

Saskatchewan Rate Review – Information Request Package

SGI Saskatchewan Auto Fund Rate Proposal Application – January 2026

Submitted by: RAGE – Riders Against Government Exploitation

Global Requirement (applied to all Information Requests in this package)

All totals and data provided must reconcile to SGI Auto Fund financial statements and rate application exhibits. Any differences must be clearly identified and explained.

Section A: Motorcycle Injury Benefit Claims Composition

IR A1

Please provide, for the most recent 10 accident years (or maximum available), a table specific to the motorcycle class showing:

- Earned premium
- Incurred claims (total)
- Incurred claims broken down into:
 - Income replacement benefits
 - Care benefits
 - Medical expenses (excluding medical funding)
 - Medical funding (Ministry of Health reimbursements)
 - Permanent impairment
 - Scarring benefits
 - Death benefits

Provide both:

- nominal dollars, and
- per-registered-unit values

Also include claim counts associated with each benefit category.

All values should reconcile to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR A2

For the data provided in IR A1, please indicate:

- the proportion (%) of total motorcycle injury costs attributable to each benefit category, and
- the trend (increase/decrease) over time for each category, and
- the impact of clothing rules for new riders has had

Provide reconciliation to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR A3

SGI has indicated that motorcycle injury costs account for approximately 75–80% of required average premium.

Please reconcile this statement by providing:

- a clear derivation of this percentage,
- identification of which cost components are included/excluded, and
- the equivalent percentage for:
 - private passenger vehicles, and
 - the total Auto Fund.

Please reconcile all totals provided to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR A4 – Benefit Utilization Rates (Motorcycles)

Please provide:

- percentage of motorcycle claims that actually receive:
 - income replacement
 - care benefits
 - long-term medical benefits
- average duration of each benefit

All values should reconcile to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR A5 – Claim Development (Motorcycles)

Please provide:

- how motorcycle injury claims develop over time (e.g., 12, 24, 36, 60 months)
- proportion of ultimate costs known at each stage

Please reconcile all totals provided to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR A6 – Definitions and Consistency

Please provide definitions for all key terms used in responses (including but not limited to: incurred claims, medical funding, medical expenses, income replacement, claim counts, registered units), and confirm that definitions are applied consistently across all responses.

If definitions differ, please identify and reconcile differences.

IR A7 – Data Limitations and Assumptions

Please identify any limitations, assumptions, or data quality issues associated with the information provided in response to these IRs, including any areas where estimates or proxies are used.

IR A8 – Internal Use of Data

Please confirm whether the data and analyses requested in these IRs are routinely produced and used internally by SGI for rate setting or management purposes.

If not, please explain why.

Section B: Income Replacement

IR B1

Please provide, for motorcycles only, for the most recent 10 accident years:

- total income replacement incurred
- number of income replacement claims
- average cost per claim
- average duration of income replacement benefits (months)

Please reconcile all totals provided to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR B2

Please provide a breakdown of motorcycle income replacement claims by:

- duration bands (e.g., <6 months, 6–12 months, 1–2 years, >2 years), and
- severity bands (if available internally).

Provide reconciliation to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR B3

Please describe, with supporting data:

- the primary drivers of income replacement cost increases for motorcycles, including:
 - wage inflation / indexation,
 - claim duration changes,
 - claim severity,
 - changes in claimant demographics.

All values should reconcile to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR B4

Please confirm whether income replacement benefits are indexed to CPI and:

- provide the assumed long-term CPI used in rate setting, and
- quantify the sensitivity of motorcycle indicated rates to a $\pm 1\%$ change in CPI

Please reconcile all totals provided to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

Section C: Medical Funding vs Medical Expense**IR C1**

Please provide, for motorcycles only, for the most recent 10 accident years:

- total medical funding (Ministry of Health reimbursements),
- total medical expenses (excluding funding),
- number of claims associated with each.

Provide reconciliation to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR C2

Please explain:

- how medical funding is calculated,
- whether it reflects actual cost recovery or a standardized charge, and
- whether the methodology has changed over time.

All values should reconcile to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR C3

Please reconcile:

- the relationship between medical funding and actual health system utilization, and
- whether medical funding is proportional to injury severity or applied uniformly by claim type.

Provide reconciliation to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

IR C4

Please provide the equivalent data requested in IR C1 for:

- private passenger vehicles, and
- the total Auto Fund,
- to allow comparison of medical funding intensity across classes.

Please reconcile all totals provided to the corresponding totals in SGI Auto Fund financial statements and rate application exhibits, including identification of any differences and explanations for variances.

Section D: Claim Attribution and Fault

IR D1

Please confirm the methodology used to allocate injury costs between vehicle classes in multi-vehicle collisions.

IR D2

For motorcycle-related collisions involving another vehicle, please provide:

- total injury costs,
- portion attributed to motorcycles,
- portion attributed to other vehicle classes,

for the most recent 10 accident years.

IR D3

Please provide, for motorcycles:

- number of claims arising from single-vehicle accidents,
- number of claims arising from multi-vehicle accidents,

and the associated injury costs for each.

IR D4

Please reconcile:

- the extent to which motorcycle premiums are driven by single-vehicle accident experience,
- versus costs arising from not-at-fault multi-vehicle collisions.

