



Saskatchewan Auto Fund

2026 Rate Proposal

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1. Synopsis and Overall Summary

SGL requests that the Saskatchewan Rate Review Panel (SRRP) recommend a two-year rate program with net increases of 3.75% in each year, with rebalancing, for Saskatchewan Auto Fund rates. The changes would be effective June 1, 2026 and June 1, 2027 and have a combined impact of 7.6%. The June 2026 increase will be implemented on an interim basis but will still be subject to the public rate review process. The rate program includes:

- No rate changes for motorcycles and urban taxis in the first year of the rate program while consultations are held to address their industry-specific concerns;
- No change to the current capital margin; and,
- The application of a capping structure that limits rate changes on vehicles with higher premiums to 3.6%, with corresponding dollar caps for vehicles with lower premiums.

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

One of SGL's key operating philosophies is to keep rates as low as possible. Over the last 20 years, the Saskatchewan Consumer Price Index has increased by 57.7%, while the Auto Fund's rates, including capital amounts, increased by only 5.0%.

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

Why the Auto Fund requires a rate change

The Auto Fund aims to determine the appropriate premium revenue to cover all claim obligations and operating expenses for the proposed rating period. The primary reasons for the proposed increase are increasing damage claim costs, inflation and higher expenses. In order to align with the government's Crown Sector Strategic Priorities and ensure vehicle insurance rates remain affordable for Saskatchewan residents, SGL is proposing a modest increase totalling 7.6% implemented over two years.

Repair costs and vehicle values are expected to continue to rise over the proposed rating period. The increases are largely due to increased complexity of technology, materials and repair procedures used in newer vehicles. These costs have been exacerbated by inflation in recent years and are factored into the analysis. Also impacting damage costs are contracted autobody repair labour rates, which included 3% increases on April 1 in 2023, 2024 and 2025.

While increasing claim expenses are the largest contributing factor in the indicated rate increase, salary, program and loss adjusting expenses have also increased expense levels. Separating impacts for increases to administrative, loss adjusting and traffic safety categories is difficult with the shift to International Financial Reporting Standard (IFRS) 17 financial reporting standards; however, all categories of expenses have risen.

SGL is recommending no rate changes for motorcycles and urban taxis in the first year of this rate program. SGL plans to hold formal stakeholder consultations in 2026 to better understand challenges and look for viable solutions to address the rate need for these vehicles. The rate hold and consultations apply only to urban taxis operating in communities with a population of 5,000 or more. Rural taxis that operate in communities of fewer than 5,000 are rated differently and do not face the same rating challenges as urban taxis.

In response to increasing cost of claims, and rising administrative and program costs, a comprehensive review of potential strategies is underway. As part of the comprehensive review there is specific focus on administrative expense management. The goal of expense management for the Auto Fund is to ensure that administrative costs are carefully reviewed and controlled.

While active evaluation of these and other possibilities continues, no final decisions have been made at this time. SGI remains committed to exploring a range of options to best serve our stakeholders.

Fairness in rating

Over time, the claim risk and the cost of repair for a specific vehicle can shift. To ensure rates continue to reflect the costs of coverage for each type of vehicle, the Auto Fund strives to regularly rebalance rates based on actual loss experience. Rate rebalancing takes into account the number of collisions and their average cost, including damage, injury and liability costs, for each class of vehicle. It helps ensure owners of vehicles less likely to be involved in a claim and/or with lower repair and replacement costs are not subsidizing rates for owners of high-risk, high-cost vehicles.

SGI's proposal for a net increase of 7.6% over a two-year period represents an overall change in premium revenue. Each customer's rate change depends on the type of vehicle they own, the actual risk each vehicle represents of being involved in a claim and the actual costs of paying those claims. Some customers will see rate decreases, some customers will see rate increases and some will not see any change to their rates. Overall, the net result of all increases and decreases, will be a 7.6% increase to Auto Fund revenues. To reduce the impact on customers, individual vehicle increases and decreases will be capped at a reasonable level.

SGI is proposing a 7.6% base rate increase over the two-year program, which is significantly less than what is needed to fully cover Auto Fund claims and expenses. SGI recognizes the financial challenges many customers are experiencing and, while the Auto Fund rate need is high, is recommending this program keep increases lower to balance customers' needs with the Auto Fund's needs.

Adequate capital

In addition to collecting sufficient premium to cover anticipated claim costs, the Auto Fund needs to maintain an appropriate level of capital in the Rate Stabilization Reserve (RSR). The RSR is like a savings account to cover emergencies. It ensures customers are protected in the event of higher-than-expected claim costs or lower-than-expected investment income in any one year. Analysis for the 2025-2026 policy year indicates that a capital margin of 6.5%, applied to all vehicles, is required to help increase capital to move the RSR toward the target level over the next five years. This is a 6.4% increase from the 0.1% capital margin reflected in current rates. To reduce impact on customers, there is no proposed change to the capital margin as part of this rate program.

The difference between the rate change and the capital amount

For the rate change period (June 1, 2026 and May 30, 2028), the total amount of premium collected is expected to fall short of projected claim costs and other expenses, so a 7.6% rate increase over two years is proposed to mitigate the need for the RSR to cover these costs. Generally, the basic rate change is to ensure that the premium collected is sufficient to cover anticipated claim costs and expenses, while the capital amount ensures an appropriate balance in the RSR.

SGI uses a common industry measure called the Minimum Capital Test (MCT) to ensure an adequate level of capital in the RSR. SGI's target for the RSR is to have a 12-month rolling average MCT of 125%. As of March 31, 2025, the 12-month rolling average was 133% and it is expected to decrease to 97% by March 31, 2026. SGI is proposing to maintain the current capital margin at 0.1% to minimize impact on customers while rates move towards their adequate level.

For reference, Auto Fund has a 90% internal target and a 125% operational target. For additional context on MCT in the industry:

- MPI has a 100% internal target and 120% operational target
- ICBC has a 100% minimum and a 145% operational target (note that their capital management policy has been suspended for a couple of years now)
- Competitive industry jurisdictions will have internal targets over 150% and operational targets over 200% depending on the size and risk of the company

Customer impact

If SGI receives approval for the two increases with rebalancing, the 2026 rate change would mean:

- rate increases for about 98% of Saskatchewan vehicles with an average annual increase of \$38;
- rate decreases for about 1% of Saskatchewan vehicles with an average annual reduction of \$7; and,
- no rate change for the remaining vehicles.

Rate changes in 2027 are anticipated to be the same or less than the 2026 changes, with exact amounts determined once the Canadian Loss Experience Automobile Rating (CLEAR) table is updated.

Reducing impact on customers

While rebalancing is important to ensure fairness, all rate changes will be capped to impact on customers. New for the 2026 rate program, the proposed caps are calculated to target the desired overall rate change. The table below outlines the ranges and caps that are proposed in this rate program:

<i>Current Annual Premium Range</i>	<i>Maximum Annual Cap</i>	<i>Maximum Monthly Cap</i>
\$1–\$50	\$6	\$1
\$51–\$100	\$12	\$1
\$101–\$250	\$18	\$2
\$251–\$500	\$24	\$2
\$501–\$750	\$30	\$3
\$751–\$1,000	\$36	\$3
\$1,001 or Greater	3.6%	3.6%

Proposed average dollar change for each vehicle class:

CLEAR-Rated Vehicles	Proposed Average Dollar Change
LV — Private Passenger Vehicles (PPV)	\$48
A — Commercial Light Trucks	\$96
F — Farm Light Truck - 1994–2003	\$24
F — Farm Light Truck - 2004 & Newer	\$39
LV — PPV — Farm Cars, SUVs & Vans	\$41
LV — Police Cars	\$74
LV — Police Trucks, Vans & SUVs	\$51
LV — Udrives	\$69
PT — Taxis (Rural)	\$76
Conventionally Rated Vehicles	Proposed Average Dollar Change
Ambulances	\$38
A — Commercial Vehicles:	
Heavy Trucks & Vans IRP	\$35
Heavy Trucks & Vans IRP \$15K Ded.	\$23
Heavy Trucks & Vans Non-IRP	\$38
Power Units IRP	\$98
Power Units IRP \$15K Ded.	\$46
Power Units Non-IRP	\$55
C & D — Commercial Vehicles:	
Heavy Trucks & Vans	\$31
Power Units	\$49
F — Farm Vehicles:	
Heavy Trucks & Vans	\$20
Light Trucks - 1993 & Older	\$17
Power Units	\$28
Hearses	\$23
L — Dealer Plates	\$29
L — Snowmobile Dealers	\$11
LV — Antiques	\$11
LV — Buses	\$29
LV — Buses (Restricted)	\$23
LV — Motorcycles	\$0
LV — Motorhomes	\$29
MT — Snowmobiles	\$11
PB — Passenger Inter-city Buses	\$80
PC — Passenger City Buses	\$71
PS — Passenger School Buses	\$29
PT — Taxis	\$0
Rideshares	1 cent per km

Trailers	Proposed Average Dollar Change
F — Trailers	\$13
LT — Trailer Dealers/Movers	\$1
T — Personal Trailers	\$19
T — Utility	\$5
TS — Commercial Trailers	\$7
Miscellaneous Classes	Proposed Average Dollar Change
A — Excess Value	\$0
C & D — Non-Resident	\$11
C & D — Excess Value	\$0
Industrial Tracked Vehicles	\$23
LV — Motorized Bicycle	\$11
PV — Converted Vehicles	\$33
PV — Heavy Trucks & Vans	\$30
PV — Power Units	\$40
TS — Excess Value	\$0
Permits	Proposed Average Dollar Change
24-Hour Permit	\$5
8-Day Permit	\$5
In-transit Permit	\$5
Temporary Insurance Card	\$5
Total	Proposed Average Dollar Change
All Vehicles Including Trailers	\$38
All Vehicles Excluding Trailers & Misc.	\$44

2. Background

2.1 Auto Fund overview

The Saskatchewan Auto Fund provides core, universal auto insurance coverage to Saskatchewan residents. It operates on a self-sustaining basis with the goal of maintaining an adequate balance in the Rate Stabilization Reserve (RSR) to avoid big rate increases following losses caused by significant one-time events.. The Auto Fund neither receives money from, nor pays dividends to, the Government of Saskatchewan.

The Auto Fund also provides services to ensure that drivers and vehicles operate safely on Saskatchewan roads. These include licensing for around 865,000 drivers, registration services for more than one million vehicles, driver training and examinations, driver and vehicle safety programs, and safety and regulatory programs for commercial carriers that transport goods or passengers. These services are provided through a broad network of partners, including over 350 independent motor licence issuer offices and 900 inspection stations throughout Saskatchewan. The Auto Fund also invests in traffic safety initiatives to reduce the human, social and economic costs of vehicle collisions.

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

- Personal injury coverage provides Saskatchewan residents with benefits if they are injured or killed in an automobile collision anywhere in Canada or the United States. All Saskatchewan residents have a choice between No Fault Coverage and Tort Coverage. Motorcycle owners have a third option of Reduced No Fault Coverage (see section 6.19 for details).
- Third-party liability coverage provides vehicle owners with up to \$200,000 to pay the cost of damages their vehicle causes to others in a motor vehicle collision, including the damage to the other driver's vehicle, damage to any property, and costs resulting from injuries caused to others.
- Physical damage coverage (collision and comprehensive) pays for damages to the insured's vehicle due to a collision or other occurrence such as hail, fire or theft. Claims for damages to a vehicle are subject to a deductible (which is \$700 for most vehicles).

The major operating philosophies of the Auto Fund are to:

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

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

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

2.1.1 Adequate premium rates to break even

The first step in analyzing the Auto Fund's rates is to perform an actuarial analysis on the rating year to determine if expected premiums at current rates will be sufficient to cover expected claims and expenses. Analysis was completed using the initial rating year being considered (Aug. 15, 2025 to Aug. 14, 2026), for which the Auto Fund anticipates claim and expense growth will exceed premium and investment income growth, resulting in an overall increase in revenue required.

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

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

2.1.2 Fairness in rating

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

Over the past 20 years, the Auto Fund has rebalanced rates in all classes six times (2007, 2009, 2012, 2013, 2014 and 2022). Light vehicle classes were also rebalanced in 2017, 2018 and 2019. Light vehicle rebalances were not pursued in 2020-2024 to ensure customers would not face additional financial pressures during the period of volatility during and immediately after the COVID-19 pandemic. To reduce rate shock for affected customers, rate changes are capped to a reasonable level for all vehicle groups.

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

2.1.3 Maintaining adequate capital

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

The Capital Management Policy applies a percentage amount on premiums to move towards a target MCT of 125%. The goal is to move to the MCT target in small increments with each rate program, rather than applying more significant one-time surcharges or rebates. This approach reduces the likelihood of rate swings for customers, if a significant financial event occurs impacting the balance in the RSR. The target capital level of the MCT is set as a result of evaluating the Auto Fund's risks through Financial Condition Testing, as well as guidance from the Office of the Superintendent of Financial Institutions.

The policy determines the amount of capital adjustment needed with each rate program by applying an amount to either recover 1/5 of the capital below 125% MCT or release 1/5 of the capital above 125% MCT into the basic insurance rate every year. As such, the rate always includes a portion designed to move the RSR towards an adequate level and avoids the volatility a surcharge might create, assuming rate programs are annual or close to annual. A similar method is followed by competitive insurers that build cost of capital requirements into each rate filing.

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

2.2 Historical rate changes

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

The Auto Fund implemented the Safe Driver Recognition (SDR) program in 2002, which provides vehicle owners with discounts off their base insurance premium or applies financial penalties to drivers based on driving history. For the fiscal year ended March 31, 2024, the SDR program provided discounts totaling \$118.6 million, which is equivalent to a 9.5% reduction in rates.

In 2004, the Auto Fund introduced the Business Recognition (BR) program, which provides discounts and surcharges to the base vehicle insurance for businesses based on their loss experience. In 2023-24, the BR program provided discounts net of surcharges totaling \$21.2 million to businesses operating in Saskatchewan, which is equivalent to a 1.8% reduction in rates.

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

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

In the 2009 rate program, overall rates were increased by an average of 4.2%, with rebalancing. The 2012 rate program rebalanced customers' rates while implementing an overall rate increase of 1.6%. In 2013, in addition to a 1.03% rate increase and rebalancing, a 1.2% RSR surcharge was applied. The net effect was an overall average rate increase of 2.3%. In 2014, the rate program had an overall 4.4% rate increase with rebalancing, consisting of a 3.4% increase on the basic rates and a 1.0% increase to the RSR surcharge. The surcharge was converted to a capital margin that year.

In 2017, 2018 and 2019, no rate program occurred, but rates for light vehicles were rebalanced according to updated Canadian Loss Experience Automobile Rating (CLEAR) tables published by the Insurance Bureau of Canada (IBC). The 2020 CLEAR update was cancelled to ensure customers would not face additional financial pressures during the period of volatility during and immediately after the COVID-19 pandemic.

In 2021, the Auto Fund rebated \$285 million due to higher-than-anticipated investment returns and — to a smaller degree — fewer collision claims during to the COVID-19 pandemic. An average rebate of \$380 was given to 750,000 customers.

In 2022, the Auto Fund still had excess capital and issued a \$100 per vehicle rebate that totaled \$89.3 million. The 2022 rate program also rebalanced customers' rates, implemented a 2.2% average increase in base rates and decreased the capital margin by -2.2%, which achieved a revenue-neutral rate program.

The following table summarizes the history of the Auto Fund's rate adjustments in comparison to Saskatchewan Consumer Price Index (CPI) increases over the last 20 years.

<i>History of Rate Adjustments in Comparison to Saskatchewan CPI</i>		
Year	Annual Rate Adjustments	CPI (Annual Growth)
2006	–	2.52%
2007	-7.10%	3.19%
2008	–	3.18%
2009	4.20%	0.94%
2010	–	0.42%
2011	–	2.78%
2012	1.60%	1.72%
2013	2.27%	1.61%
2014	4.42%	2.46%
2015	–	1.86%
2016	–	1.07%
2017	–	0.83%
2018	–	3.06%
2019	–	1.96%
2020	–	0.50%
2021	–	2.33%
2022	–	8.09%
2023	–	3.01%
2024	–	1.55%
2025	–	1.41%
Overall	5.03%	54.9%

Note: CPI annual growth is calculated using the Saskatchewan all-items not seasonally adjusted index as at July in each year.

2.3 Cross-Canada rate comparison

In 2022, SGI partnered with the Insurance Corporation of British Columbia and Manitoba Public Insurance to commission Ernst & Young (EY) to provide a cross-Canada auto rate comparison report. The EY report increased the geographical range from the previous, internally produced version by four additional provinces: New Brunswick, Newfoundland, Nova Scotia and Prince Edward Island.

The purpose of the cross-Canada rate comparison is to determine how much a driver would pay for auto insurance in each Canadian jurisdiction, given their current vehicle, driving record and claim history. The comparison obtains rates for 30 vehicle and driver profiles. Of the 30 profiles, 27 consider automobile insurance, while the remaining three profiles consider motorcycle insurance. Insurance rates for the 27 automobile insurance customer profiles were sampled for two to five cities from all provinces except Quebec. Vehicle makes and models used in the comparison are those most commonly registered in Saskatchewan, British Columbia and Manitoba.

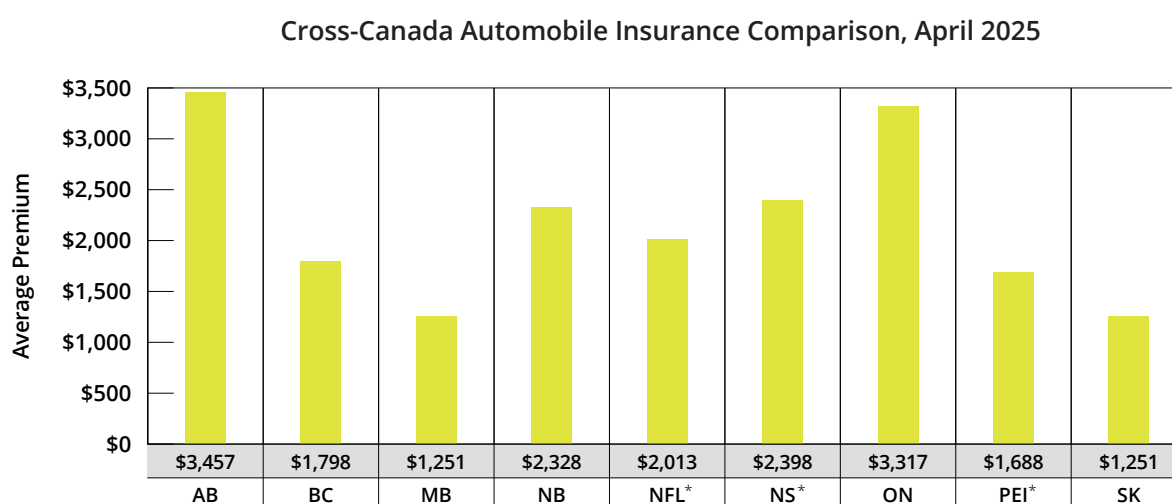
The cities chosen from each province are intended to be a geographic representation of rates within each province. Access to comparison data from Quebec data was lost in 2019 and is still not obtainable.

Rates in Ontario and Alberta were projected from the EY September 2022 results by estimating provincial average rate changes from September 2022 to April 2025. Newfoundland, Nova Scotia and PEI updated rates could not be determined due to a lack of availability of approved rate changes in those regions, so rates from September 2022 have been used.

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

Based on updates to the 2022 EY survey, Saskatchewan has the second lowest average personal auto insurance rates in Canada. Insurance is provided by competitive insurers in all other provinces except Manitoba and British Columbia, where Crown-owned insurers offer core, compulsory programs that can be supplemented by competitive optional coverage, similar to Saskatchewan's program. Consistent with previous years, Manitoba continues to be Saskatchewan's closest competition for lowest average personal auto insurance rates, and they have now surpassed Saskatchewan with the lowest rates in Canada. Now that British Columbia has shifted to a no-fault system, its insurance rates have decreased dramatically from previous rate comparisons.

The following graph illustrates the results of the comparison as at April 1, 2025.



*rates as of September 2022

2.4 Driver incentive programs

The goal of the Auto Fund's discount and surcharge programs is to promote safe driving behaviour, as opposed to pure actuarial soundness. Therefore, discounts and surcharges have been determined with this goal in mind. As they have an impact on the final rates charged to customers, they have been factored into the analysis (see sections 4.2.7 4.3.1 and 4.3.2).

2.4.1 Safe Driver Recognition program

The Safe Driver Recognition (SDR) program provides discounts to Auto Fund customers (excluding businesses — see section 2.4.2) with safe driving records. Customers' positions on a sliding scale are determined by their driving records. Each customer starts in a neutral position on the scale and gains points for each year of incident-free driving. Points are lost for driving incidents, such as collisions a driver is deemed responsible for causing (at-fault) or traffic convictions. Each point in the scale's positive Safety Zone earns the customer a 2% discount off their vehicle insurance premium, up to a 20% discount at 10 points. Above 20 points, a customer can earn an additional 1% discount per point up to a maximum of 25% at 25 points.

Events that move a customer into the scale's negative Penalty Zone cause the driver to be assessed a financial penalty. Customers are assessed a financial penalty of \$50 per negative point in the Penalty Zone up to a maximum penalty of \$1,000. The further an incident moves you into the Penalty Zone, the more you pay for that incident. The maximum penalty noted above applies to most incidents, with the exception of certain Criminal Code convictions. The maximum penalty for a Criminal Code conviction is \$2,500, which is for offenses that result in bodily injury or death.

The following table summarizes the SDR discounts:

<i>Vehicle Insurance Discount</i>	
Points	Discount
1	2%
2	4%
3	6%
4	8%
5	10%
6	12%
7	14%
8	16%
9	18%
10	20%
11–20	20%
21	21%
22	22%
23	23%
24	24%
25	25%

2.4.2 Business Recognition program

The Business Recognition (BR) program assesses businesses for adjustments to basic vehicle insurance rates. Based on its claim history, the business will either be eligible for a discount, be subject to a surcharge, or pay the base insurance premium with no discount or surcharge on its core vehicle insurance. Losses included in this calculation are capped, exclude non-collision claims and exclude not-at-fault claims.

The following table represents the current discounts/surcharges used:

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

Saskatchewan is part of the International Registration Plan (IRP) that lets businesses register fleets of vehicles that travel in two or more member jurisdictions. It's a registration reciprocity agreement between Canadian provinces and the United States.

Businesses with vehicles registered under the IRP are included in the Business Recognition program and are assessed separately from non-IRP vehicles. Under IRP Business Recognition, a business with a loss ratio greater than 70% may be assessed a surcharge up to 200% due to the additional risk of interprovincial and United States travel.

3. Overview of Ratemaking Methodology

The following describes, at a high level, the process used in determining the premium rates that the Auto Fund should charge for the upcoming rating year. The methodology is in line with the Actuarial Standards of Practice followed by all auto insurers in Canada.

Classification

The Auto Fund assigns vehicles into classes based on characteristics of the vehicle itself and exposure to risk arising from its use. The largest class is private passenger vehicles, which makes up 70% of all vehicles (88% of all non-trailer vehicles). Examples of other classes are farm vehicles, heavy trucks, motorcycles, taxis and ambulances.

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

Premiums

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

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

Claims

In completing the actuarial analysis, the largest and most difficult cost to predict is claims, which represents 80% to 85% of total costs annually for the Auto Fund. Damage claims represent about 70% to 75% of total claim costs, while injury and liability costs represent the remaining 25% to 30%. For the actuarial rate analysis, claims are assigned to vehicle classes based on vehicle collision responsibility (fault). If a vehicle was involved in a collision (single or multi-vehicle) and there is no other vehicle deemed at fault to allocate costs to, then all claim costs remain with the vehicle for rating purposes. This includes wildlife collisions.

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

Expenses

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

Indicated rate change

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

Relativities within rate groups

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

4. Actuarial Analysis

4.1 Pure premium calculation

Pure premium is the average loss amount per unit of exposure. For the Auto Fund rate indication, non-catastrophe damage and liability data from accident years 2019–20 (April 1, 2019 to March 31, 2020) to 2023–24, and injury data from accident years 2014–15 to 2023–24 are used to calculate average pure premium per coverage. Loss development factors calculated using ultimate claim costs from the 2023–24 actuarial valuation are used to bring the yearly incurred losses by coverage to their ultimate value. These ultimate losses are then divided by the number of exposures to get the ultimate pure premium.

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

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

- Reduced No-Fault Motorcycle Option Adjustment — option available starting April 1, 2016
- Injury coverage — new benefit levels effective Jan. 1, 2017
- Increased provincial sales tax (PST) effective March 23, 2017
- New PST regulation change on used vehicles effective April 11, 2018
- Vehicle diagnostic scanning policy changes that began Oct. 1, 2018
- Living Assistance and CPP Benefit Improvements — new benefit levels effective May 1, 2021
- COVID-19 adjustment on claims frequency for years 2020 to 2022
- Inflation on-level factors to adjust for the large inflation impact on damage claims seen since 2021

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

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

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

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

The provision for catastrophe claims is calculated based on a loading factor that is applied to the final projected pure premium of comprehensive claims. This loading factor is determined by a 15-year volume weighted average of catastrophic to comprehensive claims. Similar groups used in the loss trend selections are used to determine catastrophe loading factors, though specific class selections are made where the loss experience is credible and differs from the broader light, heavy or trailer groups.

4.1.1 Pure premium adjustment factors

Loss experience incurred in the past is not always on the same basis as losses incurred now or even a year later from the loss date. Prior and current loss experience needs to be adjusted to account for changing benefit coverage that will be in effect during the rating year. In this rate program, adjustments were made for the following:

- Labour rate increases: Body shop labour rates increased by 3% in each of 2023, 2024 and 2025.
- Paint materials: Large increases in recent years are expected to continue in the rating year.
- Inflation: Indexing injury coverage benefits.

