\$918,225	1465	\$753,600	\$936,590	\$945,955	\$955,415	\$965,969	\$976,613	\$987,347	\$998,171	\$1,009,085	\$1,019,999	\$1,030,913	\$1,041,827	\$1,052,741	\$1,063,655	\$1,074,569	\$1,085,483	\$1,096,397	\$1,107,311
-31	467	\$379,650	443	\$307,750	\$387,242	\$391,115	\$395,027	\$398,977	\$402,967	\$409,000	\$415,114	\$421,307	\$427,580	\$433,943	\$440,395	\$446,937	\$453,569	\$460,291	\$467,104	\$473,907	\$480,700
-32	458	\$421,400	489	\$244,050	\$429,828	\$434,126	\$438,468	\$442,852	\$447,281	\$451,755	\$456,274	\$460,837	\$465,444	\$470,095	\$474,890	\$479,729	\$484,613	\$489,541	\$494,513	\$499,530	\$504,592
-33	424	\$338,825	433	\$222,800	\$346,602	\$349,478	\$352,548	\$355,812	\$359,271	\$362,825	\$366,474	\$370,217	\$374,054	\$377,885	\$381,716	\$385,547	\$389,378	\$393,209	\$397,040	\$400,871	\$404,702
-34	298	\$358,725	470	\$184,000	\$365,900	\$369,558	\$373,254	\$376,987	\$380,756	\$384,569	\$388,426	\$392,327	\$396,272	\$400,261	\$402,295	\$406,374	\$410,497	\$414,664	\$418,875	\$423,130	\$427,421
-35	421	\$372,625	328	\$155,000	\$378,078	\$380,858	\$383,667	\$386,504	\$389,372	\$392,285	\$395,242	\$398,243	\$401,287	\$404,374	\$407,504	\$410,677	\$413,894	\$417,155	\$420,460	\$423,811	\$427,207
-36	382	\$328,200	368	\$187,750	\$334,764	\$338,112	\$341,493	\$344,908	\$348,357	\$351,840	\$355,357	\$358,908	\$362,494	\$366,115	\$369,771	\$373,462	\$377,187	\$380,946	\$384,739	\$388,566	\$392,427
-37	294	\$229,950	281	\$145,800	\$234,509	\$236,894	\$239,522	\$242,392	\$245,505	\$248,861	\$252,359	\$257,000	\$261,784	\$266,711	\$271,791	\$277,024	\$282,411	\$287,952	\$293,551	\$299,207	\$304,920
-38	361	\$232,500	365	\$182,400	\$237,150	\$240,304	\$243,917	\$247,978	\$252,487	\$257,446	\$262,855	\$267,924	\$273,653	\$279,552	\$285,621	\$291,860	\$298,269	\$304,848	\$311,597	\$318,516	\$325,605
-39	319	\$238,325	366	\$169,750	\$243,025	\$245,522	\$249,978	\$255,415	\$260,944	\$266,563	\$272,272	\$279,071	\$286,060	\$293,239	\$300,608	\$308,167	\$315,906	\$323,825	\$331,924	\$340,203	\$348,662
-40	467	\$377,150	533	\$307,750	\$384,693	\$388,540	\$392,425	\$396,350	\$400,313	\$404,417	\$408,560	\$412,742	\$416,964	\$421,225	\$425,526	\$429,867	\$434,248	\$438,670	\$443,132	\$447,635	\$452,178
-41	202	\$190,825	191	\$143,300	\$194,642	\$196,588	\$198,554	\$200,539	\$202,545	\$204,580	\$206,654	\$208,767	\$210,919	\$213,110	\$215,341	\$217,611	\$219,920	\$222,268	\$224,655	\$227,081	\$229,546
-42	214	\$207,650	229	\$148,375	\$211,803	\$213,921	\$216,060	\$218,221	\$220,405	\$222,624	\$228,881	\$231,137	\$233,432	\$235,766	\$238,139	\$240,561	\$243,032	\$245,553	\$248,124	\$250,745	\$253,406
-43	188	\$158,000	215	\$127,325	\$161,160	\$162,772	\$164,399	\$166,043	\$167,704	\$169,384	\$171,093	\$172,831	\$174,600	\$176,400	\$178,231	\$180,092	\$181,993	\$183,924	\$185,885	\$187,876	\$189,897
-44	227	\$182,250	237	\$113,625	\$183,895	\$187,754	\$189,681	\$191,528	\$193,443	\$195,426	\$197,477	\$199,596	\$201,774	\$204,011	\$206,307	\$208,662	\$211,077	\$213,552	\$216,087	\$218,682	\$221,337
-4																					