IR D5 — Large Loss and Catastrophic Claim Treatment

Please provide:

- definition of “large loss” used in rate setting
- number of large-loss motorcycle claims annually
- total cost of those claims
- whether any caps, smoothing, or reinsurance adjustments are applied

IR D6 – Net vs Gross Cost Reporting

For all cost data provided, please specify whether amounts are reported on a gross or net basis (including recoveries, subrogation, salvage, and reinsurance).

Please provide both gross and net values where available.

Section E: Frequency vs Severity

Because “motorcycles are expensive” is meaningless without understanding the data behind claim frequency vs claim severity:

IR E1

Please provide, for motorcycles:

- claim frequency (claims per 1,000 registered units), and
- average claim severity

for the most recent 10 accident years.

IR E2

Please decompose changes in indicated motorcycle rates into:

- frequency effects,
- severity effects,
- benefit structure changes,
- inflation/indexation

IR E3 – Distribution of Claim Severity (Motorcycles)

- Distribution of total claim cost per claim (not averages)
- Percent of total costs coming from:
 - top 1% of claims
 - top 5%
 - top 10%

IR E4 – Open vs Closed Claims

Please provide, for motorcycle claims by accident year:

- number and proportion of open vs closed claims
- total incurred cost for open vs closed claims
- average cost of open vs closed claims

Section F: Seasonal Rating and Behavioural Effects**IR F1**

Please provide:

- current proportion of motorcycles insured on an annual basis vs short-term policies,
- historical trends in policy term selection.

IR F2

Please model the impact of introducing fully seasonal rating on:

- earned premium,
- claim frequency,
- claim severity,
- overall rate adequacy.

IR F3

Please explain:

- what operational, regulatory, or system barriers prevent implementation of seasonal rating, and
- provide estimated timelines and costs to implement.

Section G: Cross-Jurisdiction Comparison

As this is an argument that is used by SGI at during every rate review application, we are asking for them to provide the information they used to quantify their position.

IR G1

Please provide a comparison of motorcycle insurance across:

- Saskatchewan,
- Manitoba,
- British Columbia,
- Alberta (if available),

including:

- average premium,
- injury benefit levels (income replacement, medical, etc.),
- proportion of premium attributable to injury costs.

IR G2

Please normalize the comparison in IR G1 by:

- benefit levels,
- claim costs, and
- exposure,

to allow for an “apples-to-apples” comparison.

Section H: Motorcycle Exposure, Registrations and Permits

IR H1 — Unique Motorcycle Registrations (Exposure Basis)

Please provide, for the most recent 10 years:

- the number of unique motorcycles registered (i.e., distinct vehicle units, not transactions),
- reported:
 - annually, and
 - by month (month-end count of active registered motorcycles).

Please clearly define the methodology used to determine “unique” registrations and confirm whether this represents:

- active registrations at a point in time, or
- total vehicles registered at any time during the period.

IR H2 — Motorcycle Permits / Policy Transactions

Please provide, for the most recent 10 years:

- the total number of **motorcycle permits issued**, including:
 - annual registrations, and
 - short-term / temporary permits,

reported:

- annually, and
- by month.

Please clarify:

- whether multiple permits issued to the same motorcycle within a year are counted separately, and
- the average number of permits issued per unique motorcycle.

Please provide the distribution (not just average) of number of permits per motorcycle per year.

IR H3 — Revenue from Motorcycle Registrations and Permits

Please provide, for the most recent 10 years:

- total **earned premium revenue** attributable to motorcycles,
- broken down by:
 - annual registrations, and
 - short-term / temporary permits,

and reported:

- annually, and
- by month.

Additionally, please provide:

- average revenue per:
 - unique motorcycle (from IR H1), and
 - permit issued (from IR H2).

IR H4 — Reconciliation of Exposure and Revenue

Please reconcile:

- the relationship between:
 - unique motorcycles registered (IR H1),
 - number of permits issued (IR H2), and
 - total revenue (IR H3),

including an explanation of:

- how multiple permits per motorcycle impact total revenue, and
- whether changes in permit behaviour (e.g., increased short-term usage) have affected revenue stability and rate adequacy.

IR H5 – Exposure Normalization (Usage vs Registration)

Please provide:

- estimated annual kilometers ridden (or proxy exposure measure) by vehicle class
- comparison of:
 - motorcycles vs passenger vehicles
- whether rate setting accounts for actual usage vs registration duration

Section I: Behavioural Elasticity (the unintended consequence problem)

IR I1

Please provide:

- historical relationship between motorcycle rate increases and:
 - number of registered units
 - number of permits issued
 - average duration of coverage
- any internal analysis on elasticity of demand

Section J: Cross-Subsidy Across Classes

IR J1

Please provide:

- identification of all vehicle classes that are:
 - above indicated rates
 - below indicated rates
- quantification of cross-subsidy between classes

Section K: Safety Investment vs Cost Reduction

IR K1

Please provide:

- spending on motorcycle safety programs
- measurable impact on:
 - claim frequency
 - claim severity
- ROI of those programs

Section L: Allocation and Overhead Expenses

IR L1

Please provide:

- how administrative and overhead costs are allocated to motorcycles
- whether allocation is:
 - usage-based
 - premium-based
 - or proportional