With the 2022 rate program, a large loss policy was implemented to aid in smoothing rate volatility caused by outlier claims. Losses from claims identified by the policy are capped at thresholds applied by coverage type. The adjustment is meant to smooth the impact of unusually large losses to a level consistent with the long-term expectation in the rate indication. Rate classes are grouped based on similar risk distribution to determine the large loss thresholds. Large loss loading factors are applied to all injury pure premiums and differ by these groups. The loading factor is intended to cover large losses removed from the rate program by using a long-term estimate for the expected large loss amount. The idea is that extraordinary losses will be volatile in the short term, but the proportion of excess losses to non-excess losses will be stable over a long period of time.

4.1.2 Annual discount factor

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

The rate of return used to determine investment income comes from the expected yields on investment assets that will be supporting claim payments. These assets are a mix of cash, short-term investments, bonds, commercial mortgages, real estate, infrastructure and equities. The rates used to discount expected losses in this rate application is a yield curve that ranges from 2.94% to 5.99% depending on the timing of the future cash flow. The average rate applied corresponds to 4%.

Expected future claim payment patterns for different coverages were determined in the March 31, 2024 actuarial valuation using historical experience. The annual discount factors are applied to the weighted-average pure premiums by coverage.

4.2 Adequate gross premium calculation

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

4.2.1 Loss adjusting expenses

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

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

4.2.2 Administrative expenses

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

For the 2026 rate program, the amount of administrative expense charged to antique vehicles, snowmobiles, farm, commercial and utility trailers is \$39.55 per exposure. A charge of \$79.09 is applied for non-utility and licensed trailer dealers, and \$158.18 per exposure for all other vehicle classes.

4.2.3 Credit for salvage

The Auto Fund generates profits from the sale of salvaged light passenger vehicles and their parts. The profits are applied as discounts to the damage and damage liability portions of pure premium for passenger vehicles. The credit applied to light passenger vehicles is \$24.34 per exposure.

4.2.4 Reinsurance

Previously, the Auto Fund maintained two reinsurance programs designed to mitigate adverse effects on the RSR from catastrophic losses caused by either a severe weather event, or an automobile collision resulting in multiple serious injuries. As of April 2014, it was determined that the injury reinsurance program was no longer needed. The Auto Fund has maintained only a damage reinsurance program since then. Due to recent catastrophic weather losses in Saskatchewan and in the Canadian industry in general, the cost to purchase reinsurance has increased.

The cost of the reinsurance program is applied as a fixed amount to each applicable class of vehicle. The reinsurance damage coverage cost per exposure is \$5.70 for antique vehicles, utility trailers and motorized bikes, \$11.41 for non-utility and licensed trailer dealers, and all other vehicle classes are charged \$22.81 per exposure.

4.2.5 Medical funding

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

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

4.2.6 Appeal Commission costs

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

4.2.7 Credit for Safe Driver Recognition malus

The Safe Driver Recognition (SDR) program provides credits to vehicle insurance premiums for drivers in the safety zone for classes of vehicles that qualify, and financial penalties (malus) for drivers who are in the penalty zone. Financial penalties collected cannot be attributed to a specific vehicle class since they are based on the driver. For rating purposes, the credit for the SDR malus is applied to only those vehicle classes that qualify for discounts under the SDR program. The expected SDR malus amount, approximately \$34 million, is divided by the total number of expected vehicles for the rating period from those classes with eligible vehicles. Every vehicle within these classes receives the same credit for SDR malus. However, similar to the application of administrative expenses above, antique vehicles and motorized bikes receive half of the credit for SDR malus as other vehicles.

4.2.8 Variable expenses

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

<i>Variable Expense</i>	<i>% of Premium</i>
Premium Taxes	5.13%
Traffic Safety Programs	2.11%
Issuer Commissions	5.08%
Short Term Registrations	-1.68%
AutoPay	-2.05%
Total Variable Expenses	8.59%

4.2.9 Break-even margin

A break-even margin of -2.2% is loaded into the rates. This is required to offset an expected surplus in premium caused by commercial permit premiums, cancellation retention amounts and investment income on the forecasted RSR net of the increase in risk provisions required when setting reserves. Without the break-even margin, even if rates were set at required levels, the Auto Fund would expect an annual surplus since the growth in risk provision, retention amounts and RSR investment income are not accounted for elsewhere in the rating.

4.3 Indicated rate change

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

4.3.1 Projected on-level average premium

The projected on-level average premium is calculated for each class using exposure and premium information on a policy year basis. Historical written premiums are brought up to the current rate level (on-levelled). To do this, past rate changes, including capital amounts, are applied to premiums that were written prior to the rate change being implemented. For example, if rates for the class changed effective Jan. 1, 2024, all premiums written prior to this date would have the overall average rate change applied.

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

Once selected, the rating year average premium then needs to be reduced by the expected SDR discount, Business Recognition (BR) and/or International Registration Plan (IRP) discount/surcharge amounts, so that the projected average amount of premium that will actually be collected per exposure can be determined.

The on-levelled average premium is then reduced by the amount of the capital margin that is currently in effect, as this margin is present to adjust the Rate Stabilization Reserve balance toward the target level and should not impact basic rates. The calculation is simply the on-levelled average premium divided by one plus the current 0.1% capital margin.

4.3.2 Class-specific experience required premium

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

4.3.3 Credibility

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

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

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

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

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

4.3.4 Complement of credibility required premium

As mentioned above, the complement of credibility will be another valid estimate for the prediction and could come from a larger separate source of past data or could assume “no change” in the forecast variable. Previously, the complement of credibility for all classes was taken to be the projected on-level average premium for the class. For the 2026 rate program, the complement of credibility used varies by class (see section 5.1). Additionally, the expenses used to calculate the gross indicated required premium are assumed to be fully credible, and the credibility calculation only impacts the determination of the pure premium. This change in methodology has a strong impact on smaller classes with little credibility, these classes needing larger increases as a result

4.3.5 Indicated required premium

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

Indicated Required Premium

$$= (Z * \text{Class Specific Experience Required Pure Premium} \\ + (1-Z) * \text{Complement of Credibility Pure Premium}) \\ + \text{Expenses}$$

4.4 Base rates and relativities

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

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

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

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

The calculation of indicated adequate premiums varies if a discount or surcharge also applies where each surcharge/discount applied is cumulative and multiplicative. The premium charged to a vehicle is calculated as:

Premium = (Damage Base Rate × Damage Relativity + Injury Base Rate × Injury Relativity + Liability Base Rate + Flat Fee Amount) * (1+Capital Margin Provision) / (1-Discout % of Written Premium)

If the vehicle class does not have a damage or injury relativity, then they are set equal to 1 for the calculation of premium. For vehicles, where a discount or surcharge applies, the premium charged would be calculated as:

Premium* = Premium * (1+Surcharge/Discout)

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

<i>Current Annual Premium Range</i>	<i>Maximum Annual Cap</i>	<i>Maximum Monthly Cap</i>
\$1-\$50	\$6	\$1
\$51-\$100	\$12	\$1
\$101-\$250	\$18	\$2
\$251-\$500	\$24	\$2
\$501-\$750	\$30	\$3
\$751-\$1,000	\$36	\$3
\$1,001 or Greater	3.6%	3.6%

For some classes of vehicles, the annual rate is calculated using the base rate of the same private passenger vehicle plus a surcharge or discount based on the experience of that particular class of vehicle. For these types of vehicles, the private passenger vehicle rate will receive the caps identified above. Since there are no proposed changes to the class surcharges and discounts in this rate program, there will be no additional adjustments that would cause individual rates to exceed the caps among light vehicles.

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

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

Total Premium = Proposed Premium × (1 + Capital Margin)

4.5 Vehicle rating classes

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

i. CLEAR-rated vehicles

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

- private passenger vehicles
- farm cars, sport utility vehicles (SUVs) and vans
- farm light trucks with model years 1994 to 2003
- farm light trucks with model years 2004 and newer
- international and inter-provincial commercial light trucks
- police cars, trucks, SUVs and vans
- U-Drive (rental) vehicles
- rural taxis

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

IBC analyzes historical records of collision frequency and repair costs of each vehicle make, model and model year across Canada to predict future losses. Factors such as a person's driving record or where they live do not affect CLEAR. As part of its analysis, IBC considers several factors, including vehicle construction, loss-prevention features and susceptibility to damage. CLEAR is used by insurance companies Canada-wide to rate light passenger vehicles.

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

The Auto Fund adopts CLEAR rate group assignments to classify light vehicles, but primarily uses internal data to produce the corresponding damage relativities by rate group. The proposed rate group relativities, or factors, are then multiplied by the base damage required rate to determine a vehicle's required damage premium. In other words, the Auto Fund incorporates Saskatchewan claim data with the CLEAR rate group classification to determine rates.

The rate group tables are generally published annually. With each publication year, new model year rate groups are added and existing model year rate groups are updated to reflect vehicle depreciation and additional claim information. When IBC develops a new CLEAR rate group table, it is revenue-neutral given the existing vehicle distribution. Although CLEAR provides injury rate groups and relativities, previous reviews have shown that the CLEAR assignments are not a good fit for Auto Fund injury results. As a result, injury rates are based solely on Auto Fund injury claim data. Injury rates for CLEAR-rated vehicles vary by vehicle body style. The body style groupings are:

- two-door cars
- four-door cars
- convertible cars
- station wagons
- vans
- sport utility vehicles (SUVs)
- trucks
- converted vehicles

The injury rate group relativity analysis for all CLEAR-rated vehicles involves calculating the projected loss per earned exposure using the past 15 years of experience for convertible cars and station wagons, and uses the past 10 years of experience for all other body styles. The losses included in this calculation are capped by coverage type based on the large loss policy.

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

ii. Conventionally rated vehicles

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

- heavy trucks and power units
- farm vehicles (excluding light trucks with model years 1994 and newer)
- urban taxis
- buses
- snowmobiles
- motorcycles
- vehicle dealers
- special use vehicles (ambulance, hearse and antique)
- trailers
- motorhomes
- private vehicles (power units, heavy trucks and vans for personal use)
- permits for short use

The criteria used for conventional vehicle classes are based on significant rating attributes such as model year, engine size, value, etc. For example, buses are rated by seating capacity and model year. Motorcycles are rated by body style, engine size, model year and the Reduced No-Fault optional coverage. Motorhomes and trailers are rated by declared value.

5. Significant Changes

5.1 Complement of credibility

The complement of credibility has changed since the 2022 rate program to improve the quality of the rate indication according to actuarial standards of practice. The new methodology assumes expenses are 100% credible. In the 2022 rate program the complement of credibility for all classes was the projected on-level average premium. The new complements considered for each class are listed below in the order of most desirable to least. If a preferred complement is not available or suitable, then the next option is used:

1. Pure premium used directly from a separate, similar class, or a larger group of similar classes.
2. Discounted pure premium used in the previous rate program with indicated rate changes applied from another similar class/classes to determine the final pure premium.
3. Discounted pure premium used in the previous rate program of the same class, adjusted for known changes since the last rate program. These adjustments include:
 - Current rate program loss trends applied to bring the loss costs into the projected rating year
 - Future labour rate factors
4. The latest average on-level written premium after discounts in the last rate program. This premium is further adjusted for known changes since the previous rate program. These adjustments include:
 - Current rate program loss trends applied to bring the loss costs into the projected rating year
 - Pure premium adjustments, except for large loss
 - Future labour rate factors

The result of this change impacted smaller classes where the loss experience was thin and lacked credibility. Generally, these classes had indicated rate increases and the change in methods increased them further since the previous complement provided the most stability from one analysis to the next. The police trucks, vans and SUVs (see section 6), motorhomes (see 6.20) and Class C & D non-resident (see 6.34) were impacted the most.

5.2 Increasing cost of collision claims

Over the past three years, there have been substantial increases in the cost of parts to repair vehicles, as well as the value of used and new vehicles used to determine total loss payouts. This affects first-party collision and damage to others' autos the most and is the single largest driver of the current rate need. Collision is the largest component of the rate charged for damage coverage, with increases in its projected pure premium responsible for 19% of the overall rate need.

Historical claims have been adjusted for the assumed one-time shift from 2022-2024 and emerging data shows that trends are improving.

5.3 Ridesharing

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

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

An initial rate of 11 cents per kilometre has been established for rideshare vehicles, which provides rideshares with core plate insurance for all affiliated drivers and vehicles. This rate was based on the insurance costs and kilometres driven of passenger-for-hire vehicles in Saskatchewan and Alberta. Now that a sufficient amount of experience has accumulated, a separate rideshare indication is provided for the first time with this rate program and can be found in section 6.26. As a part of this rate program, an increase to 12 cents per kilometre is proposed.

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

5.4 Coronavirus pandemic

As cases of the novel coronavirus began to emerge across Canada and the world, the Saskatchewan government began to issue public health orders to “flatten the curve.” Beginning mid-March of 2020, the public was told to practise physical distancing and limit the number of people at indoor and outdoor gatherings. Many businesses and services were ordered to close. Many people were also transitioned to work from home if possible. This resulted in many Saskatchewan residents cancelling or adjusting their vehicle registrations to reflect their reduced vehicle usage. As time went on throughout 2020 and 2021, a number of public health orders were instated or removed, which had an effect on driving habits in Saskatchewan.

While this pandemic had a significant effect on vehicle usage and claims in 2020, 2021 and 2022, the effect drastically reduced into 2023 and 2024. This rate proposal assumes that the effect will be largely concluded by the proposed rating year.

5.5 Catastrophe loading

In past Auto Fund Rate Programs, the methodology for calculating the catastrophe pure premium followed the same logic as each other coverage. In essence, the previous catastrophe claim history was reviewed and projected independently for each vehicle class. Some details on this approach include:

- Catastrophe incurred losses were developed net of reinsurance using the reinsurance treaties that were effective at the time of loss.
- Frequency and severity trends were selected using catastrophe experience from all classes.
- After developing and trending the incurred losses for a given vehicle class, the projected pure premium for the rating year was calculated by using the most recent seven years of catastrophe losses.

For the 2026 Rate Program the catastrophe pure premium methodology changed. Going forward the approach is to take a more long-term view for pricing this specific coverage which is more in line with recommended actuarial practice.

Instead of determining a vehicle class’s catastrophe pure premium based on only its own catastrophe claim history, a multiplicative catastrophe loading is now determined for class groupings and then applied to each vehicle class’s Comprehensive pure premium.

Claims are now aggregated into four main groups of vehicles: Light, Heavy, Trailers and Permits. Due to significantly different experience patterns, some rate groups are analyzed separately from the four groups above. These rating classes include Motorcycles, Antiques and Utility Trailers.

Given the changes in methodology, there will be a larger required pure premium for catastrophe losses. For CLEAR-rated vehicles the combined changes increased the overall rate change by 1%, or \$11 of pure premium.

6. Rate Indications by Class

Caps have been applied consistent with the ranges set out in Section 4.4 above. All recommended/proposed rate changes below include the effects of capping. These are proposed changes to the core insurance rates. There are no proposed changes to the capital margin of 0.1%.

The following rate changes are stated for year one of the rate proposal only. Year two numbers will be rebalanced and caps recalculated to target a 3.75% overall rate change.

CLEAR-rated vehicles

The CLEAR-rated vehicle class represents 70% of vehicles insured by the Auto Fund (88% of all non-trailer vehicles). The actuarial analysis indicates that a 33.2% increase in premium is warranted for CLEAR-rated vehicles.

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

Recommendation: As a result of capping of rate changes in other classes, and targeting an overall 3.75% average rate increase in year one, CLEAR-rated vehicle rates are adjusted to offset any shortfall or excess. After accounting for this capping, SGI is recommending an increase to CLEAR-rated vehicle rates of 3.6%, including capital margin.

Private passenger rates will be increasing by 3.6%. The same dollar and per cent caps for all rating classes will be applied to the following classes since there are no proposed changes to the class discounts and surcharges:

<i>Vehicle Class</i>	<i>Class Discount/ Surcharge</i>
Class A Light Trucks	80%
Farm Light Trucks (1994–2003)	-39%
Farm Light Trucks (2004 & Newer)	-27%
Farm Cars, SUVs and Vans	-15%
Police Cars	53%
Police Trucks, SUVs and Vans	-7%
U-Drive (rental) vehicles	25%
Rural Taxis	50%

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

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

<i>Component</i>	<i>Minimum Premium</i>
Damage	\$48
Injury	\$90
Liability	\$274
Flat Fees	\$306
Total Minimum Premium	\$717

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

- Premium increases for about 883,000 Saskatchewan vehicles (100%), with an average annual increase of \$47 and maximum increase of \$140/year;
- Premium decreases for about 1,900 Saskatchewan vehicles (0%), with an average annual decrease of \$27 and maximum decrease of \$112/year.

The distribution of CLEAR-rated vehicles within +/-10% of adequate rates before and after the proposed 2026 rate program is as follows:

<i>Difference between Current and Adequate Rates (excluding Capital Margin)</i>	<i>Prior to Rate Program</i>		<i>After Rate Program</i>	
	# Vehicles	% Vehicles	# Vehicles	% Vehicles
Less than -10%	3,185	0%	5,740	1%
Between +/-10%	84,491	10%	156,927	18%
Greater than 10%	797,082	90%	722,091	82%

Conventionally rated vehicles

6.1 Ambulances

The rate indication shows that a 68.6% increase is required for ambulance rates to be adequate. Currently, damage costs account for around 70% of the total claim costs associated with ambulances, which is to be expected considering the nature of their use as an emergency vehicle.

Ambulances are currently charged a flat rate of \$1,094, regardless of which class they are registered in (commercial heavy or light vehicle), which is \$1,095 including the current capital amount.

Recommendation: SGI recommends that ambulance rates receive a 3.5% increase and that the flat rate becomes \$1,133.

Class A — Provincial, interprovincial and international commercial vehicles

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

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

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

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

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

An increase of 32.3% is warranted for this vehicle class. Rates are calculated based on gross vehicle weight (GVW) and model year for these vehicles.

Recommendation: SGI recommends an overall average rate increase of 4.0% for this class. The entire current vehicle population will receive an increase of \$35/year on average (\$46/year maximum).

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

Current rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000 or less	\$488	\$535	\$578	\$613	\$676	\$703	\$708	\$714	\$809	\$929
5,001–11,000	\$492	\$544	\$591	\$629	\$704	\$726	\$776	\$783	\$905	\$1,041
11,001–13,000	\$496	\$551	\$600	\$641	\$721	\$745	\$802	\$809	\$935	\$1,075
13,001–22,001	\$505	\$567	\$623	\$669	\$760	\$787	\$833	\$858	\$972	\$1,118
22,001–34,000	\$514	\$583	\$646	\$697	\$799	\$829	\$909	\$950	\$1,078	\$1,240
34,001–40,000	\$530	\$614	\$689	\$751	\$873	\$909	\$1,005	\$1,032	\$1,179	\$1,356
40,001–50,000	\$558	\$629	\$711	\$781	\$910	\$949	\$1,053	\$1,114	\$1,281	\$1,473
50,001–63,500	\$670	\$692	\$773	\$855	\$1,016	\$1,064	\$1,136	\$1,151	\$1,324	\$1,523

<i>Proposed rates excluding Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$511	\$564	\$607	\$642	\$705	\$732	\$737	\$743	\$844	\$964
5,001–11,000	\$515	\$573	\$620	\$658	\$733	\$755	\$811	\$818	\$940	\$1,077
11,001–13,000	\$519	\$580	\$629	\$670	\$750	\$774	\$837	\$844	\$970	\$1,113
13,001–22,001	\$534	\$596	\$652	\$698	\$795	\$822	\$868	\$893	\$1,007	\$1,157
22,001–34,000	\$543	\$612	\$675	\$726	\$834	\$864	\$944	\$985	\$1,116	\$1,283
34,001–40,000	\$559	\$643	\$718	\$786	\$908	\$944	\$1,040	\$1,068	\$1,220	\$1,403
40,001–50,000	\$587	\$658	\$740	\$816	\$945	\$984	\$1,090	\$1,153	\$1,326	\$1,525
50,001–63,500	\$699	\$721	\$808	\$890	\$1,051	\$1,101	\$1,176	\$1,191	\$1,370	\$1,576

% Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000 or less	5%	5%	5%	5%	4%	4%	4%	4%	4%	4%
5,001–11,000	5%	5%	5%	5%	4%	4%	5%	4%	4%	3%
11,001–13,000	5%	5%	5%	5%	4%	4%	4%	4%	4%	4%
13,001–22,001	6%	5%	5%	4%	5%	4%	4%	4%	4%	3%
22,001–34,000	6%	5%	4%	4%	4%	4%	4%	4%	4%	3%
34,001–40,000	5%	5%	4%	5%	4%	4%	3%	3%	3%	3%
40,001–50,000	5%	5%	4%	4%	4%	4%	4%	4%	4%	4%
50,001–63,500	4%	4%	5%	4%	3%	3%	4%	3%	3%	3%

\$ Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000 or less	\$23	\$29	\$29	\$29	\$29	\$29	\$29	\$29	\$35	\$35
5,001–11,000	\$23	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$36
11,001–13,000	\$23	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$38
13,001–22,001	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$35	\$39
22,001–34,000	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$38	\$43
34,001–40,000	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$36	\$41	\$47
40,001–50,000	\$29	\$29	\$29	\$35	\$35	\$35	\$37	\$39	\$45	\$52
50,001–63,500	\$29	\$29	\$35	\$35	\$35	\$37	\$40	\$40	\$46	\$53

Current rates including Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000 or less	\$488	\$535	\$578	\$613	\$676	\$703	\$708	\$714	\$809	\$930
5,001–11,000	\$492	\$544	\$591	\$629	\$704	\$726	\$776	\$783	\$906	\$1,042
11,001–13,000	\$496	\$551	\$600	\$641	\$721	\$745	\$802	\$809	\$936	\$1,076
13,001–22,001	\$505	\$567	\$623	\$669	\$760	\$787	\$833	\$859	\$973	\$1,119
22,001–34,000	\$514	\$583	\$646	\$697	\$799	\$829	\$910	\$951	\$1,079	\$1,241
34,001–40,000	\$530	\$614	\$689	\$751	\$874	\$910	\$1,006	\$1,033	\$1,180	\$1,357
40,001–50,000	\$558	\$629	\$711	\$781	\$911	\$950	\$1,054	\$1,115	\$1,282	\$1,474
50,001–63,500	\$670	\$692	\$773	\$856	\$1,017	\$1,065	\$1,137	\$1,152	\$1,325	\$1,524

<i>Proposed rates including Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$511	\$564	\$607	\$642	\$705	\$732	\$737	\$743	\$845	\$965
5,001–11,000	\$515	\$573	\$620	\$658	\$733	\$755	\$811	\$818	\$941	\$1,078
11,001–13,000	\$519	\$580	\$629	\$670	\$750	\$774	\$838	\$845	\$971	\$1,114
13,001–22,001	\$534	\$596	\$652	\$698	\$795	\$822	\$869	\$894	\$1,008	\$1,158
22,001–34,000	\$543	\$612	\$675	\$726	\$835	\$865	\$945	\$986	\$1,117	\$1,284
34,001–40,000	\$559	\$643	\$718	\$786	\$909	\$945	\$1,041	\$1,069	\$1,221	\$1,404
40,001–50,000	\$587	\$658	\$740	\$816	\$946	\$985	\$1,091	\$1,154	\$1,327	\$1,526
50,001–63,500	\$699	\$721	\$808	\$891	\$1,052	\$1,102	\$1,177	\$1,192	\$1,371	\$1,577

<i>% Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	5%	5%	5%	5%	4%	4%	4%	4%	4%	4%
5,001–11,000	5%	5%	5%	5%	4%	4%	5%	4%	4%	3%
11,001–13,000	5%	5%	5%	5%	4%	4%	4%	4%	4%	4%
13,001–22,001	6%	5%	5%	4%	5%	4%	4%	4%	4%	3%
22,001–34,000	6%	5%	4%	4%	5%	4%	4%	4%	4%	3%
34,001–40,000	5%	5%	4%	5%	4%	4%	3%	3%	3%	3%
40,001–50,000	5%	5%	4%	4%	4%	4%	4%	3%	4%	4%
50,001–63,500	4%	4%	5%	4%	3%	3%	4%	3%	3%	3%

<i>\$ Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$23	\$29	\$29	\$29	\$29	\$29	\$29	\$29	\$36	\$35
5,001–11,000	\$23	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$36
11,001–13,000	\$23	\$29	\$29	\$29	\$29	\$29	\$36	\$36	\$35	\$38
13,001–22,001	\$29	\$29	\$29	\$29	\$35	\$35	\$36	\$35	\$35	\$39
22,001–34,000	\$29	\$29	\$29	\$29	\$36	\$36	\$35	\$35	\$38	\$43
34,001–40,000	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$36	\$41	\$47
40,001–50,000	\$29	\$29	\$29	\$35	\$35	\$35	\$37	\$39	\$45	\$52
50,001–63,500	\$29	\$29	\$35	\$35	\$35	\$37	\$40	\$40	\$46	\$53

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

Rates for the \$15,000 deductible option are flat-rated based on injury and liability premiums that are the same for both the regular and \$15,000 deductible options. However, due to capping, not all rates are currently at this level. The indicated rate change for this vehicle class with the \$15,000 deductible is a 64.3% rate increase.

Recommendation: SGI recommends applying an overall rate increase, which, after rate capping, results in an increase of 5.3% for this class. Of the current vehicle population, all vehicles will receive increases averaging \$23/year (\$23/year maximum).

The impact on rates for these vehicles is shown below.