Safe Driver Recognition - Surcharges & Demerit Revenue

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

*Forecasted 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, Volts, Claim Buy-backs, etc.



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

<i>Month of March 2017</i>				<i>Total Salvage</i>	<i>March 2017 Year-to-Date</i>				
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
3,197,337	2,583,403	613,934	2,498,915	Cost of Goods Sold	31,981,418	27,492,918	4,488,500	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
266,124	398,838	(132,714)	255,322	Administrative Expenses	4,282,441	4,729,121	(446,680)	-9.45%	3,993,772
(1,113)	(779)	(334)	5,965	Other Income	395,654	419,130	(23,476)	-5.60%	59,907
2,433,243	1,388,902	1,044,341	1,710,967	Net Earnings (Loss) Before General Business Transfer	21,071,399	14,910,173	6,161,226	41.32%	17,021,540
(397,644)	(225,000)	(172,644)	(116,095)	General Business Transfer	(415,976)	(450,000)	34,024	-7.56%	(560,832)
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



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

<i>Month of March 2018</i>				<i>Total Salvage</i>	<i>March 2018 Year-to-Date</i>				
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
2,922,007	2,805,818	116,189	3,197,337	Cost of Goods Sold	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	16.11%	24,958,186
221,583	393,260	(171,677)	266,124	Administrative Expenses	4,319,385	4,783,632	(464,247)	-9.70%	4,282,441
(13,818)	(990)	(12,828)	(1,113)	Other Income	339,425	395,665	(56,240)	-14.21%	395,654
2,142,047	1,885,705	256,342	2,433,243	Net Earnings (Loss) Before General Business Transfer	22,931,561	18,789,049	4,142,512	22.05%	21,071,399
(326,603)	(225,000)	(101,603)	(397,644)	General Business Transfer	(367,459)	(225,000)	(142,459)	63.32%	(415,976)
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



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

<i>Month of March 2019</i>				<i>Total Salvage</i>	<i>March 2019 Year-to-Date</i>				
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
2,934,063	3,107,859	(173,796)	2,922,007	Cost of Goods Sold	34,922,739	33,631,495	1,291,244	3.84%	34,509,353
2,406,933	2,676,512	(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
(9,079)	(12,063)	2,984	(13,818)	Other Income	404,687	296,388	108,299	36.54%	339,425
2,136,604	2,265,409	(128,805)	2,142,047	Net Earnings (Loss) Before General Business Transfer	22,872,622	22,792,298	80,324	0.35%	22,931,561
(498,607)	(35,413)	(463,194)	(326,603)	General Business Transfer	(525,536)	(425,000)	(100,536)	23.66%	(367,459)
1,637,997	2,229,996	(591,999)	1,815,444	Net Earnings (Loss)	22,347,087	22,367,298	(20,211)	-0.09%	22,564,101



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

<i>Month of March 2020</i>				<i>Total Salvage</i>	<i>March 2020 Year-to-Date</i>				
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)	-6.98%	26,743,667
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
1,228,496	2,216,192	(987,696)	2,142,175	Net Earnings (Loss) Before 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)
907,573	2,216,192	(1,308,619)	1,643,568	Net Earnings (Loss)	21,125,089	23,229,755	(2,104,666)	-9.06%	22,352,658



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

<i>Month of March 2021</i>				<i>Total Salvage</i>	<i>March 2021 Year-to-Date</i>				
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

