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NOTICE OF MEETING

AD HOC PRODUCER REASSIGNMENT COMMITTEE

A meeting of the Ad Hoc Producer Reassignment Committee will be held virtually via Zoom video conferencing software on

FRIDAY, MAY 29, 2026, AT 10:00 A.M.

If you plan to attend this meeting and are not a member of this Committee, please RSVP by completing the Visitor Security Form located in the Contact Us/Visitor Information section of CAR's website. CAR will then forward to you, via email, meeting access information. Please do not share access information provided by CAR, but refer others wishing to attend the meeting to CAR's Visitor Security Form.

MEMBERS OF THE COMMITTEE

Mr. John Oivieri, Jr. – Chair
World Insurance Associates, LLC

Mr. Thomas DePaulo
Mr. Andrew Lazjer
Ms. Nicole Martorana
Ms. Sharon Murphy
Ms. Allison Ratliff
Mr. Barry Tagen
Mr. David Zawilinski

Cabot Risk Strategies, LLC
Safety Insurance Company
FBInsure
Acadia Insurance Company
MAPFRE U.S.A. Corporation
Pilgrim Insurance Company
Arbella Insurance Group

AGENDA

PRC

26.01 Records of Previous Meeting

The Records of the Ad Hoc Producer Reassignment Committee meeting of February 12, 2026 should be read and approved.

PRC

26.03 CAR Conflict of Interest Policy

The Chair will read a statement relative to CAR's Conflict of Interest Policy.

PRC

25.04 Procedures to Mitigate Disruptive Impacts of ERP Reassignments

The Committee should be prepared to continue its discussion on mitigating the disruptive impacts of commercial ERP reassignments that are needed to realign the ceded books of business to maintain equity among the Servicing Carriers. To assist the committee in its discussion, staff prepared an outline summarizing committee discussions to date, commenting on follow-up activities by staff as directed, and identifying suggested enhanced procedures that may be implemented for the 2027-2031 appointment term (Docket #PRC25.04, Exhibit #3). Staff will review the outline with the Committee at the meeting.

Other Business

To transact any other business that may properly come before this Committee.

Executive Session

The Ad Hoc Producer Reassignment Committee may convene in Executive Session in accordance with the provisions of G.L. c. 30A, § 21.

ADRIANNE DONOVAN
Residual Market Services Liaison

Attachment

Boston, Massachusetts
May 15, 2026

Ad Hoc Redistribution Committee – May 29, 2026

The Ad Hoc Producer Reassignment Committee is established to identify, evaluate, and recommend policies and procedures for Governing Committee consideration to mitigate the disruptive impacts of commercial ERP reassignments needed to realign ceded books of business to maintain equity among Servicing Carriers.

Goals/Objectives:

Based on committee discussions to date, goals and objectives to address the directive to mitigate disruption, include but are not limited to:

- Reduce/limit/minimize number of redistributions
- Soften the impact to reassigned producers
- Others as the Committee may identify

Distribution of ceded books of business by Servicing Carrier 2017-2025:

During discussion at the February 12, 2026 meeting, the Committee expressed interest in further review of the distribution of the ceded written premium among Servicing Carriers. It was noted that since 2017, 2 carriers have been consistently undersubscribed in terms of premium volumes, while the other 2 carriers have been consistently oversubscribed. One carrier questioned whether further review of the ceded premium by classification could provide additional insight into this result.

- Attached is a report of written premium distribution by carrier by year for policy effective years 2017-2025 at 12 months. Additional data by classification is also included for policy years 2022-2025.
- Committee members suggested developing a survey of Servicing Carriers to identify volumes of risks depopulated on renewal and the reasons for depopulation.
 - Following are some suggested survey questions for Committee review and comment.
 - How many risks did you write voluntary after being ceded in the prior year?
 - How many new risks did you decline for ineligibility?
 - How many renewal risks did you non-renew for ineligibility?
 - How many risks have you determined to be ineligible after a reassignment?
 - Does your company underwrite all or certain risks at renewal as compared to an automatic renewal with minimal or no review?
 - Rule 10.C.2 requires a certain number of SIU audits of garaging and policy facts – how do you determine, which policies are audited?
 - Servicing Carriers are requested to comment on the feasibility of providing information for recent years or if information must be accumulated prospectively.
 - Note responses are intended to be held confidential with only summary observations to be shared with the Committee
- Some questioned whether Servicing Carriers practices regarding frequency of underwriting/reevaluating risks on renewals vary by carrier. As an alternative to the survey, the committee may consider a requirement to reevaluate renewal risks every 1-2 years.