<i>Current rates excluding Capital Margin</i>	<i>Model Year</i>								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
5,001–11,000	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
11,001–13,000	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
13,001–22,001	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
22,001–34,000	\$422	\$422	\$422	\$422	\$422	\$429	\$429	\$429	\$493
34,001–40,000	\$422	\$422	\$422	\$425	\$431	\$431	\$431	\$431	\$496
40,001–50,000	\$422	\$425	\$431	\$431	\$431	\$431	\$431	\$431	\$496
50,001–63,500	\$431	\$431	\$431	\$431	\$431	\$454	\$454	\$454	\$522

<i>Proposed rates excluding Capital Margin</i>	<i>Model Year</i>								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
5,001–11,000	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
11,001–13,000	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
13,001–22,001	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
22,001–34,000	\$445	\$445	\$445	\$445	\$445	\$452	\$452	\$452	\$516
34,001–40,000	\$445	\$445	\$445	\$448	\$454	\$454	\$454	\$454	\$519
40,001–50,000	\$445	\$448	\$454	\$454	\$454	\$454	\$454	\$454	\$519
50,001–63,500	\$454	\$454	\$454	\$454	\$454	\$477	\$477	\$477	\$551

% Change excluding Capital Amounts	Model Year								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	5%	5%	5%	5%	5%	5%	5%	5%	5%
5,001–11,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
11,001–13,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
13,001–22,001	5%	5%	5%	5%	5%	5%	5%	5%	5%
22,001–34,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
34,001–40,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
40,001–50,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
50,001–63,500	5%	5%	5%	5%	5%	5%	5%	5%	6%

\$ Change excluding Capital Amounts	Model Year								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
5,001–11,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
11,001–13,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
13,001–22,001	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
22,001–34,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
34,001–40,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
40,001–50,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
50,001–63,500	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$29

Current rates including Capital Margin	Model Year								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
5,001–11,000	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
11,001–13,000	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
13,001–22,001	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$422	\$485
22,001–34,000	\$422	\$422	\$422	\$422	\$422	\$429	\$429	\$429	\$493
34,001–40,000	\$422	\$422	\$422	\$425	\$431	\$431	\$431	\$431	\$496
40,001–50,000	\$422	\$425	\$431	\$431	\$431	\$431	\$431	\$431	\$496
50,001–63,500	\$431	\$431	\$431	\$431	\$431	\$454	\$454	\$454	\$522

Proposed rates including Capital Margin	Model Year								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
5,001–11,000	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
11,001–13,000	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
13,001–22,001	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$508
22,001–34,000	\$445	\$445	\$445	\$445	\$445	\$452	\$452	\$452	\$516
34,001–40,000	\$445	\$445	\$445	\$448	\$454	\$454	\$454	\$454	\$519
40,001–50,000	\$445	\$448	\$454	\$454	\$454	\$454	\$454	\$454	\$519
50,001–63,500	\$454	\$454	\$454	\$454	\$454	\$477	\$477	\$477	\$551

% Change including Capital Amounts	Model Year								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	5%	5%	5%	5%	5%	5%	5%	5%	5%
5,001–11,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
11,001–13,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
13,001–22,001	5%	5%	5%	5%	5%	5%	5%	5%	5%
22,001–34,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
34,001–40,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
40,001–50,000	5%	5%	5%	5%	5%	5%	5%	5%	5%
50,001–63,500	5%	5%	5%	5%	5%	5%	5%	5%	6%

\$ Change including Capital Amounts	Model Year								
G.V.W.	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000 or less	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
5,001–11,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
11,001–13,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
13,001–22,001	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
22,001–34,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
34,001–40,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
40,001–50,000	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23
50,001–63,500	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$23	\$29

6.4 Class A — Heavy trucks and heavy vans — non-IRP

In order for this class to have adequate rates, an increase of 60.6% is required. The rates for non-IRP vehicles are calculated the same as IRP vehicles, based on GVW and model year.

Recommendation: SGI recommends applying the indicated rate increase, which after rate capping, results in an overall average rate increase of 3.6%. All vehicles will see an increase, with an average increase of \$38/year (\$52/year maximum), based on the current vehicle population.

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

Current rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
No G.V.W.	\$865	\$906	\$933	\$956	\$965	\$978	\$980	\$983	\$1,072	\$1,233
5,001–11,000	\$869	\$913	\$938	\$957	\$965	\$978	\$981	\$983	\$1,072	\$1,233
11,001–13,000	\$871	\$918	\$949	\$983	\$1,033	\$1,052	\$1,082	\$1,086	\$1,193	\$1,372
13,001–22,001	\$875	\$926	\$959	\$997	\$1,051	\$1,071	\$1,124	\$1,129	\$1,243	\$1,430
22,001–34,000	\$879	\$934	\$970	\$1,010	\$1,068	\$1,090	\$1,152	\$1,191	\$1,310	\$1,507
34,001–40,000	\$892	\$960	\$1,004	\$1,054	\$1,126	\$1,153	\$1,229	\$1,250	\$1,375	\$1,581
40,001–50,000	\$898	\$972	\$1,020	\$1,074	\$1,152	\$1,181	\$1,264	\$1,276	\$1,403	\$1,614
50,001–63,500	\$915	\$1,005	\$1,063	\$1,130	\$1,225	\$1,261	\$1,335	\$1,345	\$1,479	\$1,701

Proposed rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
No G.V.W.	\$900	\$941	\$968	\$991	\$1,000	\$1,013	\$1,015	\$1,018	\$1,109	\$1,276
5,001–11,000	\$904	\$948	\$973	\$992	\$1,000	\$1,013	\$1,016	\$1,018	\$1,109	\$1,276
11,001–13,000	\$906	\$953	\$984	\$1,018	\$1,069	\$1,089	\$1,120	\$1,124	\$1,235	\$1,420
13,001–22,001	\$910	\$961	\$994	\$1,032	\$1,088	\$1,108	\$1,163	\$1,168	\$1,286	\$1,480
22,001–34,000	\$914	\$969	\$1,005	\$1,045	\$1,105	\$1,128	\$1,192	\$1,233	\$1,356	\$1,560
34,001–40,000	\$927	\$995	\$1,039	\$1,091	\$1,165	\$1,193	\$1,272	\$1,294	\$1,423	\$1,636
40,001–50,000	\$933	\$1,007	\$1,056	\$1,112	\$1,192	\$1,222	\$1,308	\$1,321	\$1,452	\$1,671
50,001–63,500	\$950	\$1,040	\$1,100	\$1,169	\$1,268	\$1,305	\$1,382	\$1,392	\$1,531	\$1,761

% Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
No G.V.W.	4%	4%	4%	4%	4%	4%	4%	4%	3%	3%
5,001–11,000	4%	4%	4%	4%	4%	4%	4%	4%	3%	3%
11,001–13,000	4%	4%	4%	4%	3%	4%	4%	3%	4%	3%
13,001–22,001	4%	4%	4%	4%	4%	3%	3%	3%	3%	3%
22,001–34,000	4%	4%	4%	3%	3%	3%	3%	4%	4%	4%
34,001–40,000	4%	4%	3%	4%	3%	3%	3%	4%	3%	3%
40,001–50,000	4%	4%	4%	4%	3%	3%	3%	4%	3%	4%
50,001–63,500	4%	3%	3%	3%	4%	3%	4%	3%	4%	4%

\$ Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
No G.V.W.	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$37	\$43
5,001–11,000	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$37	\$43
11,001–13,000	\$35	\$35	\$35	\$35	\$36	\$37	\$38	\$38	\$42	\$48
13,001–22,001	\$35	\$35	\$35	\$35	\$37	\$37	\$39	\$39	\$43	\$50
22,001–34,000	\$35	\$35	\$35	\$35	\$37	\$38	\$40	\$42	\$46	\$53
34,001–40,000	\$35	\$35	\$35	\$37	\$39	\$40	\$43	\$44	\$48	\$55
40,001–50,000	\$35	\$35	\$36	\$38	\$40	\$41	\$44	\$45	\$49	\$57
50,001–63,500	\$35	\$35	\$37	\$39	\$43	\$44	\$47	\$47	\$52	\$60

Current rates including Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
No G.V.W.	\$866	\$907	\$934	\$957	\$966	\$979	\$981	\$984	\$1,073	\$1,234
5,001–11,000	\$870	\$914	\$939	\$958	\$966	\$979	\$982	\$984	\$1,073	\$1,234
11,001–13,000	\$872	\$919	\$950	\$984	\$1,034	\$1,053	\$1,083	\$1,087	\$1,194	\$1,373
13,001–22,001	\$876	\$927	\$960	\$998	\$1,052	\$1,072	\$1,125	\$1,130	\$1,244	\$1,431
22,001–34,000	\$880	\$935	\$971	\$1,011	\$1,069	\$1,091	\$1,153	\$1,192	\$1,311	\$1,508
34,001–40,000	\$893	\$961	\$1,005	\$1,055	\$1,127	\$1,154	\$1,230	\$1,251	\$1,376	\$1,582
40,001–50,000	\$899	\$973	\$1,021	\$1,075	\$1,153	\$1,182	\$1,265	\$1,277	\$1,404	\$1,615
50,001–63,500	\$916	\$1,006	\$1,064	\$1,131	\$1,226	\$1,262	\$1,336	\$1,346	\$1,480	\$1,702

<i>Proposed rates including Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
No G.V.W.	\$901	\$942	\$969	\$992	\$1,001	\$1,014	\$1,016	\$1,019	\$1,110	\$1,277
5,001–11,000	\$905	\$949	\$974	\$993	\$1,001	\$1,014	\$1,017	\$1,019	\$1,110	\$1,277
11,001–13,000	\$907	\$954	\$985	\$1,019	\$1,070	\$1,090	\$1,121	\$1,125	\$1,236	\$1,421
13,001–22,001	\$911	\$962	\$995	\$1,033	\$1,089	\$1,109	\$1,164	\$1,169	\$1,287	\$1,481
22,001–34,000	\$915	\$970	\$1,006	\$1,046	\$1,106	\$1,129	\$1,193	\$1,234	\$1,357	\$1,561
34,001–40,000	\$928	\$996	\$1,040	\$1,092	\$1,166	\$1,194	\$1,273	\$1,295	\$1,424	\$1,637
40,001–50,000	\$934	\$1,008	\$1,057	\$1,113	\$1,193	\$1,223	\$1,309	\$1,322	\$1,453	\$1,672
50,001–63,500	\$951	\$1,041	\$1,101	\$1,170	\$1,269	\$1,306	\$1,383	\$1,393	\$1,532	\$1,762

<i>% Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
No G.V.W.	4%	4%	4%	4%	4%	4%	4%	4%	3%	3%
5,001–11,000	4%	4%	4%	4%	4%	4%	4%	4%	3%	3%
11,001–13,000	4%	4%	4%	4%	3%	4%	4%	3%	4%	3%
13,001–22,001	4%	4%	4%	4%	4%	3%	3%	3%	3%	3%
22,001–34,000	4%	4%	4%	3%	3%	3%	3%	4%	4%	4%
34,001–40,000	4%	4%	3%	4%	3%	3%	3%	4%	3%	3%
40,001–50,000	4%	4%	4%	4%	3%	3%	3%	4%	3%	4%
50,001–63,500	4%	3%	3%	3%	4%	3%	4%	3%	4%	4%

<i>\$ Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
No G.V.W.	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$37	\$43
5,001–11,000	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$37	\$43
11,001–13,000	\$35	\$35	\$35	\$35	\$36	\$37	\$38	\$38	\$42	\$48
13,001–22,001	\$35	\$35	\$35	\$35	\$37	\$37	\$39	\$39	\$43	\$50
22,001–34,000	\$35	\$35	\$35	\$35	\$37	\$38	\$40	\$42	\$46	\$53
34,001–40,000	\$35	\$35	\$35	\$37	\$39	\$40	\$43	\$44	\$48	\$55
40,001–50,000	\$35	\$35	\$36	\$38	\$40	\$41	\$44	\$45	\$49	\$57
50,001–63,500	\$35	\$35	\$37	\$39	\$43	\$44	\$47	\$47	\$52	\$60

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

The rate indication shows that a 76.5% increase is required for this class to be rate adequate. A relativity analysis was done on GVW and model year.

Recommendation: After capping, SGI is recommending a rate increase of 3.5%. Based on the current vehicle population, all vehicles will receive an increase averaging \$98/year (\$108/year maximum).

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

Current rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$1,031	\$1,058	\$1,072	\$1,114	\$1,119	\$1,138	\$1,157	\$1,174	\$1,292	\$1,486
11,001–13,000	\$1,300	\$1,343	\$1,367	\$1,391	\$1,421	\$1,452	\$1,481	\$1,512	\$1,664	\$1,914
13,001–22,000	\$1,463	\$1,540	\$1,573	\$1,606	\$1,645	\$1,688	\$1,731	\$1,775	\$1,952	\$2,245
22,001–34,000	\$1,496	\$1,631	\$1,778	\$1,822	\$1,868	\$1,914	\$1,958	\$2,003	\$2,204	\$2,534
34,001–40,000	\$1,626	\$1,853	\$2,176	\$2,402	\$2,553	\$2,637	\$2,697	\$2,759	\$3,036	\$3,492
40,001–55,000	\$1,632	\$1,862	\$2,191	\$2,420	\$2,572	\$2,658	\$2,719	\$2,784	\$3,062	\$3,522
55,001–63,500	\$1,635	\$1,867	\$2,200	\$2,431	\$2,586	\$2,671	\$2,733	\$2,797	\$3,077	\$3,539

Proposed rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$1,067	\$1,095	\$1,109	\$1,153	\$1,158	\$1,178	\$1,197	\$1,215	\$1,337	\$1,538
11,001–13,000	\$1,346	\$1,390	\$1,415	\$1,440	\$1,471	\$1,503	\$1,533	\$1,565	\$1,722	\$1,981
13,001–22,000	\$1,514	\$1,594	\$1,628	\$1,662	\$1,703	\$1,747	\$1,792	\$1,837	\$2,021	\$2,324
22,001–34,000	\$1,548	\$1,688	\$1,840	\$1,886	\$1,934	\$1,981	\$2,027	\$2,073	\$2,281	\$2,623
34,001–40,000	\$1,683	\$1,918	\$2,253	\$2,487	\$2,643	\$2,730	\$2,792	\$2,856	\$3,143	\$3,615
40,001–55,000	\$1,689	\$1,927	\$2,268	\$2,505	\$2,663	\$2,752	\$2,815	\$2,882	\$3,170	\$3,646
55,001–63,500	\$1,692	\$1,933	\$2,277	\$2,517	\$2,677	\$2,765	\$2,829	\$2,895	\$3,185	\$3,664

% Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	3%	3%	3%	4%	3%	4%	3%	3%	3%	3%
11,001–13,000	4%	3%	4%	4%	4%	4%	4%	4%	3%	4%
13,001–22,000	3%	4%	3%	3%	4%	3%	4%	3%	4%	4%
22,001–34,000	3%	3%	3%	4%	4%	4%	4%	3%	3%	4%
34,001–40,000	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
40,001–55,000	3%	3%	4%	4%	4%	4%	4%	4%	4%	4%
55,001–63,500	3%	4%	3%	4%	4%	4%	4%	4%	4%	4%

\$ Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$36	\$37	\$37	\$39	\$39	\$40	\$40	\$41	\$45	\$52
11,001–13,000	\$46	\$47	\$48	\$49	\$50	\$51	\$52	\$53	\$58	\$67
13,001–22,000	\$51	\$54	\$55	\$56	\$58	\$59	\$61	\$62	\$69	\$79
22,001–34,000	\$52	\$57	\$62	\$64	\$66	\$67	\$69	\$70	\$77	\$89
34,001–40,000	\$57	\$65	\$77	\$85	\$90	\$93	\$95	\$97	\$107	\$123
40,001–55,000	\$57	\$65	\$77	\$85	\$91	\$94	\$96	\$98	\$108	\$124
55,001–63,500	\$57	\$66	\$77	\$86	\$91	\$94	\$96	\$98	\$108	\$125

Current rates including Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$1,032	\$1,059	\$1,073	\$1,115	\$1,120	\$1,139	\$1,158	\$1,175	\$1,293	\$1,487
11,001–13,000	\$1,301	\$1,344	\$1,368	\$1,392	\$1,422	\$1,453	\$1,482	\$1,513	\$1,665	\$1,915
13,001–22,000	\$1,464	\$1,541	\$1,574	\$1,607	\$1,646	\$1,689	\$1,732	\$1,776	\$1,953	\$2,246
22,001–34,000	\$1,497	\$1,632	\$1,779	\$1,823	\$1,869	\$1,915	\$1,959	\$2,004	\$2,205	\$2,536
34,001–40,000	\$1,627	\$1,854	\$2,177	\$2,403	\$2,555	\$2,639	\$2,699	\$2,761	\$3,038	\$3,494
40,001–55,000	\$1,633	\$1,863	\$2,192	\$2,421	\$2,574	\$2,660	\$2,721	\$2,786	\$3,064	\$3,524
55,001–63,500	\$1,636	\$1,868	\$2,201	\$2,432	\$2,588	\$2,673	\$2,735	\$2,799	\$3,079	\$3,541

Proposed rates including Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$1,068	\$1,096	\$1,110	\$1,154	\$1,159	\$1,179	\$1,198	\$1,216	\$1,338	\$1,539
11,001–13,000	\$1,347	\$1,391	\$1,416	\$1,441	\$1,472	\$1,504	\$1,534	\$1,566	\$1,723	\$1,982
13,001–22,000	\$1,515	\$1,595	\$1,629	\$1,663	\$1,704	\$1,748	\$1,793	\$1,838	\$2,022	\$2,325
22,001–34,000	\$1,549	\$1,689	\$1,841	\$1,887	\$1,935	\$1,982	\$2,028	\$2,074	\$2,282	\$2,625
34,001–40,000	\$1,684	\$1,919	\$2,254	\$2,488	\$2,645	\$2,732	\$2,794	\$2,858	\$3,145	\$3,617
40,001–55,000	\$1,690	\$1,928	\$2,269	\$2,507	\$2,665	\$2,754	\$2,817	\$2,884	\$3,172	\$3,648
55,001–63,500	\$1,693	\$1,934	\$2,278	\$2,519	\$2,679	\$2,767	\$2,831	\$2,897	\$3,187	\$3,666

% Change including Capital Amounts	Model Year									
	1986 & Prior	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021	2022- 2026	2027- 2031
G.V.W.										
5,001–11,000	3%	3%	3%	3%	3%	4%	3%	3%	3%	3%
11,001–13,000	4%	3%	4%	4%	4%	4%	4%	4%	3%	3%
13,001–22,000	3%	4%	3%	3%	4%	3%	4%	3%	4%	4%
22,001–34,000	3%	3%	3%	4%	4%	3%	4%	3%	3%	4%
34,001–40,000	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
40,001–55,000	3%	3%	4%	4%	4%	4%	4%	4%	4%	4%
55,001–63,500	3%	4%	3%	4%	4%	4%	4%	4%	4%	4%

\$ Change including Capital Amounts	Model Year									
	1986 & Prior	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021	2022- 2026	2027- 2031
G.V.W.										
5,001–11,000	\$36	\$37	\$37	\$39	\$39	\$40	\$40	\$41	\$45	\$52
11,001–13,000	\$46	\$47	\$48	\$49	\$50	\$51	\$52	\$53	\$58	\$67
13,001–22,000	\$51	\$54	\$55	\$56	\$58	\$59	\$61	\$62	\$69	\$79
22,001–34,000	\$52	\$57	\$62	\$64	\$66	\$67	\$69	\$70	\$77	\$89
34,001–40,000	\$57	\$65	\$77	\$85	\$90	\$93	\$95	\$97	\$107	\$123
40,001–55,000	\$57	\$65	\$77	\$86	\$91	\$94	\$96	\$98	\$108	\$124
55,001–63,500	\$57	\$66	\$77	\$87	\$91	\$94	\$96	\$98	\$108	\$125

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

Rates for the \$15,000 deductible option are flat-rated based on injury and liability premiums that are the same for both the regular and \$15,000 deductible options. However, due to capping not all rates are currently at this level. In addition, starting with this rate program, a pro-rated amount of the regular deductible damage premium is added to the premium. This amount represents expenses incurred in servicing claims (such as towing, firefighting, etc.). The indicated rate change for this class with the \$15,000 deductible is a 147.2% rate increase.

Recommendation: SGI recommends applying the indicated rate increase, which, after rate capping, results in an overall average rate increase of 3.5%. All vehicles in the current vehicle population will receive an average increase of \$46/year (\$47/year maximum).

The impact on rates for these vehicles is shown below.

Current rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$690	\$706	\$714	\$724	\$727	\$737	\$747	\$757	\$757	\$870
11,001–13,000	\$863	\$884	\$896	\$908	\$921	\$951	\$965	\$978	\$978	\$1,125
13,001–22,000	\$965	\$989	\$1,004	\$1,018	\$1,035	\$1,053	\$1,072	\$1,092	\$1,092	\$1,256
22,001–34,000	\$1,054	\$1,074	\$1,118	\$1,140	\$1,161	\$1,183	\$1,204	\$1,224	\$1,224	\$1,408
34,001–40,000	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,494
40,001–55,000	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,494
55,001–63,500	\$1,299	\$1,299	\$1,299	\$1,299	\$1,299	\$1,306	\$1,337	\$1,337	\$1,337	\$1,538

<i>Proposed rates excluding Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$719	\$735	\$743	\$753	\$756	\$766	\$776	\$792	\$792	\$905
11,001–13,000	\$898	\$919	\$931	\$943	\$956	\$986	\$1,000	\$1,013	\$1,013	\$1,164
13,001–22,000	\$1,000	\$1,024	\$1,039	\$1,054	\$1,071	\$1,090	\$1,109	\$1,130	\$1,130	\$1,300
22,001–34,000	\$1,091	\$1,112	\$1,157	\$1,180	\$1,202	\$1,224	\$1,246	\$1,267	\$1,267	\$1,457
34,001–40,000	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,546
40,001–55,000	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,546
55,001–63,500	\$1,344	\$1,344	\$1,344	\$1,344	\$1,344	\$1,352	\$1,384	\$1,384	\$1,384	\$1,592

% Change excluding Capital Amounts	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	4%	4%	4%	4%	4%	4%	4%	5%	5%	4%
11,001–13,000	4%	4%	4%	4%	4%	4%	4%	4%	4%	3%
13,001–22,000	4%	4%	3%	4%	3%	4%	3%	3%	3%	4%
22,001–34,000	4%	4%	3%	4%	4%	3%	3%	4%	4%	3%
34,001–40,000	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
40,001–55,000	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
55,001–63,500	3%	3%	3%	3%	3%	4%	4%	4%	4%	4%

\$ Change excluding Capital Amounts	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$29	\$29	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35
11,001–13,000	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$39
13,001–22,000	\$35	\$35	\$35	\$36	\$36	\$37	\$37	\$38	\$38	\$44
22,001–34,000	\$37	\$38	\$39	\$40	\$41	\$41	\$42	\$43	\$43	\$49
34,001–40,000	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$52
40,001–55,000	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$52
55,001–63,500	\$45	\$45	\$45	\$45	\$45	\$46	\$47	\$47	\$47	\$54

Current rates including Capital Margin	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$690	\$706	\$714	\$724	\$727	\$737	\$747	\$757	\$757	\$871
11,001–13,000	\$864	\$885	\$897	\$909	\$922	\$952	\$966	\$979	\$979	\$1,126
13,001–22,000	\$966	\$990	\$1,005	\$1,019	\$1,036	\$1,054	\$1,073	\$1,093	\$1,093	\$1,257
22,001–34,000	\$1,055	\$1,075	\$1,119	\$1,141	\$1,162	\$1,184	\$1,205	\$1,225	\$1,225	\$1,409
34,001–40,000	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,495
40,001–55,000	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,495
55,001–63,500	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,307	\$1,338	\$1,338	\$1,338	\$1,539

<i>Proposed rates including Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$719	\$735	\$743	\$753	\$756	\$766	\$776	\$792	\$792	\$906
11,001–13,000	\$899	\$920	\$932	\$944	\$957	\$987	\$1,001	\$1,014	\$1,014	\$1,165
13,001–22,000	\$1,001	\$1,025	\$1,040	\$1,055	\$1,072	\$1,091	\$1,110	\$1,131	\$1,131	\$1,301
22,001–34,000	\$1,092	\$1,113	\$1,158	\$1,181	\$1,203	\$1,225	\$1,247	\$1,268	\$1,268	\$1,458
34,001–40,000	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,547
40,001–55,000	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,547
55,001–63,500	\$1,345	\$1,345	\$1,345	\$1,345	\$1,345	\$1,353	\$1,385	\$1,385	\$1,385	\$1,593

<i>% Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	4%	4%	4%	4%	4%	4%	4%	5%	5%	4%
11,001–13,000	4%	4%	4%	4%	4%	4%	4%	4%	4%	3%
13,001–22,000	4%	4%	3%	4%	3%	4%	3%	3%	3%	4%
22,001–34,000	4%	4%	3%	4%	4%	3%	3%	4%	4%	3%
34,001–40,000	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
40,001–55,000	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
55,001–63,500	3%	3%	3%	3%	3%	4%	4%	4%	4%	4%

<i>\$ Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$29	\$29	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35
11,001–13,000	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$39
13,001–22,000	\$35	\$35	\$35	\$36	\$36	\$37	\$37	\$38	\$38	\$44
22,001–34,000	\$37	\$38	\$39	\$40	\$41	\$41	\$42	\$43	\$43	\$49
34,001–40,000	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$52
40,001–55,000	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$45	\$52
55,001–63,500	\$45	\$45	\$45	\$45	\$45	\$46	\$47	\$47	\$47	\$54

6.7 Class A — Power units — non-IRP

The rate indication shows that an increase of 77.1% is warranted for this class. A relativity analysis was done on GVW and model year.

Recommendation: SGI recommends an overall average rate increase of 3.5% for this class. All of the current vehicle population will receive increases averaging \$55/year (\$66/year maximum).