SAF Response Attachment IR 1 - 68

Saskatchewan Auto Fund
5-Year Investment Earnings Comparative Summary

Asset Class	Actual (\$M)				
	2016-17	2017-18	2018-19	2019-20	2020-21
Matching	\$ 0.8	\$ 1.0	\$ 1.6	\$ 1.6	\$ 0.2
Short-term Bonds	\$ 13.6	\$ 17.4	\$ 53.1	\$ 46.6	\$ 12.5
Mortgages	\$ 5.5	\$ 7.2	\$ 10.4	\$ 8.2	\$ 13.1
	19.9	25.5	65.0	56.3	25.8
Return Seeking	\$ 40.7	\$ 12.4	\$ 4.1	\$ (34.7)	\$ 69.2
Canadian equities	\$ 81.3	\$ 77.8	\$ 63.2	\$ (7.6)	\$ 265.7
Global equities	\$ 22.3	\$ 30.0	\$ (8.1)	\$ (42.4)	\$ 141.8
Global small cap equities	\$ 11.9	\$ 21.1	\$ 16.2	\$ 20.6	\$ (3.3)
Real estate	\$ 5.2	\$ 5.0	\$ 5.4	\$ 20.4	\$ 20.9
Infrastructure	161.3	146.3	80.7	(43.7)	494.2
Investment expenses	(7.4)	(9.1)	(9.9)	(10.2)	(11.6)
Total investment earnings	173.8	162.8	135.8	2.4	508.5

Asset Class	Budget (\$M)				
	2016-17	2017-18	2018-19	2019-20	2020-21
Matching	\$ 0.7	\$ 0.8	\$ 2.5	\$ 1.7	\$ 0.2
Short-term Bonds	\$ 5.2	\$ (13.9)	\$ (43.1)	\$ (13.3)	\$ 53.3
Mortgages	\$ 0.5	\$ 0.7	\$ 4.3	\$ 5.8	\$ 6.9
	6.4	(12.3)	(36.4)	(5.8)	60.3
Return Seeking	\$ 13.5	\$ 15.3	\$ 19.6	\$ 18.3	\$ 14.8
Canadian equities	\$ 19.2	\$ 31.1	\$ 35.9	\$ 42.2	\$ 57.3
Global equities	\$ 5.2	\$ 12.5	\$ 14.1	\$ 15.3	\$ 20.8
Global small cap equities	\$ 5.8	\$ 9.7	\$ 10.6	\$ 11.2	\$ 4.4
Real estate	\$ 2.2	\$ 4.6	\$ 4.8	\$ 6.2	\$ 5.9
Infrastructure	45.8	73.2	85.1	93.3	103.2
Investment expenses	(3.8)	(6.5)	(8.2)	(10.8)	(10.3)
Total investment earnings	48.4	54.3	40.5	76.6	153.3

Asset Class	Actual vs Budget (\$M)				
	2016-17	2017-18	2018-19	2019-20	2020-21
Matching	\$ 0.1	\$ 0.2	\$ (1.0)	\$ (0.2)	\$ 0.1
Short-term Bonds	\$ 8.4	\$ 31.2	\$ 96.2	\$ 59.9	\$ (40.8)
Mortgages	\$ 4.9	\$ 6.5	\$ 6.2	\$ 2.4	\$ 6.2
	13.4	37.9	101.4	62.1	(34.5)
Return Seeking	\$ 27.2	\$ (2.9)	\$ (15.6)	\$ (53.0)	\$ 54.4
Canadian equities	\$ 62.1	\$ 46.8	\$ 27.3	\$ (49.8)	\$ 208.4
Global equities	\$ 17.1	\$ 17.4	\$ (22.2)	\$ (57.7)	\$ 121.0
Global small cap equities	\$ 6.1	\$ 11.4	\$ 5.5	\$ 9.3	\$ (7.6)
Real estate	\$ 3.0	\$ 0.4	\$ 0.6	\$ 14.2	\$ 14.9
Infrastructure	115.5	73.1	(4.3)	(136.9)	391.1
Investment expenses	(3.5)	(2.6)	(1.7)	0.7	(1.4)
Earnings over (under) budget	125.4	108.4	95.4	(74.1)	355.2