Expense allocation methodology:

Committee requested staff solicit comments from Servicing Carriers regarding a 50/50 hybrid allocation methodology and resulting potential increased tolerance for variance in the distribution of ceded books of business

- No consensus among Servicing Carriers for a change to the expense allowance allocation methodology agreed for the 2027-2031 appointment term.
- There is majority support for consideration of a change in methodology with the next RFP, but no clear consensus for the final approach.
- There is no consensus among Servicing Carriers that a change in expense allocation will change the carrier's tolerance for the premium volume variances.
- Staff recommends tabling this discussion for CPOC consideration with next RFP in favor of working on procedures that can be adopted in the current term.

Suggested Procedural Changes to Target Objectives during the 2027-2031 Term:

Staff offers suggested procedural changes that may be considered during the upcoming appointment term to respond to the Committee's goals and objectives noted above.

To Reduce/limit/minimize redistributions:

- Amend the Manual of Administrative Procedures to identify that changes of appointment for voluntary merger and acquisition activity will be made with the objective to enhance equity among Servicing Carriers
- Rule 13.C.1 directs that newly applying producers will be assigned on a rotational basis. Consider amendments to improve equity when possible.
- Current procedures postpone reassigning producer appointments for new network members until the next redistribution. Consider expediting the timeframes if equity is enhanced.
- If the Committee agrees modifications in this regard are appropriate, staff can draft procedures for your next meeting.

Soften impacts of redistributions:

- Servicing Carriers and producers have suggested enhanced transition procedures to enable/require the exchange of information from predecessor carrier to successor carrier.
- Develop parameters/procedures to enable producers to request/volunteer to participate in a redistribution.
- If the Committee supports further review, staff can identify parameters for consideration at your next meeting.

Considerations when evaluating a request for redistributions:

Staff recommends providing the following information to the Oversight Committee when it considers a request for redistribution:

- Projected distribution of ceded premium and 3-year loss ratios before and after realignment, including exposure volumes and # producers to be reassigned
- 5-year review of premiums written by carrier and by class (new per current discussion)
- Inventory of known or anticipated M/As that may not yet have been finalized (new)
- Other as may be requested by the Committee

Ad Hoc Producer Reassignment Committee - May 29, 2026
Written Premium Distribution - Policy Years 2017-2025 at 12 months
Data Source: Cession Volume Reports

PY	Servicing Carrier #1			Servicing Carrier #2			Servicing Carrier #3			Servicing Carrier #4			Total
	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem
2017	\$33,800,464	19.5%	-5.5%	\$44,612,129	25.7%	0.7%	\$41,119,213	23.7%	-1.3%	\$54,065,244	31.1%	6.1%	\$173,597,050
2018	\$39,499,558	20.6%	-4.4%	\$48,078,046	25.0%	0.0%	\$42,717,071	22.2%	-2.8%	\$61,733,569	32.1%	7.1%	\$192,028,244
2019	\$43,257,202	22.0%	-3.0%	\$49,752,091	25.3%	0.3%	\$41,381,651	21.1%	-3.9%	\$62,064,660	31.6%	6.6%	\$196,455,604
2020	\$41,109,410	23.8%	-1.2%	\$47,566,708	27.6%	2.6%	\$43,681,938	25.3%	0.3%	\$40,149,208	23.3%	-1.7%	\$172,507,264
2021	\$42,840,503	23.6%	-1.4%	\$50,837,886	28.0%	3.0%	\$46,742,027	25.7%	0.7%	\$41,272,327	22.7%	-2.3%	\$181,692,743
2022	\$43,706,760	23.1%	-1.9%	\$49,191,438	26.0%	1.0%	\$44,626,328	23.6%	-1.4%	\$51,827,183	27.4%	2.4%	\$189,351,709
2023	\$46,752,919	22.1%	-2.9%	\$58,720,257	27.8%	2.8%	\$48,159,951	22.8%	-2.2%	\$57,558,740	27.3%	2.3%	\$211,191,867
2024	\$51,304,292	20.6%	-4.4%	\$68,437,527	27.5%	2.5%	\$56,534,636	22.7%	-2.3%	\$72,754,122	29.2%	4.2%	\$249,030,577
2025	\$62,488,548	23.6%	-1.4%	\$69,231,865	26.1%	1.1%	\$59,962,037	22.6%	-2.4%	\$73,646,364	27.8%	2.8%	\$265,328,814

Note: highlighted cells identify those instances of underweight noted at prior meeting

Ad Hoc Producer Reassignment Committee - May 29, 2026
Written Premium Distribution By Vehicle Type
Policy Year 2025 at 12 Months