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

<i>Current rates excluding Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$894	\$929	\$977	\$1,011	\$1,048	\$1,050	\$1,056	\$1,063	\$1,164	\$1,339
11,001–13,000	\$910	\$955	\$1,020	\$1,065	\$1,114	\$1,117	\$1,125	\$1,135	\$1,248	\$1,435
13,001–22,000	\$926	\$982	\$1,062	\$1,119	\$1,186	\$1,189	\$1,200	\$1,211	\$1,333	\$1,533
22,001–34,000	\$942	\$1,009	\$1,105	\$1,178	\$1,258	\$1,261	\$1,274	\$1,288	\$1,416	\$1,629
34,001–40,000	\$1,015	\$1,130	\$1,240	\$1,375	\$1,467	\$1,510	\$1,531	\$1,552	\$1,707	\$1,963
40,001–55,000	\$1,048	\$1,148	\$1,263	\$1,406	\$1,505	\$1,586	\$1,610	\$1,669	\$1,837	\$2,113
55,001–63,500	\$1,149	\$1,197	\$1,308	\$1,470	\$1,580	\$1,662	\$1,686	\$1,711	\$1,883	\$2,166

<i>Proposed rates excluding Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$929	\$964	\$1,012	\$1,046	\$1,085	\$1,087	\$1,093	\$1,100	\$1,205	\$1,386
11,001–13,000	\$945	\$990	\$1,056	\$1,102	\$1,153	\$1,156	\$1,164	\$1,175	\$1,292	\$1,485
13,001–22,000	\$961	\$1,017	\$1,099	\$1,158	\$1,227	\$1,231	\$1,242	\$1,253	\$1,380	\$1,587
22,001–34,000	\$977	\$1,044	\$1,144	\$1,219	\$1,302	\$1,305	\$1,319	\$1,333	\$1,466	\$1,686
34,001–40,000	\$1,050	\$1,169	\$1,283	\$1,423	\$1,518	\$1,563	\$1,585	\$1,606	\$1,767	\$2,032
40,001–55,000	\$1,085	\$1,188	\$1,307	\$1,455	\$1,558	\$1,642	\$1,666	\$1,728	\$1,902	\$2,187
55,001–63,500	\$1,189	\$1,239	\$1,354	\$1,522	\$1,635	\$1,720	\$1,745	\$1,771	\$1,949	\$2,242

% Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	4%	4%	4%	3%	4%	4%	4%	3%	4%	4%
11,001–13,000	4%	4%	4%	3%	4%	3%	3%	4%	4%	3%
13,001–22,000	4%	4%	3%	3%	3%	4%	3%	3%	4%	4%
22,001–34,000	4%	3%	4%	3%	3%	3%	4%	3%	4%	3%
34,001–40,000	3%	3%	3%	3%	3%	4%	4%	3%	4%	4%
40,001–55,000	4%	3%	3%	3%	4%	4%	3%	4%	4%	4%
55,001–63,500	3%	4%	4%	4%	3%	3%	3%	4%	4%	4%

\$ Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$35	\$35	\$35	\$35	\$37	\$37	\$37	\$37	\$41	\$47
11,001–13,000	\$35	\$35	\$36	\$37	\$39	\$39	\$39	\$40	\$44	\$50
13,001–22,000	\$35	\$35	\$37	\$39	\$41	\$42	\$42	\$42	\$47	\$54
22,001–34,000	\$35	\$35	\$39	\$41	\$44	\$44	\$45	\$45	\$50	\$57
34,001–40,000	\$35	\$39	\$43	\$48	\$51	\$53	\$54	\$54	\$60	\$69
40,001–55,000	\$37	\$40	\$44	\$49	\$53	\$56	\$56	\$59	\$65	\$74
55,001–63,500	\$40	\$42	\$46	\$52	\$55	\$58	\$59	\$60	\$66	\$76

Current rates including Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$895	\$930	\$978	\$1,012	\$1,049	\$1,051	\$1,057	\$1,064	\$1,165	\$1,340
11,001–13,000	\$911	\$956	\$1,021	\$1,066	\$1,115	\$1,118	\$1,126	\$1,136	\$1,249	\$1,436
13,001–22,000	\$927	\$983	\$1,063	\$1,120	\$1,187	\$1,190	\$1,201	\$1,212	\$1,334	\$1,534
22,001–34,000	\$943	\$1,010	\$1,106	\$1,179	\$1,259	\$1,262	\$1,275	\$1,289	\$1,417	\$1,630
34,001–40,000	\$1,016	\$1,131	\$1,241	\$1,376	\$1,468	\$1,511	\$1,532	\$1,553	\$1,708	\$1,964
40,001–55,000	\$1,049	\$1,149	\$1,264	\$1,407	\$1,506	\$1,587	\$1,611	\$1,670	\$1,838	\$2,114
55,001–63,500	\$1,150	\$1,198	\$1,309	\$1,471	\$1,581	\$1,663	\$1,687	\$1,712	\$1,884	\$2,167

<i>Proposed rates including Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$930	\$965	\$1,013	\$1,047	\$1,086	\$1,088	\$1,094	\$1,101	\$1,206	\$1,387
11,001–13,000	\$946	\$991	\$1,057	\$1,103	\$1,154	\$1,157	\$1,165	\$1,176	\$1,293	\$1,486
13,001–22,000	\$962	\$1,018	\$1,100	\$1,159	\$1,228	\$1,232	\$1,243	\$1,254	\$1,381	\$1,588
22,001–34,000	\$978	\$1,045	\$1,145	\$1,220	\$1,303	\$1,306	\$1,320	\$1,334	\$1,467	\$1,687
34,001–40,000	\$1,051	\$1,170	\$1,284	\$1,424	\$1,519	\$1,564	\$1,586	\$1,607	\$1,768	\$2,033
40,001–55,000	\$1,086	\$1,189	\$1,308	\$1,456	\$1,559	\$1,643	\$1,667	\$1,729	\$1,903	\$2,188
55,001–63,500	\$1,190	\$1,240	\$1,355	\$1,523	\$1,636	\$1,721	\$1,746	\$1,772	\$1,950	\$2,243

<i>% Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	4%	4%	4%	3%	4%	4%	4%	3%	4%	4%
11,001–13,000	4%	4%	4%	3%	3%	3%	3%	4%	4%	3%
13,001–22,000	4%	4%	3%	3%	3%	4%	3%	3%	4%	4%
22,001–34,000	4%	3%	4%	3%	3%	3%	4%	3%	4%	3%
34,001–40,000	3%	3%	3%	3%	3%	4%	4%	3%	4%	4%
40,001–55,000	4%	3%	3%	3%	4%	4%	3%	4%	4%	4%
55,001–63,500	3%	4%	4%	4%	3%	3%	3%	4%	4%	4%

<i>\$ Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$35	\$35	\$35	\$35	\$37	\$37	\$37	\$37	\$41	\$47
11,001–13,000	\$35	\$35	\$36	\$37	\$39	\$39	\$39	\$40	\$44	\$50
13,001–22,000	\$35	\$35	\$37	\$39	\$41	\$42	\$42	\$42	\$47	\$54
22,001–34,000	\$35	\$35	\$39	\$41	\$44	\$44	\$45	\$45	\$50	\$57
34,001–40,000	\$35	\$39	\$43	\$48	\$51	\$53	\$54	\$54	\$60	\$69
40,001–55,000	\$37	\$40	\$44	\$49	\$53	\$56	\$56	\$59	\$65	\$74
55,001–63,500	\$40	\$42	\$46	\$52	\$55	\$58	\$59	\$60	\$66	\$76

Classes C and D — Commercial vehicles

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

6.8 Classes C and D — Heavy trucks and heavy vans

The rate indication shows that this class requires a 34.3% increase. A relativity analysis was performed on both GVW and model year.

Recommendation: SGI recommends an overall average rate increase of 4.3%. All of the current vehicle population will receive increases averaging \$31/year (\$42/year maximum).

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

Current rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000–20,000	\$479	\$530	\$563	\$594	\$646	\$690	\$729	\$782	\$807	\$927
20,001–30,000	\$501	\$576	\$623	\$651	\$671	\$718	\$761	\$820	\$877	\$1,009
30,001–40,000	\$512	\$597	\$649	\$683	\$731	\$792	\$847	\$921	\$955	\$1,098
40,001–50,000	\$541	\$651	\$703	\$769	\$799	\$844	\$896	\$979	\$1,060	\$1,219
50,001–63,500	\$575	\$699	\$786	\$871	\$909	\$961	\$997	\$1,098	\$1,198	\$1,378

Proposed rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000–20,000	\$502	\$559	\$592	\$623	\$675	\$719	\$758	\$817	\$842	\$962
20,001–30,000	\$530	\$605	\$652	\$680	\$700	\$747	\$796	\$855	\$912	\$1,044
30,001–40,000	\$541	\$626	\$678	\$712	\$760	\$827	\$882	\$956	\$990	\$1,136
40,001–50,000	\$570	\$680	\$732	\$804	\$834	\$879	\$931	\$1,014	\$1,097	\$1,248
50,001–63,500	\$604	\$728	\$821	\$906	\$944	\$996	\$1,032	\$1,136	\$1,240	\$1,355

% Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000–20,000	5%	5%	5%	5%	4%	4%	4%	4%	4%	4%
20,001–30,000	6%	5%	5%	4%	4%	4%	5%	4%	4%	3%
30,001–40,000	6%	5%	4%	4%	4%	4%	4%	4%	4%	3%
40,001–50,000	5%	4%	4%	5%	4%	4%	4%	4%	3%	2%
50,001–63,500	5%	4%	4%	4%	4%	4%	4%	3%	4%	-2%

\$ Change excluding Capital Amounts	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000–20,000	\$23	\$29	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35
20,001–30,000	\$29	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35
30,001–40,000	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$38
40,001–50,000	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$35	\$37	\$29
50,001–63,500	\$29	\$29	\$35	\$35	\$35	\$35	\$35	\$38	\$42	-\$23

Current rates including Capital Margin	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000–20,000	\$479	\$530	\$563	\$594	\$646	\$690	\$729	\$782	\$807	\$928
20,001–30,000	\$501	\$576	\$623	\$651	\$671	\$718	\$761	\$820	\$878	\$1,010
30,001–40,000	\$512	\$597	\$649	\$683	\$731	\$792	\$848	\$922	\$956	\$1,099
40,001–50,000	\$541	\$651	\$703	\$769	\$799	\$845	\$897	\$980	\$1,061	\$1,220
50,001–63,500	\$575	\$699	\$786	\$872	\$910	\$962	\$998	\$1,099	\$1,199	\$1,379

Proposed rates including Capital Margin	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000–20,000	\$502	\$559	\$592	\$623	\$675	\$719	\$758	\$817	\$843	\$963
20,001–30,000	\$530	\$605	\$652	\$680	\$700	\$747	\$796	\$856	\$913	\$1,045
30,001–40,000	\$541	\$626	\$678	\$712	\$760	\$827	\$883	\$957	\$991	\$1,137
40,001–50,000	\$570	\$680	\$732	\$804	\$835	\$880	\$932	\$1,015	\$1,098	\$1,249
50,001–63,500	\$604	\$728	\$821	\$907	\$945	\$997	\$1,033	\$1,137	\$1,241	\$1,356

% Change including Capital Amounts	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,000–20,000	5%	5%	5%	5%	4%	4%	4%	4%	4%	4%
20,001–30,000	6%	5%	5%	4%	4%	4%	5%	4%	4%	3%
30,001–40,000	6%	5%	4%	4%	4%	4%	4%	4%	4%	3%
40,001–50,000	5%	4%	4%	5%	5%	4%	4%	4%	3%	2%
50,001–63,500	5%	4%	4%	4%	4%	4%	4%	3%	4%	-2%

\$ Change including Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000–20,000	\$23	\$29	\$29	\$29	\$29	\$29	\$29	\$35	\$36	\$35
20,001–30,000	\$29	\$29	\$29	\$29	\$29	\$29	\$35	\$36	\$35	\$35
30,001–40,000	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$38
40,001–50,000	\$29	\$29	\$29	\$35	\$36	\$35	\$35	\$35	\$37	\$29
50,001–63,500	\$29	\$29	\$35	\$35	\$35	\$35	\$35	\$38	\$42	-\$23

6.9 Classes C and D — Power units

The rate indication shows that the premium for these vehicles requires a 22.3% increase. A relativity analysis was performed on both GVW and model year.

Recommendation: SGI recommends applying an overall average rate increase of 3.5% for this class. All of the current vehicle population will receive an increase averaging \$49/year (\$67/year maximum).

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

Current rates excluding Capital Margin											
	Model Year										
G.V.W.	1975 & Prior	1976– 1986	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–20,000	\$647	\$668	\$750	\$817	\$866	\$878	\$889	\$900	\$911	\$951	\$1,094
20,001–30,000	\$647	\$673	\$760	\$832	\$916	\$1,010	\$1,042	\$1,072	\$1,105	\$1,160	\$1,334
30,001–35,000	\$647	\$699	\$812	\$906	\$1,015	\$1,138	\$1,180	\$1,219	\$1,292	\$1,357	\$1,561
35,001–36,000	\$691	\$732	\$849	\$971	\$1,085	\$1,228	\$1,277	\$1,322	\$1,463	\$1,536	\$1,767
36,001–40,000	\$712	\$767	\$893	\$1,056	\$1,169	\$1,292	\$1,335	\$1,384	\$1,604	\$1,716	\$1,974
40,001–50,000	\$712	\$808	\$956	\$1,154	\$1,292	\$1,442	\$1,449	\$1,473	\$1,716	\$1,885	\$2,168
50,001–63,500	\$712	\$811	\$961	\$1,162	\$1,302	\$1,454	\$1,460	\$1,490	\$1,739	\$1,912	\$2,199

Proposed rates excluding Capital Margin											
	Model Year										
G.V.W.	1975 & Prior	1976– 1986	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–20,000	\$676	\$697	\$779	\$852	\$901	\$913	\$924	\$935	\$946	\$986	\$1,132
20,001–30,000	\$676	\$702	\$795	\$867	\$951	\$1,045	\$1,078	\$1,109	\$1,144	\$1,201	\$1,381
30,001–35,000	\$676	\$728	\$847	\$941	\$1,050	\$1,178	\$1,221	\$1,262	\$1,337	\$1,405	\$1,616
35,001–36,000	\$720	\$761	\$884	\$1,006	\$1,123	\$1,271	\$1,322	\$1,368	\$1,514	\$1,590	\$1,829
36,001–40,000	\$741	\$802	\$928	\$1,093	\$1,210	\$1,337	\$1,382	\$1,432	\$1,660	\$1,776	\$1,951
40,001–50,000	\$741	\$843	\$991	\$1,194	\$1,337	\$1,493	\$1,500	\$1,525	\$1,776	\$1,951	\$2,092
50,001–63,500	\$741	\$846	\$996	\$1,203	\$1,348	\$1,505	\$1,511	\$1,542	\$1,800	\$1,979	\$2,155

% Change excluding Capital Amounts	Model Year										
	1975 & Prior	1976– 1986	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.											
5,001–20,000	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	3%
20,001–30,000	4%	4%	5%	4%	4%	3%	3%	3%	4%	4%	4%
30,001–35,000	4%	4%	4%	4%	3%	4%	3%	4%	3%	4%	4%
35,001–36,000	4%	4%	4%	4%	4%	4%	4%	3%	3%	4%	4%
36,001–40,000	4%	5%	4%	4%	4%	3%	4%	3%	3%	3%	-1%
40,001–50,000	4%	4%	4%	3%	3%	4%	4%	4%	3%	4%	-4%
50,001–63,500	4%	4%	4%	4%	4%	4%	3%	3%	4%	4%	-2%

\$ Change excluding Capital Amounts	Model Year										
	1975 & Prior	1976– 1986	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.											
5,001–20,000	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$38
20,001–30,000	\$29	\$29	\$35	\$35	\$35	\$35	\$36	\$37	\$39	\$41	\$47
30,001–35,000	\$29	\$29	\$35	\$35	\$35	\$40	\$41	\$43	\$45	\$48	\$55
35,001–36,000	\$29	\$29	\$35	\$35	\$38	\$43	\$45	\$46	\$51	\$54	\$62
36,001–40,000	\$29	\$35	\$35	\$37	\$41	\$45	\$47	\$48	\$56	\$60	-\$23
40,001–50,000	\$29	\$35	\$35	\$40	\$45	\$51	\$51	\$52	\$60	\$66	-\$76
50,001–63,500	\$29	\$35	\$35	\$41	\$46	\$51	\$51	\$52	\$61	\$67	-\$44

Current rates including Capital Margin	Model Year										
	1975 & Prior	1976– 1986	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.											
5,001–20,000	\$647	\$668	\$750	\$817	\$867	\$879	\$890	\$901	\$912	\$952	\$1,095
20,001–30,000	\$647	\$673	\$760	\$832	\$917	\$1,011	\$1,043	\$1,073	\$1,106	\$1,161	\$1,335
30,001–35,000	\$647	\$699	\$812	\$907	\$1,016	\$1,139	\$1,181	\$1,220	\$1,293	\$1,358	\$1,562
35,001–36,000	\$691	\$732	\$850	\$972	\$1,086	\$1,229	\$1,278	\$1,323	\$1,464	\$1,537	\$1,768
36,001–40,000	\$712	\$767	\$894	\$1,057	\$1,170	\$1,293	\$1,336	\$1,385	\$1,605	\$1,717	\$1,975
40,001–50,000	\$712	\$808	\$957	\$1,155	\$1,293	\$1,443	\$1,450	\$1,474	\$1,717	\$1,886	\$2,169
50,001–63,500	\$712	\$811	\$962	\$1,163	\$1,303	\$1,455	\$1,461	\$1,491	\$1,740	\$1,913	\$2,200

Proposed rates including Capital Margin	Model Year										
	1975 & Prior	1976–1986	1987–1991	1992–1996	1997–2001	2002–2006	2007–2011	2012–2016	2017–2021	2022–2026	2027–2031
G.V.W.											
5,001–20,000	\$676	\$697	\$779	\$853	\$902	\$914	\$925	\$936	\$947	\$987	\$1,133
20,001–30,000	\$676	\$702	\$795	\$868	\$952	\$1,046	\$1,079	\$1,110	\$1,145	\$1,202	\$1,382
30,001–35,000	\$676	\$728	\$848	\$942	\$1,051	\$1,179	\$1,222	\$1,263	\$1,338	\$1,406	\$1,617
35,001–36,000	\$720	\$761	\$885	\$1,007	\$1,124	\$1,272	\$1,323	\$1,369	\$1,515	\$1,591	\$1,830
36,001–40,000	\$741	\$802	\$929	\$1,094	\$1,211	\$1,338	\$1,383	\$1,433	\$1,661	\$1,777	\$1,952
40,001–50,000	\$741	\$844	\$992	\$1,195	\$1,338	\$1,494	\$1,501	\$1,526	\$1,777	\$1,952	\$2,093
50,001–63,500	\$741	\$847	\$997	\$1,204	\$1,349	\$1,506	\$1,512	\$1,543	\$1,801	\$1,980	\$2,156

% Change including Capital Amounts	Model Year										
	1975 & Prior	1976–1986	1987–1991	1992–1996	1997–2001	2002–2006	2007–2011	2012–2016	2017–2021	2022–2026	2027–2031
G.V.W.											
5,001–20,000	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	3%
20,001–30,000	4%	4%	5%	4%	4%	3%	3%	3%	4%	4%	4%
30,001–35,000	4%	4%	4%	4%	3%	4%	3%	4%	3%	4%	4%
35,001–36,000	4%	4%	4%	4%	3%	3%	4%	3%	3%	4%	4%
36,001–40,000	4%	5%	4%	4%	4%	3%	4%	3%	3%	3%	-1%
40,001–50,000	4%	4%	4%	3%	3%	4%	4%	4%	3%	3%	-4%
50,001–63,500	4%	4%	4%	4%	4%	4%	3%	3%	4%	4%	-2%

\$ Change including Capital Amounts	Model Year										
	1975 & Prior	1976–1986	1987–1991	1992–1996	1997–2001	2002–2006	2007–2011	2012–2016	2017–2021	2022–2026	2027–2031
G.V.W.											
5,001–20,000	\$29	\$29	\$29	\$36	\$35	\$35	\$35	\$35	\$35	\$35	\$38
20,001–30,000	\$29	\$29	\$35	\$36	\$35	\$35	\$36	\$37	\$39	\$41	\$47
30,001–35,000	\$29	\$29	\$36	\$35	\$35	\$40	\$41	\$43	\$45	\$48	\$55
35,001–36,000	\$29	\$29	\$35	\$35	\$38	\$43	\$45	\$46	\$51	\$54	\$62
36,001–40,000	\$29	\$35	\$35	\$37	\$41	\$45	\$47	\$48	\$56	\$60	-\$23
40,001–50,000	\$29	\$36	\$35	\$40	\$45	\$51	\$51	\$52	\$60	\$66	-\$76
50,001–63,500	\$29	\$36	\$35	\$41	\$46	\$51	\$51	\$52	\$61	\$67	-\$44

6.10 Class F — Heavy trucks and heavy vans

The rate indication for this class shows a 29.8% required rate increase. Relativity analysis was performed on the model year of the vehicle.

The number of vehicles within this class continues to decline, while the number of farm power units increases. From 2022 to 2024, the average decrease in number of vehicles for this class has been around 3% per year. The decline is believed to be the result of farmers' preferences shifting from grain trucks to semi-trailers and grain carts for increased hauling capacity.

Recommendation: SGI recommends an overall average rate increase of 7.5%, which takes into account capping. All of the current vehicle population will receive an increase averaging \$20/year. The maximum increase any vehicle within the current population will receive is \$29/year.

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

<i>Model Year</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Amount	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Amount	\$ Change including Capital Amount
1979 & Prior	\$156	\$173	11%	\$17	\$156	\$173	11%	\$17
1980	\$185	\$202	9%	\$17	\$185	\$202	9%	\$17
1981	\$188	\$205	9%	\$17	\$188	\$205	9%	\$17
1982	\$189	\$206	9%	\$17	\$189	\$206	9%	\$17
1983	\$190	\$207	9%	\$17	\$190	\$207	9%	\$17
1984	\$194	\$211	9%	\$17	\$194	\$211	9%	\$17
1985	\$198	\$215	9%	\$17	\$198	\$215	9%	\$17
1986	\$213	\$230	8%	\$17	\$213	\$230	8%	\$17
1987	\$226	\$243	8%	\$17	\$226	\$243	8%	\$17
1988	\$229	\$246	7%	\$17	\$229	\$246	7%	\$17
1989	\$236	\$253	7%	\$17	\$236	\$253	7%	\$17
1990	\$241	\$258	7%	\$17	\$241	\$258	7%	\$17
1991	\$246	\$263	7%	\$17	\$246	\$263	7%	\$17
1992	\$251	\$274	9%	\$23	\$251	\$274	9%	\$23
1993	\$257	\$280	9%	\$23	\$257	\$280	9%	\$23
1994	\$262	\$285	9%	\$23	\$262	\$285	9%	\$23
1995	\$268	\$291	9%	\$23	\$268	\$291	9%	\$23
1996	\$274	\$297	8%	\$23	\$274	\$297	8%	\$23
1997	\$281	\$304	8%	\$23	\$281	\$304	8%	\$23
1998	\$288	\$311	8%	\$23	\$288	\$311	8%	\$23
1999	\$295	\$318	8%	\$23	\$295	\$318	8%	\$23
2000	\$340	\$363	7%	\$23	\$340	\$363	7%	\$23
2001	\$358	\$381	6%	\$23	\$358	\$381	6%	\$23
2002	\$366	\$389	6%	\$23	\$366	\$389	6%	\$23
2003	\$366	\$389	6%	\$23	\$366	\$389	6%	\$23
2004	\$383	\$406	6%	\$23	\$383	\$406	6%	\$23

<i>Model Year</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Amount	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Amount	\$ Change including Capital Amount
2005	\$422	\$445	5%	\$23	\$422	\$445	5%	\$23
2006	\$457	\$480	5%	\$23	\$457	\$480	5%	\$23
2007	\$486	\$509	5%	\$23	\$486	\$509	5%	\$23
2008	\$542	\$571	5%	\$29	\$542	\$571	5%	\$29
2009	\$568	\$597	5%	\$29	\$568	\$597	5%	\$29
2010	\$606	\$634	5%	\$28	\$606	\$634	5%	\$28
2011	\$644	\$666	3%	\$22	\$644	\$666	3%	\$22
2012	\$662	\$691	4%	\$29	\$662	\$691	4%	\$29
2013	\$698	\$724	4%	\$26	\$698	\$724	4%	\$26
2014	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2015	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2016	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2017	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2018	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2019	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2020	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2021	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2022	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2023	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2024	\$698	\$727	4%	\$29	\$698	\$727	4%	\$29
2025	\$847	\$882	4%	\$35	\$848	\$883	4%	\$35
2026	\$906	\$941	4%	\$35	\$907	\$942	4%	\$35
2027	\$951	\$986	4%	\$35	\$952	\$987	4%	\$35
2028	\$999	\$1,034	4%	\$35	\$1,000	\$1,035	3%	\$35

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

The rate indication for farm light trucks with model years 1993 and older shows that a 57.0% increase is warranted.

This class is now flat rated due to the decreasing exposures year over year.

Recommendation: SGI recommends an overall average rate increase of 9.8% for this class. All of the current vehicle population will receive an increase averaging \$17/year (\$17/year maximum).

6.12 Class F — Farm power units

The rate indication shows that an 22.4% rate increase is required for this class to be adequate. A relativity analysis based on model year was performed.

As mentioned previously, due to increased hauling capacity requirements, the number of vehicles within this class has been growing while the number of farm heavy trucks has been decreasing. From 2020 to 2024, the average growth in number of vehicles for this class has been around 3% per year.

Recommendation: SGI recommends rebalancing this class, which results in an overall average rate increase of 4.6%. All of the current vehicle population will receive an increase averaging \$28/year with a maximum increase of \$41/year.