Saskatchewan Auto Fund
5-Year Investment Return Comparative Summary

Asset Class	Actual (%)				
	2016-17	2017-18	2018-19	2019-20	2020-21
Matching	0.6%	0.8%	1.4%	1.2%	0.3%
Short-term Bonds	1.3%	1.8%	5.5%	4.7%	2.1%
Mortgages	3.8%	3.9%	5.4%	4.0%	6.2%
	1.7%	2.2%	5.3%	4.4%	2.1%
Return Seeking	16.7%	3.8%	1.2%	-18.4%	48.7%
Canadian equities	20.4%	15.4%	10.7%	-1.8%	45.7%
Global equities	19.7%	17.1%	-4.3%	-18.3%	73.9%
Global small cap equities	8.2%	12.0%	7.7%	9.0%	-1.3%
Real estate	9.9%	8.2%	7.5%	14.0%	4.3%
Infrastructure	16.8%	12.2%	5.9%	-2.8%	34.0%
Investment expenses	8.3%	7.2%	5.6%	0.4%	18.4%

Asset Class	Budget (%)				
	2016-17	2017-18	2018-19	2019-20	2020-21
Matching	0.8%	0.7%	2.1%	2.9%	0.3%
Short-term Bonds	0.4%	-1.4%	-4.8%	-1.4%	5.8%
Mortgages	0.8%	0.5%	2.2%	3.0%	3.3%
	0.5%	-1.0%	-3.1%	-0.4%	4.5%
Return Seeking	7.1%	7.1%	6.9%	6.7%	8.9%
Canadian equities	7.1%	7.0%	6.9%	6.9%	9.3%
Global equities	7.8%	7.7%	7.5%	7.4%	7.3%
Global small cap equities	6.0%	5.7%	5.5%	5.2%	2.0%
Real estate	7.5%	7.3%	6.9%	6.8%	3.0%
Infrastructure	7.0%	7.0%	6.8%	6.7%	7.3%
Investment expenses	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%
Total investment return	2.3%	2.6%	1.6%	2.9%	5.9%

Asset Class	Actual vs Budget (%)				
	2016-17	2017-18	2018-19	2019-20	2020-21
Matching	-0.2%	0.1%	-0.7%	-1.7%	0.0%
Short-term Bonds	0.9%	3.2%	10.3%	6.1%	-3.7%
Mortgages	3.0%	3.4%	3.2%	1.0%	2.9%
	1.2%	3.2%	8.4%	4.8%	-2.8%
Return Seeking	9.6%	-3.3%	-5.7%	-25.1%	39.8%
Canadian equities	13.3%	8.4%	3.8%	-8.7%	36.4%
Global equities	11.9%	9.4%	-11.8%	-25.7%	64.0%
Global small cap equities	2.2%	6.3%	2.2%	3.8%	-3.3%
Real estate	2.4%	0.9%	0.6%	7.2%	1.3%
Infrastructure	9.8%	5.2%	-0.9%	-9.5%	26.7%
Investment expenses	6.0%	4.6%	4.0%	-2.5%	12.5%