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

<i>Model Year</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current rates including Capital Amount	Proposed rates including Capital Margin	% Change including Capital Amount	\$ Change including Capital Amount
1981 & Prior	\$296	\$319	8%	\$23	\$296	\$319	8%	\$23
1982–1985	\$326	\$349	7%	\$23	\$326	\$349	7%	\$23
1986–1990	\$350	\$373	7%	\$23	\$350	\$373	7%	\$23
1991–1994	\$415	\$438	6%	\$23	\$415	\$438	6%	\$23
1995–1998	\$459	\$482	5%	\$23	\$459	\$482	5%	\$23
1999	\$459	\$482	5%	\$23	\$459	\$482	5%	\$23
2000	\$585	\$614	5%	\$29	\$585	\$614	5%	\$29
2001	\$603	\$632	5%	\$29	\$603	\$632	5%	\$29
2002	\$606	\$635	5%	\$29	\$606	\$635	5%	\$29
2003	\$625	\$654	5%	\$29	\$625	\$654	5%	\$29
2004	\$634	\$663	5%	\$29	\$634	\$663	5%	\$29
2005	\$644	\$673	5%	\$29	\$644	\$673	5%	\$29
2006	\$654	\$683	4%	\$29	\$654	\$683	4%	\$29
2007	\$664	\$693	4%	\$29	\$664	\$693	4%	\$29
2008	\$674	\$703	4%	\$29	\$674	\$703	4%	\$29
2009	\$685	\$714	4%	\$29	\$685	\$714	4%	\$29
2010	\$697	\$726	4%	\$29	\$697	\$726	4%	\$29
2011	\$708	\$737	4%	\$29	\$708	\$737	4%	\$29
2012	\$721	\$750	4%	\$29	\$721	\$750	4%	\$29
2013	\$734	\$763	4%	\$29	\$734	\$763	4%	\$29
2014	\$747	\$776	4%	\$29	\$747	\$776	4%	\$29
2015	\$747	\$776	4%	\$29	\$747	\$776	4%	\$29
2016	\$761	\$796	5%	\$35	\$761	\$796	5%	\$35
2017	\$775	\$810	5%	\$35	\$775	\$810	5%	\$35
2018	\$788	\$823	4%	\$35	\$788	\$823	4%	\$35
2019	\$802	\$837	4%	\$35	\$802	\$838	4%	\$36
2020	\$816	\$851	4%	\$35	\$816	\$852	4%	\$36

<i>Model Year</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current rates including Capital Amount	Proposed rates including Capital Margin	% Change including Capital Amount	\$ Change including Capital Amount
2021	\$829	\$864	4%	\$35	\$829	\$865	4%	\$36
2022	\$899	\$934	4%	\$35	\$900	\$935	4%	\$35
2023	\$955	\$990	4%	\$35	\$956	\$991	4%	\$35
2024	\$1,014	\$1,049	3%	\$35	\$1,015	\$1,050	3%	\$35
2025	\$1,166	\$1,207	4%	\$41	\$1,167	\$1,208	4%	\$41
2026	\$1,341	\$1,388	4%	\$47	\$1,342	\$1,389	4%	\$47
2027	\$1,408	\$1,457	3%	\$49	\$1,409	\$1,458	3%	\$49
2028	\$1,478	\$1,530	4%	\$52	\$1,479	\$1,531	4%	\$52

6.13 Hearses

These vehicles are currently charged the private passenger make and model vehicle rate with a cap of \$438, with most hearses hitting the cap. The rate indication shows that a 58.2% increase is warranted for this class.

Recommendation: SGI recommends an overall average rate increase of 5.3% for this class. The proposed capped rate, including capital margin, will be \$461.

6.14 Class L — Automobile and motorcycle dealers

Licence plates registered under this vehicle class are used as floater plates for dealerships, when vehicles are moved around or customers take them for a test drive. The rate indication shows that a 70.0% increase is warranted for this class. A relativity analysis based on dealer type was performed.

Recommendation: SGI recommends an overall average rate increase of 3.8% for this class.

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

<i>Dealer Type</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
Automobile	\$749	\$778	4%	\$29	\$749	\$778	4%	\$29
Motorcycle	\$571	\$600	5%	\$29	\$571	\$600	5%	\$29

6.15 Class L — Snowmobile dealers

Snowmobile dealers are currently charged a flat fee of \$60 per floater licence plate. These plates provide liability coverage, with no injury or damage coverage. The rate indication shows that a 46.6% increase is required.

Recommendation: SGI recommends an overall average rate increase of 18.3% for this class. The proposed flat premium, including capital margin, would increase to \$71.

6.16 Class LV — Antiques

In order to qualify for an antique licence plate, the vehicle must be model year 1987 or older and not be the primary vehicle of the insured. Antique vehicles have full injury and liability coverage, but are limited to \$300 damage coverage (\$800 damage limit with a \$500 deductible). The rate indication suggests this class requires a 48.7% rate increase. These vehicles are currently charged a flat rate of \$92.

Recommendation: SGI recommends that an increase of 12.0% be applied. The proposed flat premium, including capital margin, would increase to \$103.

6.17 Class LV — Buses

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

In order for this class to have adequate rates, an increase of 26.7% is required. A relativity analysis was performed on the combined restricted and unrestricted bus experience based on seating capacity and restriction.

Recommendation: After the application of the indicated rate increase and capping, SGI recommends an overall average rate increase of 5.1%. All of the vehicles within this class will receive increases averaging \$29/year (\$29/year maximum).

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

<i>Seating Capacity</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
15 or less	\$570	\$599	5%	\$29	\$570	\$599	5%	\$29
16–24	\$570	\$599	5%	\$29	\$570	\$599	5%	\$29
25 or more	\$570	\$599	5%	\$29	\$570	\$599	5%	\$29

6.18 Class LV — Restricted buses

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

The rate indication shows that a 72.4% increase is indicated for this class to be rate adequate. A relativity analysis was performed on the combined restricted and unrestricted bus experience based on seating capacity and restriction.

Recommendation: SGI recommends applying an indicated rate increase of 5.7%. All vehicles within this class will be receiving an increase. The average increase is \$23/year (\$23/year maximum).

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

<i>Seating Capacity</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
15 or less	\$405	\$428	6%	\$23	\$405	\$428	6%	\$23
16–24	\$405	\$428	6%	\$23	\$405	\$428	6%	\$23
25 or more	\$405	\$428	6%	\$23	\$405	\$428	6%	\$23

6.19 Class LV — Motorcycle

In previous rate programs, motorcycles had one of the largest indicated rate increases. Due to the lack of occupant protection, whether in a single vehicle crash or otherwise, injury claim costs for this class are extremely high. Unlike CLEAR-rated vehicles where injury makes up approximately 10–15% of the total required premium, motorcycle injury costs account for approximately 75–80% of the required average motorcycle premium (including medical funding). In response to motorcycle owners' concerns about the price of insurance, a number of changes were made to improve motorcycle safety and motorcycle owners now have a third injury coverage option called Reduced No Fault Coverage. Motorcycle owners that select Reduced No Fault Coverage receive the following discount, depending on the engine size of their motorcycle:

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

These changes have contributed to an improved claim experience for this class, but at the same time, fewer motorcycles are being registered and their owners have insured them for shorter periods of time. These trends are reducing the total amount of motorcycle insurance premiums available to cover motorcycle claim costs. This year's rate indication shows that a 72.4% rate increase is warranted.

Motorcycle rates within the class are split into three body types: cruiser/touring, sport and dual purpose/other. These three categories are further divided by model year and engine size.

Recommendation: SGI recommends that no rate change occur in year one of the rate proposal, and to defer motorcycle rate changes until consultations to address rate issues are complete.

Reduced No Fault Coverage discounts are recommended to remain the same. The actual experience so far has closely followed the current discounts.

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

Cruiser/Touring

Current rates excluding Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$380	\$380	\$911	\$1,106	\$1,250
1983–1986	\$398	\$441	\$1,093	\$1,244	\$1,379
1987–1992	\$409	\$467	\$1,237	\$1,391	\$1,525
1993–1996	\$411	\$488	\$1,321	\$1,501	\$1,667
1997–2000	\$415	\$547	\$1,481	\$1,727	\$1,927
2001–2004	\$421	\$555	\$1,557	\$1,815	\$1,987
2005–2007	\$421	\$580	\$1,650	\$1,919	\$2,156
2008–2010	\$421	\$580	\$1,747	\$1,999	\$2,156
2011–2013	\$424	\$622	\$1,819	\$2,008	\$2,282
2014–2016	\$460	\$676	\$1,826	\$2,016	\$2,510
2017–2019	\$499	\$735	\$1,833	\$2,024	\$2,760
2020–2022	\$541	\$799	\$1,840	\$2,032	\$3,036
2023–2025	\$595	\$879	\$2,024	\$2,235	\$3,340
2026–2028	\$685	\$1,010	\$2,328	\$2,569	\$3,841

Proposed rates excluding Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$380	\$380	\$911	\$1,106	\$1,250
1983–1986	\$398	\$441	\$1,093	\$1,244	\$1,379
1987–1992	\$409	\$467	\$1,237	\$1,391	\$1,525
1993–1996	\$411	\$488	\$1,321	\$1,501	\$1,667
1997–2000	\$415	\$547	\$1,481	\$1,727	\$1,927
2001–2004	\$421	\$555	\$1,557	\$1,815	\$1,987
2005–2007	\$421	\$580	\$1,650	\$1,919	\$2,156
2008–2010	\$421	\$580	\$1,747	\$1,999	\$2,156
2011–2013	\$424	\$622	\$1,819	\$2,008	\$2,282
2014–2016	\$460	\$676	\$1,826	\$2,016	\$2,510
2017–2019	\$499	\$735	\$1,833	\$2,024	\$2,760
2020–2022	\$541	\$799	\$1,840	\$2,032	\$3,036
2023–2025	\$595	\$879	\$2,024	\$2,235	\$3,340
2026–2028	\$685	\$1,010	\$2,328	\$2,569	\$3,841

% Change excluding Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	0%	0%	0%	0%	0%
1983–1986	0%	0%	0%	0%	0%
1987–1992	0%	0%	0%	0%	0%
1993–1996	0%	0%	0%	0%	0%
1997–2000	0%	0%	0%	0%	0%
2001–2004	0%	0%	0%	0%	0%
2005–2007	0%	0%	0%	0%	0%
2008–2010	0%	0%	0%	0%	0%
2011–2013	0%	0%	0%	0%	0%
2014–2016	0%	0%	0%	0%	0%
2017–2019	0%	0%	0%	0%	0%
2020–2022	0%	0%	0%	0%	0%
2023–2025	0%	0%	0%	0%	0%
2026–2028	0%	0%	0%	0%	0%

\$ Change excluding Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$0	\$0	\$0	\$0	\$0
1983–1986	\$0	\$0	\$0	\$0	\$0
1987–1992	\$0	\$0	\$0	\$0	\$0
1993–1996	\$0	\$0	\$0	\$0	\$0
1997–2000	\$0	\$0	\$0	\$0	\$0
2001–2004	\$0	\$0	\$0	\$0	\$0
2005–2007	\$0	\$0	\$0	\$0	\$0
2008–2010	\$0	\$0	\$0	\$0	\$0
2011–2013	\$0	\$0	\$0	\$0	\$0
2014–2016	\$0	\$0	\$0	\$0	\$0
2017–2019	\$0	\$0	\$0	\$0	\$0
2020–2022	\$0	\$0	\$0	\$0	\$0
2023–2025	\$0	\$0	\$0	\$0	\$0
2026–2028	\$0	\$0	\$0	\$0	\$0

Current rates including Capital Margin	Engine Size					
	Model Year	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older		\$380	\$380	\$912	\$1,107	\$1,251
1983–1986		\$398	\$441	\$1,094	\$1,244	\$1,380
1987–1992		\$409	\$467	\$1,238	\$1,392	\$1,526
1993–1996		\$411	\$488	\$1,322	\$1,502	\$1,668
1997–2000		\$415	\$547	\$1,482	\$1,728	\$1,928
2001–2004		\$421	\$555	\$1,558	\$1,816	\$1,988
2005–2007		\$421	\$580	\$1,651	\$1,920	\$2,157
2008–2010		\$421	\$580	\$1,748	\$2,000	\$2,157
2011–2013		\$424	\$622	\$1,820	\$2,009	\$2,283
2014–2016		\$460	\$676	\$1,827	\$2,017	\$2,511
2017–2019		\$499	\$735	\$1,834	\$2,025	\$2,762
2020–2022		\$541	\$799	\$1,841	\$2,033	\$3,038
2023–2025		\$596	\$879	\$2,025	\$2,236	\$3,342
2026–2028		\$685	\$1,011	\$2,329	\$2,571	\$3,843

Proposed rates including Capital Margin	Engine Size					
	Model Year	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older		\$380	\$380	\$912	\$1,107	\$1,251
1983–1986		\$398	\$441	\$1,094	\$1,244	\$1,380
1987–1992		\$409	\$467	\$1,238	\$1,392	\$1,526
1993–1996		\$411	\$488	\$1,322	\$1,502	\$1,668
1997–2000		\$415	\$547	\$1,482	\$1,728	\$1,928
2001–2004		\$421	\$555	\$1,558	\$1,816	\$1,988
2005–2007		\$421	\$580	\$1,651	\$1,920	\$2,157
2008–2010		\$421	\$580	\$1,748	\$2,000	\$2,157
2011–2013		\$424	\$622	\$1,820	\$2,009	\$2,283
2014–2016		\$460	\$676	\$1,827	\$2,017	\$2,511
2017–2019		\$499	\$735	\$1,834	\$2,025	\$2,762
2020–2022		\$541	\$799	\$1,841	\$2,033	\$3,038
2023–2025		\$596	\$879	\$2,025	\$2,236	\$3,342
2026–2028		\$685	\$1,011	\$2,329	\$2,571	\$3,843

% Change including Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	0%	0%	0%	0%	0%
1983–1986	0%	0%	0%	0%	0%
1987–1992	0%	0%	0%	0%	0%
1993–1996	0%	0%	0%	0%	0%
1997–2000	0%	0%	0%	0%	0%
2001–2004	0%	0%	0%	0%	0%
2005–2007	0%	0%	0%	0%	0%
2008–2010	0%	0%	0%	0%	0%
2011–2013	0%	0%	0%	0%	0%
2014–2016	0%	0%	0%	0%	0%
2017–2019	0%	0%	0%	0%	0%
2020–2022	0%	0%	0%	0%	0%
2023–2025	0%	0%	0%	0%	0%
2026–2028	0%	0%	0%	0%	0%

\$ Change including Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$0	\$0	\$0	\$0	\$0
1983–1986	\$0	\$0	\$0	\$0	\$0
1987–1992	\$0	\$0	\$0	\$0	\$0
1993–1996	\$0	\$0	\$0	\$0	\$0
1997–2000	\$0	\$0	\$0	\$0	\$0
2001–2004	\$0	\$0	\$0	\$0	\$0
2005–2007	\$0	\$0	\$0	\$0	\$0
2008–2010	\$0	\$0	\$0	\$0	\$0
2011–2013	\$0	\$0	\$0	\$0	\$0
2014–2016	\$0	\$0	\$0	\$0	\$0
2017–2019	\$0	\$0	\$0	\$0	\$0
2020–2022	\$0	\$0	\$0	\$0	\$0
2023–2025	\$0	\$0	\$0	\$0	\$0
2026–2028	\$0	\$0	\$0	\$0	\$0

Sport

Current rates excluding Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$387	\$399	\$987	\$1,237	\$1,293
1983–1986	\$451	\$460	\$1,231	\$1,440	\$1,695
1987–1992	\$479	\$493	\$1,433	\$1,867	\$1,952
1993–1996	\$498	\$541	\$1,755	\$2,035	\$2,129
1997–2000	\$518	\$617	\$2,058	\$2,219	\$2,538
2001–2004	\$550	\$628	\$2,159	\$2,331	\$2,670
2005–2007	\$550	\$658	\$2,287	\$2,469	\$2,829
2008–2010	\$551	\$656	\$2,411	\$2,614	\$2,924
2011–2013	\$569	\$687	\$2,536	\$2,760	\$3,018
2014–2016	\$636	\$747	\$2,790	\$3,037	\$3,320
2017–2019	\$710	\$812	\$3,071	\$3,342	\$3,652
2020–2022	\$795	\$882	\$3,380	\$3,678	\$4,017
2023–2025	\$873	\$970	\$3,718	\$4,047	\$4,417
2026–2028	\$1,003	\$1,116	\$4,275	\$4,653	\$5,080

Proposed rates excluding Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$387	\$399	\$987	\$1,237	\$1,293
1983–1986	\$451	\$460	\$1,231	\$1,440	\$1,695
1987–1992	\$479	\$493	\$1,433	\$1,867	\$1,952
1993–1996	\$498	\$541	\$1,755	\$2,035	\$2,129
1997–2000	\$518	\$617	\$2,058	\$2,219	\$2,538
2001–2004	\$550	\$628	\$2,159	\$2,331	\$2,670
2005–2007	\$550	\$658	\$2,287	\$2,469	\$2,829
2008–2010	\$551	\$656	\$2,411	\$2,614	\$2,924
2011–2013	\$569	\$687	\$2,536	\$2,760	\$3,018
2014–2016	\$636	\$747	\$2,790	\$3,037	\$3,320
2017–2019	\$710	\$812	\$3,071	\$3,342	\$3,652
2020–2022	\$795	\$882	\$3,380	\$3,678	\$4,017
2023–2025	\$873	\$970	\$3,718	\$4,047	\$4,417
2026–2028	\$1,003	\$1,116	\$4,275	\$4,653	\$5,080

% Change excluding Capital Amounts	Engine Size					
	Model Year	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older		0%	0%	0%	0%	0%
1983–1986		0%	0%	0%	0%	0%
1987–1992		0%	0%	0%	0%	0%
1993–1996		0%	0%	0%	0%	0%
1997–2000		0%	0%	0%	0%	0%
2001–2004		0%	0%	0%	0%	0%
2005–2007		0%	0%	0%	0%	0%
2008–2010		0%	0%	0%	0%	0%
2011–2013		0%	0%	0%	0%	0%
2014–2016		0%	0%	0%	0%	0%
2017–2019		0%	0%	0%	0%	0%
2020–2022		0%	0%	0%	0%	0%
2023–2025		0%	0%	0%	0%	0%
2026–2028		0%	0%	0%	0%	0%

\$ Change excluding Capital Amounts	Engine Size				
	Model Year	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC
1982 & Older	\$0	\$0	\$0	\$0	\$0
1983–1986	\$0	\$0	\$0	\$0	\$0
1987–1992	\$0	\$0	\$0	\$0	\$0
1993–1996	\$0	\$0	\$0	\$0	\$0
1997–2000	\$0	\$0	\$0	\$0	\$0
2001–2004	\$0	\$0	\$0	\$0	\$0
2005–2007	\$0	\$0	\$0	\$0	\$0
2008–2010	\$0	\$0	\$0	\$0	\$0
2011–2013	\$0	\$0	\$0	\$0	\$0
2014–2016	\$0	\$0	\$0	\$0	\$0
2017–2019	\$0	\$0	\$0	\$0	\$0
2020–2022	\$0	\$0	\$0	\$0	\$0
2023–2025	\$0	\$0	\$0	\$0	\$0
2026–2028	\$0	\$0	\$0	\$0	\$0

Current rates including Capital Margin	Engine Size					
	Model Year	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older		\$387	\$399	\$988	\$1,238	\$1,294
1983–1986		\$451	\$460	\$1,232	\$1,441	\$1,696
1987–1992		\$479	\$493	\$1,434	\$1,868	\$1,953
1993–1996		\$498	\$541	\$1,756	\$2,036	\$2,130
1997–2000		\$518	\$617	\$2,059	\$2,220	\$2,539
2001–2004		\$550	\$628	\$2,160	\$2,332	\$2,672
2005–2007		\$550	\$658	\$2,288	\$2,470	\$2,831
2008–2010		\$551	\$656	\$2,412	\$2,616	\$2,926
2011–2013		\$569	\$687	\$2,537	\$2,762	\$3,020
2014–2016		\$636	\$747	\$2,792	\$3,039	\$3,322
2017–2019		\$710	\$812	\$3,073	\$3,344	\$3,654
2020–2022		\$795	\$883	\$3,382	\$3,680	\$4,019
2023–2025		\$873	\$971	\$3,720	\$4,049	\$4,420
2026–2028		\$1,004	\$1,117	\$4,278	\$4,656	\$5,083

Proposed rates including Capital Margin	Engine Size					
	Model Year	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older		\$387	\$399	\$988	\$1,238	\$1,294
1983–1986		\$451	\$460	\$1,232	\$1,441	\$1,696
1987–1992		\$479	\$493	\$1,434	\$1,868	\$1,953
1993–1996		\$498	\$541	\$1,756	\$2,036	\$2,130
1997–2000		\$518	\$617	\$2,059	\$2,220	\$2,539
2001–2004		\$550	\$628	\$2,160	\$2,332	\$2,672
2005–2007		\$550	\$658	\$2,288	\$2,470	\$2,831
2008–2010		\$551	\$656	\$2,412	\$2,616	\$2,926
2011–2013		\$569	\$687	\$2,537	\$2,762	\$3,020
2014–2016		\$636	\$747	\$2,792	\$3,039	\$3,322
2017–2019		\$710	\$812	\$3,073	\$3,344	\$3,654
2020–2022		\$795	\$883	\$3,382	\$3,680	\$4,019
2023–2025		\$873	\$971	\$3,720	\$4,049	\$4,420
2026–2028		\$1,004	\$1,117	\$4,278	\$4,656	\$5,083

% Change including Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	0%	0%	0%	0%	0%
1983–1986	0%	0%	0%	0%	0%
1987–1992	0%	0%	0%	0%	0%
1993–1996	0%	0%	0%	0%	0%
1997–2000	0%	0%	0%	0%	0%
2001–2004	0%	0%	0%	0%	0%
2005–2007	0%	0%	0%	0%	0%
2008–2010	0%	0%	0%	0%	0%
2011–2013	0%	0%	0%	0%	0%
2014–2016	0%	0%	0%	0%	0%
2017–2019	0%	0%	0%	0%	0%
2020–2022	0%	0%	0%	0%	0%
2023–2025	0%	0%	0%	0%	0%
2026–2028	0%	0%	0%	0%	0%

\$ Change including Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$0	\$0	\$0	\$0	\$0
1983–1986	\$0	\$0	\$0	\$0	\$0
1987–1992	\$0	\$0	\$0	\$0	\$0
1993–1996	\$0	\$0	\$0	\$0	\$0
1997–2000	\$0	\$0	\$0	\$0	\$0
2001–2004	\$0	\$0	\$0	\$0	\$0
2005–2007	\$0	\$0	\$0	\$0	\$0
2008–2010	\$0	\$0	\$0	\$0	\$0
2011–2013	\$0	\$0	\$0	\$0	\$0
2014–2016	\$0	\$0	\$0	\$0	\$0
2017–2019	\$0	\$0	\$0	\$0	\$0
2020–2022	\$0	\$0	\$0	\$0	\$0
2023–2025	\$0	\$0	\$0	\$0	\$0
2026–2028	\$0	\$0	\$0	\$0	\$0

Dual Purpose/Other

Current rates excluding Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$366	\$366	\$819	\$1,041	\$1,140
1983–1986	\$398	\$399	\$968	\$1,216	\$1,327
1987–1992	\$406	\$450	\$1,125	\$1,275	\$1,424
1993–1996	\$408	\$471	\$1,249	\$1,374	\$1,526
1997–2000	\$412	\$493	\$1,384	\$1,570	\$1,658
2001–2004	\$419	\$533	\$1,422	\$1,637	\$1,726
2005–2007	\$419	\$547	\$1,540	\$1,746	\$1,867
2008–2010	\$419	\$563	\$1,566	\$1,776	\$1,936
2011–2013	\$422	\$580	\$1,592	\$1,803	\$2,006
2014–2016	\$458	\$647	\$1,751	\$1,960	\$2,207
2017–2019	\$497	\$722	\$1,827	\$2,010	\$2,428
2020–2022	\$539	\$806	\$1,906	\$2,061	\$2,670
2023–2025	\$593	\$886	\$2,096	\$2,267	\$2,937
2026–2028	\$683	\$1,018	\$2,412	\$2,607	\$3,378

Proposed rates excluding Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$366	\$366	\$819	\$1,041	\$1,140
1983–1986	\$398	\$399	\$968	\$1,216	\$1,327
1987–1992	\$406	\$450	\$1,125	\$1,275	\$1,424
1993–1996	\$408	\$471	\$1,249	\$1,374	\$1,526
1997–2000	\$412	\$493	\$1,384	\$1,570	\$1,658
2001–2004	\$419	\$533	\$1,422	\$1,637	\$1,726
2005–2007	\$419	\$547	\$1,540	\$1,746	\$1,867
2008–2010	\$419	\$563	\$1,566	\$1,776	\$1,936
2011–2013	\$422	\$580	\$1,592	\$1,803	\$2,006
2014–2016	\$458	\$647	\$1,751	\$1,960	\$2,207
2017–2019	\$497	\$722	\$1,827	\$2,010	\$2,428
2020–2022	\$539	\$806	\$1,906	\$2,061	\$2,670
2023–2025	\$593	\$886	\$2,096	\$2,267	\$2,937
2026–2028	\$683	\$1,018	\$2,412	\$2,607	\$3,378

% Change excluding Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	0%	0%	0%	0%	0%
1983–1986	0%	0%	0%	0%	0%
1987–1992	0%	0%	0%	0%	0%
1993–1996	0%	0%	0%	0%	0%
1997–2000	0%	0%	0%	0%	0%
2001–2004	0%	0%	0%	0%	0%
2005–2007	0%	0%	0%	0%	0%
2008–2010	0%	0%	0%	0%	0%
2011–2013	0%	0%	0%	0%	0%
2014–2016	0%	0%	0%	0%	0%
2017–2019	0%	0%	0%	0%	0%
2020–2022	0%	0%	0%	0%	0%
2023–2025	0%	0%	0%	0%	0%
2026–2028	0%	0%	0%	0%	0%

\$ Change excluding Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$0	\$0	\$0	\$0	\$0
1983–1986	\$0	\$0	\$0	\$0	\$0
1987–1992	\$0	\$0	\$0	\$0	\$0
1993–1996	\$0	\$0	\$0	\$0	\$0
1997–2000	\$0	\$0	\$0	\$0	\$0
2001–2004	\$0	\$0	\$0	\$0	\$0
2005–2007	\$0	\$0	\$0	\$0	\$0
2008–2010	\$0	\$0	\$0	\$0	\$0
2011–2013	\$0	\$0	\$0	\$0	\$0
2014–2016	\$0	\$0	\$0	\$0	\$0
2017–2019	\$0	\$0	\$0	\$0	\$0
2020–2022	\$0	\$0	\$0	\$0	\$0
2023–2025	\$0	\$0	\$0	\$0	\$0
2026–2028	\$0	\$0	\$0	\$0	\$0

Current rates including Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$366	\$366	\$819	\$1,042	\$1,141
1983–1986	\$398	\$399	\$969	\$1,217	\$1,328
1987–1992	\$406	\$450	\$1,126	\$1,276	\$1,425
1993–1996	\$408	\$471	\$1,250	\$1,375	\$1,527
1997–2000	\$412	\$493	\$1,385	\$1,571	\$1,659
2001–2004	\$419	\$533	\$1,423	\$1,638	\$1,727
2005–2007	\$419	\$547	\$1,541	\$1,747	\$1,868
2008–2010	\$419	\$563	\$1,567	\$1,777	\$1,937
2011–2013	\$422	\$580	\$1,593	\$1,804	\$2,007
2014–2016	\$458	\$647	\$1,752	\$1,961	\$2,208
2017–2019	\$497	\$722	\$1,828	\$2,011	\$2,429
2020–2022	\$539	\$806	\$1,907	\$2,062	\$2,672
2023–2025	\$594	\$886	\$2,098	\$2,269	\$2,939
2026–2028	\$683	\$1,019	\$2,413	\$2,609	\$3,380

Proposed rates including Capital Margin	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$366	\$366	\$819	\$1,042	\$1,141
1983–1986	\$398	\$399	\$969	\$1,217	\$1,328
1987–1992	\$406	\$450	\$1,126	\$1,276	\$1,425
1993–1996	\$408	\$471	\$1,250	\$1,375	\$1,527
1997–2000	\$412	\$493	\$1,385	\$1,571	\$1,659
2001–2004	\$419	\$533	\$1,423	\$1,638	\$1,727
2005–2007	\$419	\$547	\$1,541	\$1,747	\$1,868
2008–2010	\$419	\$563	\$1,567	\$1,777	\$1,937
2011–2013	\$422	\$580	\$1,593	\$1,804	\$2,007
2014–2016	\$458	\$647	\$1,752	\$1,961	\$2,208
2017–2019	\$497	\$722	\$1,828	\$2,011	\$2,429
2020–2022	\$539	\$806	\$1,907	\$2,062	\$2,672
2023–2025	\$594	\$886	\$2,098	\$2,269	\$2,939
2026–2028	\$683	\$1,019	\$2,413	\$2,609	\$3,380

% Change including Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	0%	0%	0%	0%	0%
1983–1986	0%	0%	0%	0%	0%
1987–1992	0%	0%	0%	0%	0%
1993–1996	0%	0%	0%	0%	0%
1997–2000	0%	0%	0%	0%	0%
2001–2004	0%	0%	0%	0%	0%
2005–2007	0%	0%	0%	0%	0%
2008–2010	0%	0%	0%	0%	0%
2011–2013	0%	0%	0%	0%	0%
2014–2016	0%	0%	0%	0%	0%
2017–2019	0%	0%	0%	0%	0%
2020–2022	0%	0%	0%	0%	0%
2023–2025	0%	0%	0%	0%	0%
2026–2028	0%	0%	0%	0%	0%

\$ Change including Capital Amounts	Engine Size				
	100 CC & Less	101–400 CC	401–750 CC	751–1100 CC	1101 CC & Greater
1982 & Older	\$0	\$0	\$0	\$0	\$0
1983–1986	\$0	\$0	\$0	\$0	\$0
1987–1992	\$0	\$0	\$0	\$0	\$0
1993–1996	\$0	\$0	\$0	\$0	\$0
1997–2000	\$0	\$0	\$0	\$0	\$0
2001–2004	\$0	\$0	\$0	\$0	\$0
2005–2007	\$0	\$0	\$0	\$0	\$0
2008–2010	\$0	\$0	\$0	\$0	\$0
2011–2013	\$0	\$0	\$0	\$0	\$0
2014–2016	\$0	\$0	\$0	\$0	\$0
2017–2019	\$0	\$0	\$0	\$0	\$0
2020–2022	\$0	\$0	\$0	\$0	\$0
2023–2025	\$0	\$0	\$0	\$0	\$0
2026–2028	\$0	\$0	\$0	\$0	\$0

6.20 Motorhomes

The rate indication shows that the premiums for these vehicles require a 287.7% rate increase. A relativity analysis was done based on declared value.

Recommendation: SGI recommends an overall average rate increase of 4.2% for this class. All of the current vehicle population will receive increases averaging \$29/year (\$51/year maximum).

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

Value	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
\$10,000 & Less	\$339	\$362	7%	\$23	\$339	\$362	7%	\$23
\$10,001–\$20,000	\$419	\$442	5%	\$23	\$419	\$442	5%	\$23
\$20,001–\$30,000	\$713	\$742	4%	\$29	\$713	\$742	4%	\$29
\$30,001–\$50,000	\$730	\$759	4%	\$29	\$730	\$759	4%	\$29
\$50,001–\$75,000	\$931	\$966	4%	\$35	\$932	\$967	4%	\$35
\$75,001–\$100,000	\$979	\$1,014	4%	\$35	\$980	\$1,015	4%	\$35
\$100,001–\$125,000	\$1,056	\$1,093	4%	\$37	\$1,057	\$1,094	4%	\$37
\$125,001–\$150,000	\$1,138	\$1,178	4%	\$40	\$1,139	\$1,179	4%	\$40
\$150,001–\$200,000	\$1,233	\$1,276	3%	\$43	\$1,234	\$1,277	3%	\$43
\$200,001–\$250,000	\$1,315	\$1,361	3%	\$46	\$1,316	\$1,362	3%	\$46
\$250,001–\$300,000	\$1,361	\$1,409	4%	\$48	\$1,362	\$1,410	4%	\$48
\$300,001–\$400,000	\$1,387	\$1,436	4%	\$49	\$1,388	\$1,437	4%	\$49
\$400,001–\$500,000	\$1,423	\$1,473	4%	\$50	\$1,424	\$1,474	4%	\$50
> \$500,000	\$1,454	\$1,505	4%	\$51	\$1,455	\$1,506	4%	\$51

6.21 Class MT — Snowmobiles

Snowmobiles are currently charged a flat fee of \$72. Snowmobiles have only liability coverage. The rate indication shows that an 23.7% increase is warranted for this class.

Recommendation: SGI recommends an overall rate increase of 15.3%. The proposed flat premium, including capital margin, would increase to \$83.

6.22 Class PB — Passenger inter-city buses

The indicated rate change for passenger inter-city buses shows that an increase of 84.2% is required. A relativity analysis was performed on model year and seating capacity.

Recommendation: SGI recommends an overall average rate increase of 3.5% for this class. The average increase for all of the current vehicle population in this class is \$80/year (\$148/year maximum).

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

<i>Current rates excluding Capital Margin</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$1,223	\$1,223	\$1,223	\$1,667
1993–1998	\$1,464	\$1,464	\$1,464	\$2,660
1999–2004	\$1,724	\$1,724	\$1,724	\$3,187
2005–2008	\$1,756	\$1,756	\$1,756	\$3,544
2009–2012	\$1,790	\$1,790	\$1,790	\$3,802
2013–2016	\$1,826	\$1,826	\$1,826	\$3,899
2017–2021	\$1,863	\$1,863	\$1,863	\$4,029
2022–2026	\$1,863	\$1,863	\$1,863	\$4,165
2027–2031	\$2,049	\$2,049	\$2,049	\$4,581

<i>Proposed rates excluding Capital Margin</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$1,266	\$1,266	\$1,266	\$1,726
1993–1998	\$1,515	\$1,515	\$1,515	\$2,754
1999–2004	\$1,785	\$1,785	\$1,785	\$3,299
2005–2008	\$1,818	\$1,818	\$1,818	\$3,669
2009–2012	\$1,853	\$1,853	\$1,853	\$3,936
2013–2016	\$1,890	\$1,890	\$1,890	\$4,036
2017–2021	\$1,928	\$1,928	\$1,928	\$4,171
2022–2026	\$1,928	\$1,928	\$1,928	\$4,312
2027–2031	\$2,121	\$2,121	\$2,121	\$4,743

% Change excluding Capital Amounts	Seating Capacity			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	4%	4%	4%	4%
1993–1998	3%	3%	3%	4%
1999–2004	4%	4%	4%	4%
2005–2008	4%	4%	4%	4%
2009–2012	4%	4%	4%	4%
2013–2016	4%	4%	4%	4%
2017–2021	3%	3%	3%	4%
2022–2026	3%	3%	3%	4%
2027–2031	4%	4%	4%	4%

\$ Change excluding Capital Amounts	Seating Capacity			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$43	\$43	\$43	\$59
1993–1998	\$51	\$51	\$51	\$94
1999–2004	\$61	\$61	\$61	\$112
2005–2008	\$62	\$62	\$62	\$125
2009–2012	\$63	\$63	\$63	\$134
2013–2016	\$64	\$64	\$64	\$137
2017–2021	\$65	\$65	\$65	\$142
2022–2026	\$65	\$65	\$65	\$147
2027–2031	\$72	\$72	\$72	\$162

Current rates including Capital Margin	Seating Capacity			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$1,224	\$1,224	\$1,224	\$1,668
1993–1998	\$1,465	\$1,465	\$1,465	\$2,662
1999–2004	\$1,725	\$1,725	\$1,725	\$3,189
2005–2008	\$1,757	\$1,757	\$1,757	\$3,546
2009–2012	\$1,791	\$1,791	\$1,791	\$3,804
2013–2016	\$1,827	\$1,827	\$1,827	\$3,901
2017–2021	\$1,864	\$1,864	\$1,864	\$4,031
2022–2026	\$1,864	\$1,864	\$1,864	\$4,167
2027–2031	\$2,050	\$2,050	\$2,050	\$4,584

<i>Proposed rates including Capital Margin</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$1,267	\$1,267	\$1,267	\$1,727
1993–1998	\$1,516	\$1,516	\$1,516	\$2,756
1999–2004	\$1,786	\$1,786	\$1,786	\$3,301
2005–2008	\$1,819	\$1,819	\$1,819	\$3,671
2009–2012	\$1,854	\$1,854	\$1,854	\$3,938
2013–2016	\$1,891	\$1,891	\$1,891	\$4,038
2017–2021	\$1,929	\$1,929	\$1,929	\$4,174
2022–2026	\$1,929	\$1,929	\$1,929	\$4,315
2027–2031	\$2,122	\$2,122	\$2,122	\$4,746

<i>% Change including Capital Amounts</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	4%	4%	4%	4%
1993–1998	3%	3%	3%	4%
1999–2004	4%	4%	4%	4%
2005–2008	4%	4%	4%	4%
2009–2012	4%	4%	4%	4%
2013–2016	4%	4%	4%	4%
2017–2021	3%	3%	3%	4%
2022–2026	3%	3%	3%	4%
2027–2031	4%	4%	4%	4%

<i>\$ Change including Capital Amounts</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$43	\$43	\$43	\$59
1993–1998	\$51	\$51	\$51	\$94
1999–2004	\$61	\$61	\$61	\$112
2005–2008	\$62	\$62	\$62	\$125
2009–2012	\$63	\$63	\$63	\$134
2013–2016	\$64	\$64	\$64	\$137
2017–2021	\$65	\$65	\$65	\$143
2022–2026	\$65	\$65	\$65	\$148
2027–2031	\$72	\$72	\$72	\$162

6.23 Class PC — Passenger city buses

The indicated rate change for passenger city buses is a 79.4% increase. A relativity analysis was performed on model year and seating capacity.

Recommendation: SGI recommends applying an increase of 3.5% after capping. The average increase for all of the current vehicle population in this class is \$71/year (\$96/year maximum).

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

<i>Current rates excluding Capital Margin</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$885	\$1,141	\$1,316	\$2,102
1993–2000	\$1,022	\$1,324	\$1,524	\$2,300
2001–2004	\$1,063	\$1,394	\$1,624	\$2,362
2005–2008	\$1,109	\$1,434	\$1,678	\$2,459
2009–2012	\$1,145	\$1,496	\$1,763	\$2,533
2013–2016	\$1,180	\$1,557	\$1,848	\$2,586
2017–2021	\$1,216	\$1,622	\$1,936	\$2,651
2022–2026	\$1,302	\$1,735	\$2,071	\$2,723
2027–2031	\$1,432	\$1,909	\$2,278	\$2,996

<i>Proposed rates excluding Capital Margin</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$920	\$1,181	\$1,363	\$2,176
1993–2000	\$1,058	\$1,370	\$1,577	\$2,381
2001–2004	\$1,100	\$1,443	\$1,681	\$2,445
2005–2008	\$1,148	\$1,484	\$1,737	\$2,546
2009–2012	\$1,185	\$1,548	\$1,825	\$2,622
2013–2016	\$1,221	\$1,612	\$1,913	\$2,677
2017–2021	\$1,259	\$1,679	\$2,004	\$2,744
2022–2026	\$1,348	\$1,796	\$2,144	\$2,819
2027–2031	\$1,482	\$1,976	\$2,358	\$3,102

% Change excluding Capital Amounts	Seating Capacity			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	4%	4%	4%	4%
1993–2000	4%	3%	3%	4%
2001–2004	3%	4%	4%	4%
2005–2008	4%	3%	4%	4%
2009–2012	3%	3%	4%	4%
2013–2016	3%	4%	4%	4%
2017–2021	4%	4%	4%	4%
2022–2026	4%	4%	4%	4%
2027–2031	3%	4%	4%	4%

\$ Change excluding Capital Amounts	Seating Capacity			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$35	\$40	\$47	\$74
1993–2000	\$36	\$46	\$53	\$81
2001–2004	\$37	\$49	\$57	\$83
2005–2008	\$39	\$50	\$59	\$87
2009–2012	\$40	\$52	\$62	\$89
2013–2016	\$41	\$55	\$65	\$91
2017–2021	\$43	\$57	\$68	\$93
2022–2026	\$46	\$61	\$73	\$96
2027–2031	\$50	\$67	\$80	\$106

Current rates including Capital Margin	Seating Capacity			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$886	\$1,142	\$1,317	\$2,103
1993–2000	\$1,023	\$1,325	\$1,525	\$2,301
2001–2004	\$1,064	\$1,395	\$1,625	\$2,363
2005–2008	\$1,110	\$1,435	\$1,679	\$2,460
2009–2012	\$1,146	\$1,497	\$1,764	\$2,535
2013–2016	\$1,181	\$1,558	\$1,849	\$2,588
2017–2021	\$1,217	\$1,623	\$1,937	\$2,653
2022–2026	\$1,303	\$1,736	\$2,072	\$2,725
2027–2031	\$1,433	\$1,910	\$2,279	\$2,998

<i>Proposed rates including Capital Margin</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$921	\$1,182	\$1,364	\$2,177
1993–2000	\$1,059	\$1,371	\$1,578	\$2,382
2001–2004	\$1,101	\$1,444	\$1,682	\$2,446
2005–2008	\$1,149	\$1,485	\$1,738	\$2,548
2009–2012	\$1,186	\$1,549	\$1,826	\$2,624
2013–2016	\$1,222	\$1,613	\$1,914	\$2,679
2017–2021	\$1,260	\$1,680	\$2,005	\$2,746
2022–2026	\$1,349	\$1,797	\$2,145	\$2,821
2027–2031	\$1,483	\$1,977	\$2,359	\$3,104

<i>% Change including Capital Amounts</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	4%	4%	4%	4%
1993–2000	4%	3%	3%	4%
2001–2004	3%	4%	4%	4%
2005–2008	4%	3%	4%	4%
2009–2012	3%	3%	4%	4%
2013–2016	3%	4%	4%	4%
2017–2021	4%	4%	4%	4%
2022–2026	4%	4%	4%	4%
2027–2031	3%	4%	4%	4%

<i>\$ Change including Capital Amounts</i>	<i>Seating Capacity</i>			
Model Year	9 & Less	10–15	16–24	25 or More
1992 & Older	\$35	\$40	\$47	\$74
1993–2000	\$36	\$46	\$53	\$81
2001–2004	\$37	\$49	\$57	\$83
2005–2008	\$39	\$50	\$59	\$88
2009–2012	\$40	\$52	\$62	\$89
2013–2016	\$41	\$55	\$65	\$91
2017–2021	\$43	\$57	\$68	\$93
2022–2026	\$46	\$61	\$73	\$96
2027–2031	\$50	\$67	\$80	\$106

6.24 Class PS — Passenger school buses

The passenger school bus rate indication is for a 43.3% rate increase. A relativity analysis was performed on model year and number of seats.

Recommendation: SGI recommends an overall average rate increase of 4.1%. The average increase for school buses will be \$29/year (\$29/year maximum).

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

Model Year	<i>Current rates excluding Capital Margin</i>		<i>Proposed rates excluding Capital Margin</i>	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	\$550	\$553	\$579	\$582
1999–2002	\$570	\$575	\$599	\$604
2003–2006	\$620	\$626	\$649	\$655
2007–2010	\$652	\$659	\$681	\$688
2011–2014	\$694	\$698	\$723	\$727
2015–2018	\$710	\$720	\$739	\$749
2019–2022	\$721	\$721	\$750	\$750
2023–2026	\$721	\$721	\$750	\$750
2027–2030	\$793	\$793	\$828	\$828

Model Year	<i>% Change excluding Capital Amounts</i>		<i>\$ Change excluding Capital Amounts</i>	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	5%	5%	\$29	\$29
1999–2002	5%	5%	\$29	\$29
2003–2006	5%	5%	\$29	\$29
2007–2010	4%	4%	\$29	\$29
2011–2014	4%	4%	\$29	\$29
2015–2018	4%	4%	\$29	\$29
2019–2022	4%	4%	\$29	\$29
2023–2026	4%	4%	\$29	\$29
2027–2030	4%	4%	\$35	\$35

Model Year	Current rates including Capital Margin		Proposed rates including Capital Margin	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	\$550	\$553	\$579	\$582
1999–2002	\$570	\$575	\$599	\$604
2003–2006	\$620	\$626	\$649	\$655
2007–2010	\$652	\$659	\$681	\$688
2011–2014	\$694	\$698	\$723	\$727
2015–2018	\$710	\$720	\$739	\$749
2019–2022	\$721	\$721	\$750	\$750
2023–2026	\$721	\$721	\$750	\$750
2027–2030	\$793	\$793	\$828	\$828

Model Year	% Change including Capital Amounts		\$ Change including Capital Amounts	
	24 & Less	25 or More	24 & Less	25 or More
1998 & Older	5%	5%	\$29	\$29
1999–2002	5%	5%	\$29	\$29
2003–2006	5%	5%	\$29	\$29
2007–2010	4%	4%	\$29	\$29
2011–2014	4%	4%	\$29	\$29
2015–2018	4%	4%	\$29	\$29
2019–2022	4%	4%	\$29	\$29
2023–2026	4%	4%	\$29	\$29
2027–2030	4%	4%	\$35	\$35

6.25 Class PT — Urban taxis

The rate indication for this class shows that a 86.6% rate increase overall is required.

Recommendation: SGI recommends that no rate change occur in year one of the rate proposal, and to defer Urban taxi rate changes until consultations to address rate issues are complete.

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

<i>Location Table</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
A — Small Cities	\$2,100	\$2,100	0%	\$0	\$2,101	\$2,101	0%	\$0
B — Large Cities	\$3,726	\$3,726	0%	\$0	\$3,728	\$3,728	0%	\$0
Prince Albert	\$3,733	\$3,733	0%	\$0	\$3,735	\$3,735	0%	\$0
Regina	\$4,434	\$4,434	0%	\$0	\$4,437	\$4,437	0%	\$0
Saskatoon	\$4,434	\$4,434	0%	\$0	\$4,437	\$4,437	0%	\$0

6.26 Rideshares

The current rate of 11 cents per kilometer was established Dec. 14, 2018 along with the new ridesharing regulations. The rate indication for this class shows that a 5.3% rate increase is required.

Recommendation: As a part of this rate program, SGI recommends a rate increase of 9.1%. This results in a rate of 12 cents per kilometer.

Trailers

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

6.27 Class F — Farm trailers

The rate indication shows that a 58.8% increase is warranted for this class. A relativity analysis based on body type was performed.

Recommendation: SGI recommends an overall average rate increase of 17.4% for these trailers. All of the farm trailer population will receive an average increase of \$13/year (\$17/year maximum).

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

<i>Trailer Type</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
Utility Trailer	\$42	\$47	12%	\$5	\$42	\$47	12%	\$5
Semi Trailer	\$113	\$130	15%	\$17	\$113	\$130	15%	\$17
Transport Trailer	\$53	\$64	21%	\$11	\$53	\$64	21%	\$11

6.28 Class LT — Trailer dealers and movers

The premiums for Class LT are charged based on the highest-rated trailer type selected by the dealership. A new relativity analysis for this class resulted in a credible system with only two rates, one for cabin trailers, and one for non-cabin trailers. The rates of the trailer types below will converge based on this differentiation. The indicated rate change is an increase of 111.7%.

Recommendation: SGI recommends an overall average rate increase of 0.2%. Of the current vehicle population, 44% will increase on average by \$32/year (\$35/year maximum). The remainder will decrease on average by \$24/year (\$24/year maximum).

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

<i>Trailer Type</i>	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
Utility Trailer	\$104	\$121	16%	\$17	\$104	\$121	16%	\$17
Tent Trailer	\$104	\$121	16%	\$17	\$104	\$121	16%	\$17
Semi Trailer	\$361	\$337	-7%	-\$24	\$361	\$337	-7%	-\$24
Transport Trailer	\$361	\$337	-7%	-\$24	\$361	\$337	-7%	-\$24
Cabin Trailer	\$930	\$965	4%	\$35	\$931	\$966	4%	\$35

6.29 Class T — Personal trailers

The rate indication suggests that an increase of 105.0% is warranted on the premiums for this class. A relativity analysis was performed on value and body style.

Recommendation: SGI recommends an overall average rate increase of 6.7% for this class. All of the current trailer population will receive increases averaging \$19/year (\$38/year maximum).

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

<i>Current rates excluding Capital Margin</i>	<i>Trailer Type</i>			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	\$78	\$64	\$88	\$80
\$1,001–3,000	\$101	\$79	\$120	\$100
\$3,001–5,000	\$153	\$98	\$203	\$151
\$5,001–10,000	\$255	\$152	\$404	\$247
\$10,001–15,000	\$366	\$210	\$527	\$371
\$15,001–20,000	\$410	\$221	\$605	\$395
\$20,001–25,000	\$432	\$230	\$708	\$415
\$25,001–40,000	\$449	\$241	\$739	\$431
\$40,001–60,000	\$538	\$281	\$878	\$516
\$60,001–80,000	\$542	\$318	\$924	\$519
\$80,001–100,000	\$601	\$359	\$1,002	\$560
\$100,001 & More	\$648	\$388	\$1,088	\$621

<i>Proposed rates excluding Capital Margin</i>	<i>Trailer Type</i>			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	\$89	\$75	\$99	\$91
\$1,001–3,000	\$118	\$90	\$137	\$111
\$3,001–5,000	\$170	\$109	\$220	\$168
\$5,001–10,000	\$278	\$169	\$427	\$264
\$10,001–15,000	\$389	\$227	\$556	\$394
\$15,001–20,000	\$433	\$238	\$634	\$418
\$20,001–25,000	\$455	\$247	\$737	\$438
\$25,001–40,000	\$472	\$258	\$768	\$454
\$40,001–60,000	\$567	\$304	\$913	\$545
\$60,001–80,000	\$571	\$341	\$959	\$548
\$80,001–100,000	\$630	\$382	\$1,037	\$589
\$100,001 & More	\$677	\$411	\$1,126	\$650

% Change excluding Capital Amounts	Trailer Type			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	14%	17%	13%	14%
\$1,001–3,000	17%	14%	14%	11%
\$3,001–5,000	11%	11%	8%	11%
\$5,001–10,000	9%	11%	6%	7%
\$10,001–15,000	6%	8%	6%	6%
\$15,001–20,000	6%	8%	5%	6%
\$20,001–25,000	5%	7%	4%	6%
\$25,001–40,000	5%	7%	4%	5%
\$40,001–60,000	5%	8%	4%	6%
\$60,001–80,000	5%	7%	4%	6%
\$80,001–100,000	5%	6%	3%	5%
\$100,001 & More	4%	6%	3%	5%

\$ Change excluding Capital Amounts	Trailer Type			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	\$11	\$11	\$11	\$11
\$1,001–3,000	\$17	\$11	\$17	\$11
\$3,001–5,000	\$17	\$11	\$17	\$17
\$5,001–10,000	\$23	\$17	\$23	\$17
\$10,001–15,000	\$23	\$17	\$29	\$23
\$15,001–20,000	\$23	\$17	\$29	\$23
\$20,001–25,000	\$23	\$17	\$29	\$23
\$25,001–40,000	\$23	\$17	\$29	\$23
\$40,001–60,000	\$29	\$23	\$35	\$29
\$60,001–80,000	\$29	\$23	\$35	\$29
\$80,001–100,000	\$29	\$23	\$35	\$29
\$100,001 & More	\$29	\$23	\$38	\$29

<i>Current rates including Capital Margin</i>	<i>Trailer Type</i>			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	\$78	\$64	\$88	\$80
\$1,001–3,000	\$101	\$79	\$120	\$100
\$3,001–5,000	\$153	\$98	\$203	\$151
\$5,001–10,000	\$255	\$152	\$404	\$247
\$10,001–15,000	\$366	\$210	\$527	\$371
\$15,001–20,000	\$410	\$221	\$605	\$395
\$20,001–25,000	\$432	\$230	\$708	\$415
\$25,001–40,000	\$449	\$241	\$739	\$431
\$40,001–60,000	\$538	\$281	\$879	\$516
\$60,001–80,000	\$542	\$318	\$925	\$519
\$80,001–100,000	\$601	\$359	\$1,003	\$560
\$100,001 & More	\$648	\$388	\$1,089	\$621

<i>Proposed rates including Capital Margin</i>	<i>Trailer Type</i>			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	\$89	\$75	\$99	\$91
\$1,001–3,000	\$118	\$90	\$137	\$111
\$3,001–5,000	\$170	\$109	\$220	\$168
\$5,001–10,000	\$278	\$169	\$427	\$264
\$10,001–15,000	\$389	\$227	\$556	\$394
\$15,001–20,000	\$433	\$238	\$634	\$418
\$20,001–25,000	\$455	\$247	\$737	\$438
\$25,001–40,000	\$472	\$258	\$768	\$454
\$40,001–60,000	\$567	\$304	\$914	\$545
\$60,001–80,000	\$571	\$341	\$960	\$548
\$80,001–100,000	\$630	\$382	\$1,038	\$589
\$100,001 & More	\$677	\$411	\$1,127	\$650

% Change including Capital Amounts	Trailer Type			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	14%	17%	13%	14%
\$1,001–3,000	17%	14%	14%	11%
\$3,001–5,000	11%	11%	8%	11%
\$5,001–10,000	9%	11%	6%	7%
\$10,001–15,000	6%	8%	6%	6%
\$15,001–20,000	6%	8%	5%	6%
\$20,001–25,000	5%	7%	4%	6%
\$25,001–40,000	5%	7%	4%	5%
\$40,001–60,000	5%	8%	4%	6%
\$60,001–80,000	5%	7%	4%	6%
\$80,001–100,000	5%	6%	3%	5%
\$100,001 & More	4%	6%	3%	5%

\$ Change including Capital Amounts	Trailer Type			
Value	Tent	Semi & Transport	Metal Cabin	Fibreglass
\$1,000 & Less	\$11	\$11	\$11	\$11
\$1,001–3,000	\$17	\$11	\$17	\$11
\$3,001–5,000	\$17	\$11	\$17	\$17
\$5,001–10,000	\$23	\$17	\$23	\$17
\$10,001–15,000	\$23	\$17	\$29	\$23
\$15,001–20,000	\$23	\$17	\$29	\$23
\$20,001–25,000	\$23	\$17	\$29	\$23
\$25,001–40,000	\$23	\$17	\$29	\$23
\$40,001–60,000	\$29	\$23	\$35	\$29
\$60,001–80,000	\$29	\$23	\$35	\$29
\$80,001–100,000	\$29	\$23	\$35	\$29
\$100,001 & More	\$29	\$23	\$38	\$29

6.30 Class T — Utility trailers

The indication shows that utility trailers require a 68.4% increase to their rate. Currently utility trailers are charged a flat rate of \$36 per trailer.