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	Actual 2021/2022	Actual 2022/2023	Forecast 2023/2024	Forecast 2024/2025	Forecast 2025/2026
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<u>Loss Adjusting Expense (LAE)</u>											
LAE - Internal	58,663	62,228	61,813	61,138	67,112	64,010	69,158	70,710	72,321	72,474	75,462
LAE - External*	0	0	0	71,066	76,654	71,796	86,914	90,272	93,135	96,082	99,199
LAE Unpaid & Unreported	9,544	8,567	13,778	(2,726)	5,740	40,841	6,986	5,996	5,063	4,761	4,552
Loss Adjusting Expense (LAE)	68,208	70,795	75,591	129,478	149,505	176,647	163,057	166,978	170,520	173,317	179,213
Year-over-year Changes											
LAE - Internal		6.1%	-0.7%	-1.1%	9.8%	-4.6%	8.0%	2.2%	2.3%	0.2%	4.1%
LAE - External*					7.9%	-6.3%	21.1%	3.9%	3.2%	3.2%	3.2%
LAE Unpaid & Unreported		-10.2%	60.8%	-119.8%	-310.5%	611.6%	-82.9%	-14.2%	-15.6%	-6.0%	-4.4%
Loss Adjusting Expense (LAE)		3.8%	6.8%	71.3%	15.5%	18.2%	-7.7%	2.4%	2.1%	1.6%	3.4%
<u>Administrative Expenses</u>											
Administrative Expenses	53,722	54,201	50,502	58,244	71,068	69,189	90,886	93,792	102,920	89,957	81,929
Year-over-year Changes											
Administrative Expenses		0.9%	-6.8%	15.3%	22.0%	-2.6%	31.4%	3.2%	9.7%	-12.6%	-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.

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

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.

SAF Response Attachment IR 1 - 70

Broker/Issuer fees and transaction fees paid by SAF

	Actual 2018/19	Actual 2019/20	Actual 2020/21	Budget 2021/22	Budget 2022/23	Budget 2023/24	Budget 2024/25	Budget 2025/26
On-line	5,842,796	6,740,337	9,506,185	10,909,399	12,125,343	12,856,699	13,611,219	14,922,368
In-office	41,370,701	40,427,755	38,230,944	38,678,778	38,306,921	38,570,095	38,739,625	38,371,805
Transaction fees	5,514,837	5,329,749	5,613,363	6,008,691	5,609,817	5,103,093	5,088,910	4,860,541
	52,728,334	52,497,842	53,350,493	55,596,868	56,132,081	56,529,887	57,439,754	58,154,714
% of premiums earned	5.6%	5.5%	5.6%	5.6%	5.5%	5.5%	5.5%	5.4%

SASKATCHEWAN AUTO FUND

Statement of Operations

(\$000s)

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

	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
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
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
Claims Incurred	666,770	727,209	712,276	765,404	739,796	608,807	767,005	727,118	807,341	835,822	864,203
Loss Adjusting Expense (LAE)	68,208	70,795	75,591	129,478	149,505	176,647	163,057	166,978	170,520	173,317	179,213
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
Administrative Expenses	53,722	54,201	50,502	58,244	71,068	69,189	90,886	93,792	102,920	89,957	81,929
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
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
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
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
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	(285,000)	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	-	-	-	-	-	-
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
Appropriated (to) from Rate Stabilization Reserve	0	0	0	0	0	0	0	0	0	0	0
RDR Balance, End of Year	0	0	0	0	0	-	-	-	-	-	-
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%	10.0%	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%
Minimum Capital Test as @ March 31	99%	124%	147%	150%	145%	168%	164%	166%	163%	165%	166%

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

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

Loss Ratio	81.7%	89.3%	(7.6%)
Issuer Fee and Tax Ratio	9.9%	10.2%	(0.3%)
Administrative Expense Ratio	7.2%	7.9%	(0.7%)
Traffic Safety Program Expense Ratio	3.3%	4.3%	(1.0%)
Combined Ratio	102.1%	111.7%	(9.6%)
Minimum Capital Test as @ March 31	168%	145%	23%

Notes:

- (1) - Current year claims incurred were significantly lower than budget as the COVID-19 pandemic resulted in lower claim frequency.
- (2) - Administration expenses were lower than budget due to the digital transformation project not progressing 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.
- (3) - With the COVID-19 economic slowdown, traffic safety expenses were below budget within several areas/programs, including instructor fees, highway traffic safety board expenses, driver education funding,
- (4) - Investment earnings were up as the market rebounded significantly following the drop in the later part of 2019/20 brought on by COVID-19.