Recommendation: SGI recommends a 13.9% increase to utility trailers. The proposed rate for utility trailers with capital margin is \$41.

6.31 Class TS — Commercial trailers

The rate indication for this class is for an 14.6% rate increase. These trailers are rated by value up to a limit of \$15,000. Customers have the option to purchase excess value coverage through either the Auto Fund or the competitive market. A relativity analysis was completed for the declared value bands up to \$15,000.

Recommendation: SGI recommends an overall rate increase of 5.7%. Of the current commercial trailer population, 76% of trailers will receive increases averaging \$11/year (\$17/year maximum) while the remainder of trailers will receive decreases averaging \$5/year (\$5/year maximum).

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

Value	Current Rate excluding Capital Amount	Proposed Rate excluding Capital Amount	% Change excluding Capital Margin	\$ Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Change including Capital Margin	\$ Change including Capital Amount
2,000 & Less	\$42	\$47	12%	\$5	\$42	\$47	12%	\$5
2,001–5,000	\$78	\$89	14%	\$11	\$78	\$89	14%	\$11
5,001–7,000	\$81	\$92	14%	\$11	\$81	\$92	14%	\$11
7,001–10,000	\$92	\$103	12%	\$11	\$92	\$103	12%	\$11
10,001–12,000	\$199	\$216	9%	\$17	\$199	\$216	9%	\$17
12,001–15,000	\$255	\$250	-2%	-\$5	\$255	\$250	-2%	-\$5

Miscellaneous classes

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

For Class A non-IRP commercial vehicles, the Auto Fund provides damage coverage up to a limit of \$15,000 for damage to a customer's own vehicle. A customer has the option of purchasing excess value coverage either through the Auto Fund or a competitive insurer. The current charge for excess value through the Auto Fund is \$17 per \$1,000 of excess value. The rate indication shows that a 9.8% increase is warranted for this class.

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

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

For Class C and D commercial vehicles, the Auto Fund provides damage coverage up to a limit of \$15,000 for damage to a customer's own vehicle. A customer has the option of purchasing excess value coverage either through the Auto Fund or a competitive insurer. The current charge for excess value through the Auto Fund is \$17 per \$1,000 of excess value. The rate indication shows that a 10.9% decrease is warranted for this class.

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

6.34 Class C and D — Non-resident

Vehicles fully registered and insured in another jurisdiction, operating in Saskatchewan for less than one year with certain vehicle industry types, are charged a flat fee of \$75 annually and are only provided with injury coverage. The certain vehicle industry types are mineral exploration or transportation of passengers, dangerous goods, general merchandise or other. As these vehicles are fully registered and insured in another jurisdiction; they are referred to as “non-resident” vehicles. The rate indication shows that a 125.8% increase is required for this class.

Recommendation: SGI recommends an overall rate increase of 14.7%. The final proposed rate including capital amounts is \$86 annually.

6.35 Industrial tracked vehicles

These vehicles run on tracks rather than wheels, such as a snow-groomer. The data for this class is very thin. Industrial tracked vehicles from all classes have been pooled together for the analysis. The indication shows that a 37.3% increase is required for these vehicles. The current flat fee for this type of vehicle is \$275.

Recommendation: SGI recommends an overall rate increase of 8.4%. The proposed rate including capital amounts is \$298 annually.

6.36 Class LV — Motorized bicycle

Motorized pedal bikes are currently charged a flat rate of \$61. The rate indication shows that a 56.8% rate increase is required for this class.

Recommendation: SGI recommends an overall rate increase of 18.0%. The proposed rate including capital amounts is \$72 annually.

6.37 Permits

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

Recommendation: SGI recommends capped rate increases for all permits. The following table summarizes the indicated and proposed rate changes by permit type.

<i>Permit Type</i>	% Indicated Rate Change excluding Capital Amount	Current Rate including Capital Amount	Proposed Rate including Capital Amount	% Proposed Rate Change including Capital Amount	\$ Change
24-Hour	49.5%	\$11	\$16	45.5%	\$5
8-Day	105.9%	\$49	\$54	10.2%	\$5
In-transit	84.8%	\$30	\$35	16.7%	\$5
Temporary Insurance Card	41.6%	\$28	\$33	17.9%	\$5

Private Vehicle (PV) class

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

6.38 Class PV — Converted vehicles

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

The indication for Class PV converted vehicles is a 18.2% rate increase.

Recommendation: SGI recommends the indicated overall average increase of 4.2%. All of the current vehicles will receive increases averaging \$33/year (\$36/year maximum).

The tables below show the impact on rates.

Current rates excluding Capital Margin	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	\$694	\$745	\$819	\$856	\$919	\$993	\$993	\$993	\$1,092
5,001–11,000	\$703	\$758	\$836	\$875	\$942	\$1,017	\$1,017	\$1,017	\$1,119
11,001–13,000	\$713	\$770	\$853	\$894	\$965	\$1,046	\$1,046	\$1,046	\$1,151
13,001–22,000	\$719	\$779	\$865	\$907	\$981	\$1,077	\$1,077	\$1,077	\$1,185
22,001–34,000	\$760	\$833	\$938	\$990	\$1,073	\$1,107	\$1,107	\$1,107	\$1,218
34,001–40,000	\$811	\$900	\$1,001	\$1,030	\$1,087	\$1,124	\$1,124	\$1,124	\$1,237
40,001–50,000	\$834	\$931	\$1,019	\$1,049	\$1,101	\$1,140	\$1,140	\$1,140	\$1,254
50,001–63,500	\$890	\$967	\$1,038	\$1,070	\$1,119	\$1,158	\$1,158	\$1,158	\$1,274

Proposed rates excluding Capital Margin	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	\$723	\$774	\$854	\$891	\$954	\$1,028	\$1,028	\$1,028	\$1,130
5,001–11,000	\$732	\$793	\$871	\$910	\$977	\$1,052	\$1,052	\$1,052	\$1,158
11,001–13,000	\$742	\$805	\$888	\$929	\$1,000	\$1,083	\$1,083	\$1,083	\$1,191
13,001–22,000	\$748	\$814	\$900	\$942	\$1,016	\$1,115	\$1,115	\$1,115	\$1,226
22,001–34,000	\$795	\$868	\$973	\$1,025	\$1,110	\$1,146	\$1,146	\$1,146	\$1,261
34,001–40,000	\$846	\$935	\$1,036	\$1,066	\$1,125	\$1,163	\$1,163	\$1,163	\$1,280
40,001–50,000	\$869	\$966	\$1,055	\$1,086	\$1,139	\$1,180	\$1,180	\$1,180	\$1,298
50,001–63,500	\$925	\$1,002	\$1,074	\$1,107	\$1,158	\$1,198	\$1,198	\$1,198	\$1,319

% Change excluding Capital Amounts	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	4%	4%	4%	4%	4%	4%	4%	4%	3%
5,001–11,000	4%	5%	4%	4%	4%	3%	3%	3%	3%
11,001–13,000	4%	5%	4%	4%	4%	4%	4%	4%	3%
13,001–22,000	4%	4%	4%	4%	4%	4%	4%	4%	3%
22,001–34,000	5%	4%	4%	4%	3%	4%	4%	4%	4%
34,001–40,000	4%	4%	3%	3%	3%	3%	3%	3%	3%
40,001–50,000	4%	4%	4%	4%	3%	4%	4%	4%	4%
50,001–63,500	4%	4%	3%	3%	3%	3%	3%	3%	4%

\$ Change excluding Capital Amounts	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	\$29	\$29	\$35	\$35	\$35	\$35	\$35	\$35	\$38
5,001–11,000	\$29	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$39
11,001–13,000	\$29	\$35	\$35	\$35	\$35	\$37	\$37	\$37	\$40
13,001–22,000	\$29	\$35	\$35	\$35	\$35	\$38	\$38	\$38	\$41
22,001–34,000	\$35	\$35	\$35	\$35	\$37	\$39	\$39	\$39	\$43
34,001–40,000	\$35	\$35	\$35	\$36	\$38	\$39	\$39	\$39	\$43
40,001–50,000	\$35	\$35	\$36	\$37	\$38	\$40	\$40	\$40	\$44
50,001–63,500	\$35	\$35	\$36	\$37	\$39	\$40	\$40	\$40	\$45

Current rates including Capital Margin	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	\$694	\$745	\$819	\$857	\$920	\$994	\$994	\$994	\$1,093
5,001–11,000	\$703	\$758	\$837	\$876	\$943	\$1,018	\$1,018	\$1,018	\$1,120
11,001–13,000	\$713	\$770	\$854	\$895	\$966	\$1,047	\$1,047	\$1,047	\$1,152
13,001–22,000	\$719	\$779	\$866	\$908	\$982	\$1,078	\$1,078	\$1,078	\$1,186
22,001–34,000	\$760	\$833	\$939	\$991	\$1,074	\$1,108	\$1,108	\$1,108	\$1,219
34,001–40,000	\$811	\$901	\$1,002	\$1,031	\$1,088	\$1,125	\$1,125	\$1,125	\$1,238
40,001–50,000	\$835	\$932	\$1,020	\$1,050	\$1,102	\$1,141	\$1,141	\$1,141	\$1,255
50,001–63,500	\$891	\$968	\$1,039	\$1,071	\$1,120	\$1,159	\$1,159	\$1,159	\$1,275

Proposed rates including Capital Margin	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	\$723	\$774	\$855	\$892	\$955	\$1,029	\$1,029	\$1,029	\$1,131
5,001–11,000	\$732	\$793	\$872	\$911	\$978	\$1,053	\$1,053	\$1,053	\$1,159
11,001–13,000	\$742	\$805	\$889	\$930	\$1,001	\$1,084	\$1,084	\$1,084	\$1,192
13,001–22,000	\$748	\$814	\$901	\$943	\$1,017	\$1,116	\$1,116	\$1,116	\$1,227
22,001–34,000	\$795	\$869	\$974	\$1,026	\$1,111	\$1,147	\$1,147	\$1,147	\$1,262
34,001–40,000	\$847	\$936	\$1,037	\$1,067	\$1,126	\$1,164	\$1,164	\$1,164	\$1,281
40,001–50,000	\$870	\$967	\$1,056	\$1,087	\$1,140	\$1,181	\$1,181	\$1,181	\$1,299
50,001–63,500	\$926	\$1,003	\$1,075	\$1,108	\$1,159	\$1,199	\$1,199	\$1,199	\$1,320

% Change including Capital Amounts	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	4%	4%	4%	4%	4%	4%	4%	4%	3%
5,001–11,000	4%	5%	4%	4%	4%	3%	3%	3%	3%
11,001–13,000	4%	5%	4%	4%	4%	4%	4%	4%	3%
13,001–22,000	4%	4%	4%	4%	4%	4%	4%	4%	3%
22,001–34,000	5%	4%	4%	4%	3%	4%	4%	4%	4%
34,001–40,000	4%	4%	3%	3%	3%	3%	3%	3%	3%
40,001–50,000	4%	4%	4%	4%	3%	4%	4%	4%	4%
50,001–63,500	4%	4%	3%	3%	3%	3%	3%	3%	4%

\$ Change including Capital Amounts	Model Year								
	1991 & Prior	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.									
5,000 or less	\$29	\$29	\$36	\$35	\$35	\$35	\$35	\$35	\$38
5,001–11,000	\$29	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$39
11,001–13,000	\$29	\$35	\$35	\$35	\$35	\$37	\$37	\$37	\$40
13,001–22,000	\$29	\$35	\$35	\$35	\$35	\$38	\$38	\$38	\$41
22,001–34,000	\$35	\$36	\$35	\$35	\$37	\$39	\$39	\$39	\$43
34,001–40,000	\$36	\$35	\$35	\$36	\$38	\$39	\$39	\$39	\$43
40,001–50,000	\$35	\$35	\$36	\$37	\$38	\$40	\$40	\$40	\$44
50,001–63,500	\$35	\$35	\$36	\$37	\$39	\$40	\$40	\$40	\$45

6.39 Class PV — Heavy trucks and heavy vans

The indicated rate change for Class PV heavy trucks and vans is a 17.4% rate increase.

Recommendation: After capping, SGI recommends an overall rate increase of 4.2%. 97% of vehicles within this class will see increases averaging \$31/year (\$39/year maximum). The remaining vehicles will see decreases averaging \$9/year (\$9/year maximum).

The tables below show the impact on rates.

Current rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,000 or less	\$530	\$590	\$628	\$684	\$711	\$758	\$831	\$917	\$954	\$1,002
5,001–11,000	\$534	\$597	\$638	\$696	\$725	\$843	\$880	\$944	\$1,014	\$1,065
11,001–13,000	\$537	\$604	\$647	\$709	\$787	\$945	\$983	\$983	\$1,045	\$1,097
13,001–22,001	\$540	\$609	\$654	\$718	\$817	\$1,041	\$1,082	\$1,082	\$1,082	\$1,136
22,001–34,000	\$555	\$640	\$694	\$810	\$931	\$1,041	\$1,082	\$1,104	\$1,199	\$1,259
34,001–40,000	\$574	\$678	\$744	\$840	\$931	\$1,041	\$1,096	\$1,246	\$1,322	\$1,388
40,001–50,000	\$583	\$695	\$767	\$872	\$931	\$1,041	\$1,150	\$1,311	\$1,322	\$1,388
50,001–63,500	\$604	\$737	\$823	\$947	\$1,007	\$1,113	\$1,276	\$1,322	\$1,322	\$1,388

Proposed rates excluding Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
No G.V.W.	\$559	\$619	\$657	\$713	\$740	\$793	\$866	\$952	\$989	\$1,037
5,001–11,000	\$563	\$626	\$667	\$725	\$754	\$878	\$915	\$979	\$1,049	\$1,102
11,001–13,000	\$566	\$633	\$676	\$738	\$822	\$980	\$1,018	\$1,018	\$1,081	\$1,135
13,001–22,001	\$569	\$638	\$683	\$747	\$852	\$1,032	\$1,120	\$1,120	\$1,120	\$1,176
22,001–34,000	\$584	\$669	\$723	\$845	\$958	\$1,077	\$1,120	\$1,143	\$1,241	\$1,303
34,001–40,000	\$603	\$707	\$773	\$875	\$966	\$1,077	\$1,134	\$1,290	\$1,368	\$1,437
40,001–50,000	\$612	\$724	\$802	\$907	\$966	\$1,077	\$1,190	\$1,357	\$1,368	\$1,437
50,001–63,500	\$633	\$766	\$858	\$982	\$1,042	\$1,152	\$1,321	\$1,368	\$1,368	\$1,437

% Change excluding Capital Amounts	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
No G.V.W.	5%	5%	5%	4%	4%	5%	4%	4%	4%	3%
5,001–11,000	5%	5%	5%	4%	4%	4%	4%	4%	3%	3%
11,001–13,000	5%	5%	4%	4%	4%	4%	4%	4%	3%	3%
13,001–22,001	5%	5%	4%	4%	4%	-1%	4%	4%	4%	4%
22,001–34,000	5%	5%	4%	4%	3%	3%	4%	4%	4%	3%
34,001–40,000	5%	4%	4%	4%	4%	3%	3%	4%	3%	4%
40,001–50,000	5%	4%	5%	4%	4%	3%	3%	4%	3%	4%
50,001–63,500	5%	4%	4%	4%	3%	4%	4%	3%	3%	4%

\$ Change excluding Capital Amounts	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
No G.V.W.	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$35
5,001–11,000	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$37
11,001–13,000	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$36	\$38
13,001–22,001	\$29	\$29	\$29	\$29	\$35	-\$9	\$38	\$38	\$38	\$40
22,001–34,000	\$29	\$29	\$29	\$35	\$27	\$36	\$38	\$39	\$42	\$44
34,001–40,000	\$29	\$29	\$29	\$35	\$35	\$36	\$38	\$44	\$46	\$49
40,001–50,000	\$29	\$29	\$35	\$35	\$35	\$36	\$40	\$46	\$46	\$49
50,001–63,500	\$29	\$29	\$35	\$35	\$35	\$39	\$45	\$46	\$46	\$49

Current rates including Capital Margin	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
No G.V.W.	\$530	\$590	\$628	\$684	\$711	\$758	\$831	\$918	\$955	\$1,003
5,001–11,000	\$534	\$597	\$638	\$696	\$725	\$844	\$881	\$945	\$1,015	\$1,066
11,001–13,000	\$537	\$604	\$647	\$709	\$787	\$946	\$984	\$984	\$1,046	\$1,098
13,001–22,001	\$540	\$609	\$654	\$718	\$817	\$1,042	\$1,083	\$1,083	\$1,083	\$1,137
22,001–34,000	\$555	\$640	\$694	\$810	\$932	\$1,042	\$1,083	\$1,105	\$1,200	\$1,260
34,001–40,000	\$574	\$678	\$744	\$841	\$932	\$1,042	\$1,097	\$1,247	\$1,323	\$1,389
40,001–50,000	\$583	\$695	\$767	\$873	\$932	\$1,042	\$1,151	\$1,312	\$1,323	\$1,389
50,001–63,500	\$604	\$737	\$823	\$948	\$1,008	\$1,114	\$1,277	\$1,323	\$1,323	\$1,389

<i>Proposed rates including Capital Margin</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021	2022- 2026	2027- 2031
No G.V.W.	\$559	\$619	\$657	\$713	\$740	\$793	\$867	\$953	\$990	\$1,038
5,001-11,000	\$563	\$626	\$667	\$725	\$754	\$879	\$916	\$980	\$1,050	\$1,103
11,001-13,000	\$566	\$633	\$676	\$738	\$822	\$981	\$1,019	\$1,019	\$1,082	\$1,136
13,001-22,001	\$569	\$638	\$683	\$747	\$853	\$1,033	\$1,121	\$1,121	\$1,121	\$1,177
22,001-34,000	\$584	\$669	\$723	\$846	\$959	\$1,078	\$1,121	\$1,144	\$1,242	\$1,304
34,001-40,000	\$603	\$707	\$773	\$876	\$967	\$1,078	\$1,135	\$1,291	\$1,369	\$1,438
40,001-50,000	\$612	\$724	\$802	\$908	\$967	\$1,078	\$1,191	\$1,358	\$1,369	\$1,438
50,001-63,500	\$633	\$766	\$859	\$983	\$1,043	\$1,153	\$1,322	\$1,369	\$1,369	\$1,438

<i>% Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021	2022- 2026	2027- 2031
No G.V.W.	5%	5%	5%	4%	4%	5%	4%	4%	4%	3%
5,001-11,000	5%	5%	5%	4%	4%	4%	4%	4%	3%	3%
11,001-13,000	5%	5%	4%	4%	4%	4%	4%	4%	3%	3%
13,001-22,001	5%	5%	4%	4%	4%	-1%	4%	4%	4%	4%
22,001-34,000	5%	5%	4%	4%	3%	3%	4%	4%	3%	3%
34,001-40,000	5%	4%	4%	4%	4%	3%	3%	4%	3%	4%
40,001-50,000	5%	4%	5%	4%	4%	3%	3%	4%	3%	4%
50,001-63,500	5%	4%	4%	4%	3%	4%	4%	3%	3%	4%

<i>\$ Change including Capital Amounts</i>	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987- 1991	1992- 1996	1997- 2001	2002- 2006	2007- 2011	2012- 2016	2017- 2021	2022- 2026	2027- 2031
No G.V.W.	\$29	\$29	\$29	\$29	\$29	\$35	\$36	\$35	\$35	\$35
5,001-11,000	\$29	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$37
11,001-13,000	\$29	\$29	\$29	\$29	\$35	\$35	\$35	\$35	\$36	\$38
13,001-22,001	\$29	\$29	\$29	\$29	\$36	-\$9	\$38	\$38	\$38	\$40
22,001-34,000	\$29	\$29	\$29	\$36	\$27	\$36	\$38	\$39	\$42	\$44
34,001-40,000	\$29	\$29	\$29	\$35	\$35	\$36	\$38	\$44	\$46	\$49
40,001-50,000	\$29	\$29	\$35	\$35	\$35	\$36	\$40	\$46	\$46	\$49
50,001-63,500	\$29	\$29	\$36	\$35	\$35	\$39	\$45	\$46	\$46	\$49

6.40 Class PV — Power units

The indicated rate change shows a 21.6% increase is warranted for this class.

Recommendation: After capping, SGI recommends an increase of 3.7%. Of the vehicles within this class, all will receive an average increase of \$40/year (maximum \$70/year).

The tables below show the impact on rates.