SAF Response Attachment IR 1 - 72

Incurred Losses as at March 31, 2021

Fiscal Year	Personal Injury Coverage				Third-Party Liability				Physical Damage					
	No-Fault Injury	Year-over-year change	Tort & Reduced No-Fault Injury	Year-over-year change	No-Fault Liability	Year-over-year change	Tort Liability	Year-over-year change	Damage excluding Catastrophes & Liability	Year-over-year change	Damage Liability	Year-over-year change	Damage Catastrophes	Year-over-year change
	2016/2017	\$249,673,342		\$693,832		\$16,450,006		\$2,184,389		\$343,965,871		\$144,386,988		\$37,749,056
2017/2018	\$191,907,364	-23.1%	\$1,039,778	49.9%	\$26,760,517	62.7%	\$2,569,899	17.6%	\$367,955,416	7.0%	\$149,781,396	3.7%	\$37,314,924	-1.2%
2018/2019	\$232,067,855	20.9%	\$989,829	-4.8%	\$23,685,224	-11.5%	\$1,872,785	-27.1%	\$377,815,118	2.7%	\$148,079,972	-1.1%	\$34,943,011	-6.4%
2019/2020	\$234,174,712	0.9%	\$836,855	-15.5%	\$24,504,016	3.5%	\$1,836,461	-1.9%	\$378,192,258	0.1%	\$137,159,041	-7.4%	\$27,689,323	-20.8%
2020/2021	\$181,822,171	-22.4%	\$886,362	5.9%	\$18,366,880	-25.0%	\$1,608,760	-12.4%	\$339,427,434	-10.3%	\$104,712,361	-23.7%	\$18,871,750	-31.8%
Growth Rate		-7.6%		6.3%		2.8%		-7.4%		-0.3%		-7.7%		-15.9%
Growth Rate excluding 2020/2021		-2.1%		6.4%		14.2%		-5.6%		3.2%		-1.7%		-9.8%
2022 Auto Fund Budget -2022 FY Projection	\$163,354,509		\$1,087,964		\$27,664,256		\$1,646,126		\$458,517,023		\$156,046,677		\$53,735,642	

Financial Claim Counts as at March 31, 2021

Fiscal Year	Personal Injury Coverage				Third-Party Liability				Physical Damage					
	No-Fault Injury	Year-over-year change	Tort & Reduced No-Fault Injury	Year-over-year change	No-Fault Liability	Year-over-year change	Tort Liability	Year-over-year change	Damage excluding Catastrophes & Liability	Year-over-year change	Damage Liability	Year-over-year change	Damage Catastrophes	Year-over-year change
	2016/2017	4,707		88		304		72		77,381		30,338		8,473
2017/2018	4,743	0.7%	82	-6.8%	359	18.2%	57	-20.9%	81,723	5.6%	30,024	-1.0%	10,836	27.9%
2018/2019	4,417	-6.9%	78	-4.9%	321	-10.4%	50	-12.1%	83,468	2.1%	28,618	-4.7%	5,189	-52.1%
2019/2020	4,438	0.5%	83	7.0%	325	1.1%	51	1.2%	81,890	-1.9%	25,833	-9.7%	4,090	-21.2%
2020/2021	3,267	-26.4%	58	-30.1%	240	-26.0%	40	-21.9%	77,180	-5.8%	19,182	-25.7%	3,152	-22.9%
Growth Rate		-8.7%		-9.8%		-5.7%		-13.9%		-0.1%		-10.8%		-21.9%
Growth Rate excluding 2020/2021		-1.9%		-1.8%		2.3%		-11.1%		1.9%		-5.2%		-21.6%
2022 Auto Fund Budget -2022 FY Projection	\$4,679		\$84		\$379		\$49		\$110,480		\$41,729		\$10,433	

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 2016/2017		FY 2017/2018		FY 2018/2019		FY 2019/2020		FY 2020 / 2021	
	Actuals	Est. Savings	Actuals	Est. Savings	Actuals	Est. Savings	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)

	FY 2016/2017	FY 2017/2018	FY 2018/2019	FY 2019/2020	FY 2020 / 2021	FY 2021 / 2022 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