<i>Current rates excluding Capital Margin</i>										
	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$476	\$632	\$771	\$904	\$984	\$1,125	\$1,340	\$1,541	\$1,558	\$1,714
11,001–13,000	\$499	\$663	\$810	\$946	\$1,031	\$1,186	\$1,415	\$1,629	\$1,634	\$1,798
13,001–22,000	\$524	\$680	\$852	\$990	\$1,080	\$1,277	\$1,525	\$1,713	\$1,713	\$1,884
22,001–34,000	\$550	\$716	\$896	\$1,037	\$1,237	\$1,473	\$1,645	\$1,798	\$1,798	\$1,978
34,001–40,000	\$571	\$802	\$929	\$1,133	\$1,397	\$1,563	\$1,706	\$1,864	\$1,864	\$2,051
40,001–55,000	\$592	\$917	\$1,044	\$1,305	\$1,483	\$1,620	\$1,769	\$1,933	\$1,933	\$2,126
55,001–63,500	\$615	\$1,006	\$1,217	\$1,410	\$1,538	\$1,679	\$1,835	\$2,006	\$2,006	\$2,207

<i>Proposed rates excluding Capital Margin</i>										
	<i>Model Year</i>									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	\$499	\$661	\$806	\$939	\$1,019	\$1,164	\$1,387	\$1,595	\$1,613	\$1,774
11,001–13,000	\$522	\$692	\$845	\$981	\$1,067	\$1,227	\$1,465	\$1,686	\$1,691	\$1,861
13,001–22,000	\$553	\$709	\$887	\$1,025	\$1,118	\$1,322	\$1,578	\$1,773	\$1,773	\$1,950
22,001–34,000	\$579	\$745	\$931	\$1,073	\$1,280	\$1,525	\$1,703	\$1,861	\$1,861	\$2,048
34,001–40,000	\$600	\$837	\$964	\$1,173	\$1,446	\$1,618	\$1,766	\$1,929	\$1,929	\$2,123
40,001–55,000	\$621	\$952	\$1,080	\$1,351	\$1,535	\$1,677	\$1,831	\$2,001	\$2,001	\$2,201
55,001–63,500	\$644	\$1,041	\$1,260	\$1,459	\$1,592	\$1,738	\$1,899	\$2,076	\$2,076	\$2,285

% Change excluding Capital Amounts	Model Year									
G.V.W.	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
5,001–11,000	5%	5%	5%	4%	4%	3%	4%	4%	4%	4%
11,001–13,000	5%	4%	4%	4%	3%	3%	4%	3%	3%	4%
13,001–22,000	6%	4%	4%	4%	4%	4%	3%	4%	4%	4%
22,001–34,000	5%	4%	4%	3%	3%	4%	4%	4%	4%	4%
34,001–40,000	5%	4%	4%	4%	4%	4%	4%	3%	3%	4%
40,001–55,000	5%	4%	3%	4%	4%	4%	4%	4%	4%	4%
55,001–63,500	5%	3%	4%	3%	4%	4%	3%	3%	3%	4%

\$ Change excluding Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$23	\$29	\$35	\$35	\$35	\$39	\$47	\$54	\$55	\$60
11,001–13,000	\$23	\$29	\$35	\$35	\$36	\$41	\$50	\$57	\$57	\$63
13,001–22,000	\$29	\$29	\$35	\$35	\$38	\$45	\$53	\$60	\$60	\$66
22,001–34,000	\$29	\$29	\$35	\$36	\$43	\$52	\$58	\$63	\$63	\$70
34,001–40,000	\$29	\$35	\$35	\$40	\$49	\$55	\$60	\$65	\$65	\$72
40,001–55,000	\$29	\$35	\$36	\$46	\$52	\$57	\$62	\$68	\$68	\$75
55,001–63,500	\$29	\$35	\$43	\$49	\$54	\$59	\$64	\$70	\$70	\$78

Current rates including Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$476	\$632	\$771	\$905	\$985	\$1,126	\$1,341	\$1,542	\$1,559	\$1,715
11,001–13,000	\$499	\$663	\$810	\$947	\$1,032	\$1,187	\$1,416	\$1,630	\$1,635	\$1,799
13,001–22,000	\$524	\$680	\$853	\$991	\$1,081	\$1,278	\$1,526	\$1,714	\$1,714	\$1,885
22,001–34,000	\$550	\$716	\$897	\$1,038	\$1,238	\$1,474	\$1,646	\$1,799	\$1,799	\$1,979
34,001–40,000	\$571	\$802	\$930	\$1,134	\$1,398	\$1,564	\$1,707	\$1,865	\$1,865	\$2,052
40,001–55,000	\$592	\$918	\$1,045	\$1,306	\$1,484	\$1,621	\$1,770	\$1,934	\$1,934	\$2,127
55,001–63,500	\$615	\$1,007	\$1,218	\$1,411	\$1,539	\$1,680	\$1,836	\$2,007	\$2,007	\$2,208

Proposed rates including Capital Margin	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$499	\$661	\$806	\$940	\$1,020	\$1,165	\$1,388	\$1,596	\$1,614	\$1,775
11,001–13,000	\$522	\$692	\$846	\$982	\$1,068	\$1,228	\$1,466	\$1,687	\$1,692	\$1,862
13,001–22,000	\$553	\$709	\$888	\$1,026	\$1,119	\$1,323	\$1,579	\$1,774	\$1,774	\$1,951
22,001–34,000	\$579	\$745	\$932	\$1,074	\$1,281	\$1,526	\$1,704	\$1,862	\$1,862	\$2,049
34,001–40,000	\$600	\$838	\$965	\$1,174	\$1,447	\$1,619	\$1,767	\$1,930	\$1,930	\$2,124
40,001–55,000	\$621	\$953	\$1,081	\$1,352	\$1,536	\$1,678	\$1,832	\$2,002	\$2,002	\$2,202
55,001–63,500	\$644	\$1,042	\$1,261	\$1,460	\$1,593	\$1,739	\$1,900	\$2,077	\$2,077	\$2,286

% Change including Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	5%	5%	5%	4%	4%	3%	4%	4%	4%	3%
11,001–13,000	5%	4%	4%	4%	3%	3%	4%	3%	3%	4%
13,001–22,000	6%	4%	4%	4%	4%	4%	3%	4%	4%	4%
22,001–34,000	5%	4%	4%	3%	3%	4%	4%	4%	4%	4%
34,001–40,000	5%	4%	4%	4%	4%	4%	4%	3%	3%	4%
40,001–55,000	5%	4%	3%	4%	4%	4%	4%	4%	4%	4%
55,001–63,500	5%	3%	4%	3%	4%	4%	3%	3%	3%	4%

\$ Change including Capital Amounts	Model Year									
	1986 & Prior	1987– 1991	1992– 1996	1997– 2001	2002– 2006	2007– 2011	2012– 2016	2017– 2021	2022– 2026	2027– 2031
G.V.W.										
5,001–11,000	\$23	\$29	\$35	\$35	\$35	\$39	\$47	\$54	\$55	\$60
11,001–13,000	\$23	\$29	\$36	\$35	\$36	\$41	\$50	\$57	\$57	\$63
13,001–22,000	\$29	\$29	\$35	\$35	\$38	\$45	\$53	\$60	\$60	\$66
22,001–34,000	\$29	\$29	\$35	\$36	\$43	\$52	\$58	\$63	\$63	\$70
34,001–40,000	\$29	\$36	\$35	\$40	\$49	\$55	\$60	\$65	\$65	\$72
40,001–55,000	\$29	\$35	\$36	\$46	\$52	\$57	\$62	\$68	\$68	\$75
55,001–63,500	\$29	\$35	\$43	\$49	\$54	\$59	\$64	\$70	\$70	\$78

6.41 Class TS — Excess value

For Class TS commercial trailers, the Auto Fund provides damage coverage up to a limit of \$15,000 for damage to a customer's own trailer. A customer has the option of purchasing excess value coverage either through the Auto Fund or a competitive insurer. The current charge for excess value through the Auto Fund is \$17 per \$1,000 of excess value. The rate indication shows that a 36.2% decrease is warranted for this class.

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

7. Proposed Timelines

The Auto Fund will be in a position to implement rate changes June 1, 2026 and June 1, 2027. Time is required to test new rate tables and ensure system integrity.

Tentative implementation dates are:

Submission to SRRP	January 2026
Recommendations from SRRP	June 2026
Final Cabinet approval	July 2026
Rate changes implemented	April 2026
Mail insurance renewal notices and registration eligibility declaration letters	May 2026
Effective date	June 1, 2026

8. Summary and Conclusion

The Auto Fund requires an increase to overall premium collected to cover claims and other expenses and break even in the upcoming rating year.

Saskatchewan’s Crown corporations, including SGI, are committed to delivering affordable services for residents and businesses, in accordance with the Crown Sector Strategic Priorities. Because of current affordability concerns, the Auto Fund is proposing an overall increase of 7.6% to the overall premium by implementing two annual rate increases of 3.75%. This means that the RSR is expected to cover the claims and expenses not accounted for by the proposed premiums.

SGI is committed to fairness in vehicle rating. Customers will not see an across-the-board increase. While the net result for the Auto Fund is a 7.6% increase, with rebalancing some customers will see increases and some will see decreases, of varying degrees. Overall, 1% of SGI customers will see a decrease, 98% will see an increase and the remaining vehicles will see no change to their rates.

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

One of SGI’s key operating philosophies is to keep rates as low as possible. Over the last 20 years, the Saskatchewan Consumer Price Index has increased by 57.7%, while the Auto Fund’s rates, including capital amounts, increased by only 5.0%.

Appendix A — Summary of Indicated and Proposed Rate Changes

By Class Indicated and Proposed Rate Changes with Dollar Impact

<i>Vehicle Class</i>	Required Rate Change	Proposed Change	Proposed Rate Change Incl CM and Rounding	Weighted Average Current Premium Incl CM	Weighted Average Proposed Premium Incl CM	Average \$ Change	Max \$ Increase	Max \$ Decrease	Average \$ Increase	Average \$ Decrease
CLEAR-Rated Vehicles	33.2%	3.6%	3.6%	\$1,313	\$1,359	\$47	\$140	-\$112	\$47	-\$27
A — Commercial Light Trucks		3.5%	3.5%	\$2,714	\$2,810	\$96	\$140	\$0	\$96	\$0
F — Farm Light Truck - 1994-2003		3.8%	3.8%	\$645	\$670	\$24	\$36	\$0	\$24	\$0
F — Farm Light Truck - 2004 & Newer		3.5%	3.5%	\$1,106	\$1,145	\$39	\$68	-\$49	\$39	-\$22
LV — Private Passenger Vehicles (PPV)		3.6%	3.6%	\$1,333	\$1,381	\$48	\$137	-\$112	\$48	-\$27
LV — PPV — Farm Cars, SUVs and Vans		3.6%	3.6%	\$1,150	\$1,192	\$41	\$87	-\$81	\$41	-\$28
LV — Police Cars		3.5%	3.5%	\$2,079	\$2,153	\$74	\$110	\$0	\$74	\$0
LV — Police Trucks, Vans & SUVs		3.5%	3.5%	\$1,448	\$1,500	\$51	\$67	\$0	\$51	\$0
LV — Udrives		3.5%	3.5%	\$1,949	\$2,018	\$69	\$103	-\$29	\$69	-\$29
PT — Taxis (Rural)		3.5%	3.5%	\$2,146	\$2,222	\$76	\$108	\$0	\$76	\$0
Conventionally Rated Vehicles										
Ambulances	68.6%	3.5%	3.5%	\$1,095	\$1,133	\$38	\$38	\$0	\$38	\$0
A — Commercial Vehicles:										
Heavy Trucks & Vans IRP	32.3%	4.0%	4.0%	\$882	\$917	\$35	\$46	\$0	\$35	\$0
Heavy Trucks & Vans IRP \$15K Ded.	64.3%	5.4%	5.3%	\$430	\$453	\$23	\$23	\$0	\$23	\$0
Heavy Trucks and Vans Non-IRP	60.6%	3.5%	3.6%	\$1,078	\$1,117	\$38	\$52	\$0	\$38	\$0
Power Units IRP	76.5%	3.5%	3.5%	\$2,777	\$2,875	\$98	\$108	\$0	\$98	\$0
Power Units IRP \$15K Ded.	147.2%	3.5%	3.5%	\$1,314	\$1,360	\$46	\$47	\$0	\$46	\$0
Power Units Non-IRP	77.1%	3.5%	3.5%	\$1,576	\$1,631	\$55	\$66	\$0	\$55	\$0
C & D — Commercial Vehicles:										
Heavy Trucks and Vans	34.3%	4.3%	4.3%	\$725	\$756	\$31	\$42	\$0	\$31	\$0
Power Units	22.3%	3.5%	3.5%	\$1,394	\$1,443	\$49	\$67	\$0	\$49	\$0

<i>Vehicle Class</i>	Required Rate Change	Proposed Change	Proposed Rate Change Incl CM and Rounding	Weighted Average Current Premium Incl CM	Weighted Average Proposed Premium Incl CM	Average \$ Change	Max \$ Increase	Max \$ Decrease	Average \$ Increase	Average \$ Decrease
F — Farm Vehicles:										
Heavy Trucks and Vans	29.8%	7.4%	7.5%	\$267	\$287	\$20	\$29	\$0	\$20	\$0
Light Trucks - 1993 & Older	57.0%	9.8%	9.8%	\$174	\$191	\$17	\$17	\$0	\$17	\$0
Power Units	22.4%	4.6%	4.6%	\$601	\$629	\$28	\$41	\$0	\$28	\$0
Hearses	58.2%	5.3%	5.3%	\$438	\$461	\$23	\$23	\$0	\$23	\$0
L — Dealer Plates	70.0%	3.9%	3.8%	\$746	\$775	\$29	\$29	\$0	\$29	\$0
L — Snowmobile Dealers	46.6%	18.3%	18.3%	\$60	\$71	\$11	\$11	\$0	\$11	\$0
LV — Antiques	48.7%	12.0%	12.0%	\$92	\$103	\$11	\$11	\$0	\$11	\$0
LV — Buses	26.7%	5.1%	5.1%	\$570	\$599	\$29	\$29	\$0	\$29	\$0
LV — Buses (Restricted)	72.4%	5.7%	5.7%	\$405	\$428	\$23	\$23	\$0	\$23	\$0
LV — Motorcycles	72.4%	0.0%	0.0%	\$1,806	\$1,806	\$0	\$0	\$0	\$0	\$0
LV — Motorhomes	287.7%	4.3%	4.2%	\$682	\$711	\$29	\$51	\$0	\$29	\$0
MT — Snowmobiles	23.7%	15.3%	15.3%	\$72	\$83	\$11	\$11	\$0	\$11	\$0
PB — Passenger Inter-city Buses	84.2%	3.5%	3.5%	\$2,265	\$2,345	\$80	\$148	\$0	\$80	\$0
PC — Passenger City Buses	79.4%	3.5%	3.5%	\$2,029	\$2,101	\$71	\$96	\$0	\$71	\$0
PS — Passenger School Buses	43.3%	4.1%	4.1%	\$704	\$733	\$29	\$29	\$0	\$29	\$0
PT — Taxis	86.6%	0.0%	0.0%	\$3,760	\$3,760	\$0	\$0	\$0	\$0	\$0
Rideshares	5.3%	5.3%	9.1%	\$1,760	\$1,920	\$160	\$160	\$0	\$160	\$0
Trailers										
F — Trailers	58.8%	16.8%	17.4%	\$77	\$90	\$13	\$17	\$0	\$13	\$0
LT — Trailer Dealers/Movers	111.7%	0.1%	0.2%	\$549	\$550	\$1	\$35	-\$24	\$32	-\$24
T — Personal Trailers	105.0%	6.9%	6.7%	\$272	\$290	\$19	\$38	\$0	\$19	\$0
T — Utility	68.4%	13.9%	13.9%	\$36	\$41	\$5	\$5	\$0	\$5	\$0
TS — Commercial Trailers	14.6%	5.4%	5.7%	\$129	\$136	\$7	\$17	-\$5	\$11	-\$5
Miscellaneous Classes										
A — Excess Value	9.8%	0.0%	0.0%	\$17	\$17	\$0	\$0	\$0	\$0	\$0
C & D — Non-Resident	125.8%	14.7%	14.7%	\$75	\$86	\$11	\$11	\$0	\$11	\$0

<i>Vehicle Class</i>	Required Rate Change	Proposed Change	Proposed Rate Change Incl CM and Rounding	Weighted Average Current Premium Incl CM	Weighted Average Proposed Premium Incl CM	Average \$ Change	Max \$ Increase	Max \$ Decrease	Average \$ Increase	Average \$ Decrease
C & D — Excess Value	-10.9%	0.0%	0.0%	\$17	\$17	\$0	\$0	\$0	\$0	\$0
Industrial Tracked Vehicles	37.3%	8.4%	8.4%	\$275	\$298	\$23	\$23	\$0	\$23	\$0
LV — Motorized Bicycle	56.8%	18.0%	18.0%	\$61	\$72	\$11	\$11	\$0	\$11	\$0
PV — Converted Vehicles	18.2%	4.2%	4.2%	\$799	\$833	\$33	\$36	\$0	\$33	\$0
PV — Heavy Trucks and Vans	17.4%	4.1%	4.2%	\$733	\$763	\$30	\$39	-\$9	\$31	-\$9
PV — Power Units	21.6%	3.7%	3.7%	\$1,089	\$1,129	\$40	\$70	\$0	\$40	\$0
TS — Excess Value	-36.2%	0.0%	0.0%	\$17	\$17	\$0	\$0	\$0	\$0	\$0
24-Hour Permit	49.4%	45.5%	45.5%	\$11	\$16	\$5	\$5	\$0	\$5	\$0
8-Day Permit	105.8%	10.2%	10.2%	\$49	\$54	\$5	\$5	\$0	\$5	\$0
In-transit Permit	84.7%	16.7%	16.7%	\$30	\$35	\$5	\$5	\$0	\$5	\$0
Temporary Insurance Card	41.5%	17.9%	17.9%	\$28	\$33	\$5	\$5	\$0	\$5	\$0

By Class Per Cent Impact and Number of Vehicles Changing

<i>Vehicle Class</i>	Average % Change	Average % Increase	Average % Decrease	# of Vehicles* Increasing	# of Vehicles* Decreasing	# of Vehicles* Unchanged	# of Vehicles with Capped Increases	# of Vehicles with Capped Decreases	# of Vehicles Within Caps
CLEAR-Rated Vehicles	3.6%	3.6%	-2.0%	882,864	1,894	0	848,895	290	35,573
A — Commercial Light Trucks	3.5%	3.5%	0.0%	105	0	0	105	0	0
F — Farm Light Truck - 1994-2003	3.8%	3.8%	0.0%	12,652	0	0	38	0	12,614
F — Farm Light Truck - 2004 & Newer	3.5%	3.5%	-2.3%	47,794	59	0	36,715	11	11,128
LV — Private Passenger Vehicles (PPV)	3.6%	3.6%	-2.0%	800,825	1,814	0	793,480	276	8,883
LV — PPV — Farm Cars, SUVs and Vans	3.6%	3.6%	-2.0%	14,882	19	0	11,989	4	2,909
LV — Police Cars	3.5%	3.6%	0.0%	62	0	0	62	0	0
LV — Police Trucks, Vans & SUVs	3.5%	3.5%	0.0%	702	0	0	673	0	29
LV — Udrives	3.5%	3.5%	-1.5%	5,691	1	0	5,685	0	7
PT — Taxis (Rural)	3.5%	3.5%	0.0%	151	0	0	148	0	3
Conventionally Rated Vehicles									
Ambulances	3.5%	3.5%	0.0%	334	0	0	334	0	0
A — Commercial Vehicles:									
Heavy Trucks & Vans IRP	4.0%	4.1%	0.0%	389	0	0	389	0	0
Heavy Trucks & Vans IRP \$15K Ded.	5.3%	5.4%	0.0%	284	0	0	284	0	0
Heavy Trucks and Vans Non-IRP	3.6%	3.5%	0.0%	1,652	0	0	1,652	0	0
Power Units IRP	3.5%	3.5%	0.0%	3,360	0	0	3,360	0	0
Power Units IRP \$15K Ded.	3.5%	3.5%	0.0%	2,516	0	0	2,516	0	0
Power Units Non-IRP	3.5%	3.5%	0.0%	1,942	0	0	1,942	0	0
C & D — Commercial Vehicles:									
Heavy Trucks and Vans	4.3%	4.3%	0.0%	14,984	0	0	14,984	0	0
Power Units	3.5%	3.6%	0.0%	5,975	0	0	5,975	0	0
F — Farm Vehicles:									
Heavy Trucks and Vans	7.5%	8.4%	0.0%	17,677	0	0	17,140	0	537
Light Trucks - 1993 & Older	9.8%	9.8%	0.0%	5,040	0	0	0	0	5,040

<i>Vehicle Class</i>	<i>Average % Change</i>	<i>Average % Increase</i>	<i>Average % Decrease</i>	<i># of Vehicles* Increasing</i>	<i># of Vehicles* Decreasing</i>	<i># of Vehicles* Unchanged</i>	<i># of Vehicles with Capped Increases</i>	<i># of Vehicles with Capped Decreases</i>	<i># of Vehicles Within Caps</i>
Power Units	4.6%	4.7%	0.0%	17,662	0	0	17,662	0	0
Hearses	5.3%	5.3%	0.0%	113	0	0	0	0	113
L — Dealer Plates	3.8%	3.9%	0.0%	4,134	0	0	4,134	0	0
L — Snowmobile Dealers	18.3%	18.3%	0.0%	28	0	0	28	0	0
LV — Antiques	12.0%	12.0%	0.0%	22,728	0	0	22,728	0	0
LV — Buses	5.1%	5.1%	0.0%	335	0	0	335	0	0
LV — Buses (Restricted)	5.7%	5.7%	0.0%	11	0	0	11	0	0
LV — Motorcycles	0.0%	0.0%	0.0%	0	0	6,297	6,210	29	57
LV — Motorhomes	4.2%	4.8%	0.0%	3,938	0	0	3,938	0	0
MT — Snowmobiles	15.3%	15.3%	0.0%	3,105	0	0	0	0	3,105
PB — Passenger Inter-city Buses	3.5%	3.5%	0.0%	584	0	0	584	0	0
PC — Passenger City Buses	3.5%	3.5%	0.0%	568	0	0	568	0	0
PS — Passenger School Buses	4.1%	4.1%	0.0%	3,062	0	0	3,062	0	0
PT — Taxis	0.0%	0.0%	0.0%	0	0	666	666	0	0
Rideshares	9.1%	9.1%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A
Trailers									
F — Trailers	17.4%	17.6%	0.0%	51,200	0	0	51,200	0	0
LT — Trailer Dealers/Movers	0.2%	5.9%	-6.6%	200	254	0	200	254	0
T — Personal Trailers	6.7%	8.9%	0.0%	57,549	0	0	57,549	0	0
T — Utility	13.9%	13.9%	0.0%	79,718	0	0	0	0	79,718
TS — Commercial Trailers	5.7%	12.5%	-2.0%	43,762	13,606	0	43,762	0	13,606
Miscellaneous Classes									
A — Excess Value	0.0%	0.0%	0.0%	0	0	257	0	0	257
C & D — Non-Resident	14.7%	14.7%	0.0%	1	0	0	1	0	0
C & D — Excess Value	0.0%	0.0%	0.0%	0	0	1,948	0	0	1,948
Industrial Tracked Vehicles	8.4%	8.4%	0.0%	0	0	0	0	0	0
LV — Motorized Bicycle	18.0%	18.0%	0.0%	6	0	0	6	0	0
PV — Converted Vehicles	4.2%	4.2%	0.0%	5	0	0	5	0	0
PV — Heavy Trucks and Vans	4.2%	4.5%	-0.9%	864	25	0	858	0	32

<i>Vehicle Class</i>	Average % Change	Average % Increase	Average % Decrease	# of Vehicles* Increasing	# of Vehicles* Decreasing	# of Vehicles* Unchanged	# of Vehicles with Capped Increases	# of Vehicles with Capped Decreases	# of Vehicles Within Caps
PV — Power Units	3.7%	3.8%	0.0%	118	0	0	118	0	0
TS — Excess Value	0.0%	0.0%	0.0%	0	0	3,975	0	0	3,975
24-Hour Permit	45.5%	45.5%	0.0%	174	0	0	174	0	0
8-Day Permit	10.2%	10.2%	0.0%	669	0	0	669	0	0
In-transit Permit	16.7%	16.7%	0.0%	50	0	0	50	0	0
Temporary Insurance Card	17.9%	17.9%	0.0%	122	0	0	122	0	0
All Including Trailers				1,227,724	15,779	6,963	1,112,224	574	137,668
All Excluding Trailers & Misc				993,286	1,894	6,963	109,737	29	892,376

Appendix B — Glossary of Terms and Abbreviations

Rating Terminology

Administrative expenses	Operating expenses such as salaries, infrastructure costs, system support costs and traffic safety program costs. Administrative expenses in relation to total revenue are approximately 9%. Traffic safety program costs consist of programs, sponsorship and advertising associated with promoting traffic safety. The goal of this investment is to provide social and economic benefits through the promotion of safe driving to reduce collisions.
Base rates	The base rate is the premium for the base group. The base group is typically chosen to be the group with the largest number of registrations because the larger the numbers, the more credible the data. As an example, for the LV — Motorhomes class, the base group is motorhomes valued between \$10,001 and \$20,000. Premiums for groups, other than the base group, are derived by adjusting the base rate by a ratio that reflects the variance in loss experience between the groups (see Relativities definition).
Business Recognition (BR) program	A program that rewards businesses with safe driving records. Currently, companies that own and operate commercial vehicles and have a loss ratio of less than 60% in the past five years are eligible for a discount, to a maximum of 15%, on their vehicle insurance premiums. Any operator with a loss ratio greater than 70% is subject to financial penalties. However, relative to the size of the vehicle fleet, losses are capped to ensure premium increases are fair and reasonable. A capped five-year loss ratio determines how much a customer saves or is surcharged on their vehicle insurance. See section 2.4.2 for further details.
Claim frequency	The number of occurrences (or claims) per exposure (annual registration).
Claim severity	Average amount of loss per claim (or per occurrence).
CLEAR	An acronym for the industry-wide Canadian Loss Experience Automobile Rating system. The Insurance Bureau of Canada (IBC), captures Canada-wide loss experience for light passenger vehicles 36 years of age or newer. CLEAR analyzes historical records of collision frequency and repair costs of each vehicle make and model in order to predict future losses. Through statistical analysis, relationships are established between vehicle characteristics and insurance claims. These relationships are then adjusted according to the actual claim history of individual models in order to predict future losses for each model. Other rating factors, such as a person's driving record or where they live, are not affected by CLEAR. As part of its analysis, IBC considers several factors, including vehicle construction, safety equipment and susceptibility to damage. IBC also works closely with vehicle manufacturers to monitor new developments. CLEAR is used by insurance companies Canada-wide to rate damage and injury coverage for light passenger vehicles.
Credibility	<p>Credibility is a way to measure if there is enough past experience to use in predicting the rating year. The weight assigned to a forecast using past experience is commonly denoted by Z (a number between 0 and 1). The balance of the weight, 1 - Z, will be assigned to what is called the complement of credibility. This complement will be another valid estimate for the prediction and could come from a larger separate source of past data or could assume "no change" in the forecast variable. Together, the weights and two sources develop a weighted average for the forecast, which becomes the indicated forecast.</p> <p>Generally, because of the higher risk and volatility in the volume and size of claims, the credibility of a forecast is measured using the number of past claim counts included in the forecast. It's possible that all weight is assigned to the past experience (i.e., Z = 1), if it's deemed fully credible. This is the case if there are at least as many past claim counts used in the forecast as the Standard of Full Credibility. If the past claim counts used in the forecast are less than the Standard of Full Credibility, the credibility is calculated as:</p> $Z = \sqrt{\text{Claim Counts} / \text{Standard of Full Credibility}}$

Deductible	An agreed specified sum to be deducted from the amount of loss and assumed by the insured. It is the amount the insured must pay before their insurance benefits begin to cover remaining costs.
Exposures	Rating units on which insurance premium is based or units by which the probability and size of loss are measured. For the purposes of this report, an exposure is equivalent to a vehicle written on an annual policy. For example, one car insured for an entire year equals one exposure. A motorcycle insured for half a year equals half an exposure.
Fiscal Year	SGL reports its financial results based on a year starting April 1 and ending March 31 of the next year. Analysis in the rate program also follows this practice of measuring each full year from April to March.
Relativities	One plus the per cent difference between rating groups that reflect the variance in loss experience. For example, when looking at the motorhome class, the base group is motorhomes with a value between \$10,001 and \$20,000. To determine the premium for other values of vehicles, the base group rate is multiplied by the calculated relativity for the specified group. If the specified group's experience is worse than the base group's, then the premium charged will be higher than the base group's. The reverse is also true.
Safe Driver Recognition (SDR) program	<p>A program designed to reward safe drivers with a discount on their vehicle insurance. The program also ensures drivers who demonstrate risky behaviour pay their share, as drivers with at-fault collisions and/or more serious traffic convictions are assessed demerit points which could lead to a financial penalty for each incident they are involved in.</p> <p>These financial penalties are assessed immediately after an incident and help offset the cost of discounts for safe drivers. For details on the SDR program, see section 2.4.1.</p>

Acronyms

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