Vehicle Type	Servicing Carrier #1			Servicing Carrier #2			Servicing Carrier #3			Servicing Carrier #4			Total
	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem
TTT FL & NF	22,178,302	20.6%	-4.4%	34,583,861	32.1%	7.1%	19,773,835	18.3%	-6.7%	31,345,799	29.1%	4.1%	107,881,797
TTT ZR	5,553,959	20.6%	-4.4%	3,585,878	13.3%	-11.7%	6,636,907	24.6%	-0.4%	11,149,657	41.4%	16.4%	26,926,401
<i>Subtotal</i>	<i>27,732,261</i>	<i>20.6%</i>	<i>-4.4%</i>	<i>38,169,739</i>	<i>28.3%</i>	<i>3.3%</i>	<i>26,410,742</i>	<i>19.6%</i>	<i>-5.4%</i>	<i>42,495,456</i>	<i>31.5%</i>	<i>6.5%</i>	<i>134,808,198</i>
Bus FL & NF	21,095,196	29.0%	4.0%	16,170,838	22.2%	-2.8%	23,282,712	32.0%	7.0%	12,166,294	16.7%	-8.3%	72,715,040
Bus ZR	2,020,113	28.4%	3.4%	731,683	10.3%	-14.7%	465,332	6.6%	-18.4%	3,886,463	54.7%	29.7%	7,103,591
<i>Subtotal</i>	<i>23,115,309</i>	<i>29.0%</i>	<i>4.0%</i>	<i>16,902,521</i>	<i>21.2%</i>	<i>-3.8%</i>	<i>23,748,044</i>	<i>29.8%</i>	<i>4.8%</i>	<i>16,052,757</i>	<i>20.1%</i>	<i>-4.9%</i>	<i>79,818,631</i>
PPT FL	1,247,854	21.2%	-3.8%	1,776,454	30.2%	5.2%	1,532,027	26.0%	1.0%	1,330,275	22.6%	-2.4%	5,886,610
PPT NF	2,341,140	33.5%	8.5%	1,729,225	24.8%	-0.2%	836,173	12.0%	-13.0%	2,078,253	29.8%	4.8%	6,984,791
Garage	3,618,891	22.1%	-2.9%	5,041,681	30.7%	5.7%	3,573,235	21.8%	-3.2%	4,175,223	25.4%	0.4%	16,409,030
Taxi	63,091	3.6%	-21.4%	1,055,871	60.7%	35.7%	61,550	3.5%	-21.5%	559,823	32.2%	7.2%	1,740,335
Limo	575,121	11.3%	-13.7%	1,136,341	22.4%	-2.6%	785,322	15.5%	-9.5%	2,580,804	50.8%	25.8%	5,077,588
Car Service	61,249	4.9%	-20.1%	10,584	0.9%	-24.1%	36,679	2.9%	-22.1%	1,136,592	91.3%	66.3%	1,245,104
All Other	3,733,632	27.9%	2.9%	3,409,449	25.5%	0.5%	2,978,265	22.3%	-2.7%	3,237,181	24.2%	-0.8%	13,358,527
<i>Subtotal</i>	<i>11,640,978</i>	<i>23.0%</i>	<i>-2.0%</i>	<i>14,159,605</i>	<i>27.9%</i>	<i>2.9%</i>	<i>9,803,251</i>	<i>19.3%</i>	<i>-5.7%</i>	<i>15,098,151</i>	<i>29.8%</i>	<i>4.8%</i>	<i>50,701,985</i>
Grand Total	62,488,548	23.6%	-1.4%	69,231,865	26.1%	1.1%	59,962,037	22.6%	-2.4%	73,646,364	27.8%	2.8%	265,328,814

Ad Hoc Producer Reassignment Committee - May 29, 2026
Written Premium Distribution By Vehicle Type
Policy Year 2024 at 12 Months

Vehicle Type	Servicing Carrier #1			Servicing Carrier #2			Servicing Carrier #3			Servicing Carrier #4			Total
	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem
TTT FL & NF	21,296,817	19.6%	-5.4%	35,607,468	32.8%	7.8%	18,916,836	17.4%	-7.6%	32,622,475	30.1%	5.1%	108,443,596
TTT ZR	5,437,040	21.1%	-3.9%	3,315,258	12.9%	-12.1%	7,362,568	28.6%	3.6%	9,660,221	37.5%	12.5%	25,775,087
<i>Subtotal</i>	<u>26,733,857</u>	<u>19.9%</u>	<u>-5.1%</u>	<u>38,922,726</u>	<u>29.0%</u>	<u>4.0%</u>	<u>26,279,404</u>	<u>19.6%</u>	<u>-5.4%</u>	<u>42,282,696</u>	<u>31.5%</u>	<u>6.5%</u>	<u>134,218,683</u>
Bus FL & NF	14,637,199	24.5%	-0.5%	14,623,301	24.5%	-0.5%	18,837,042	31.5%	6.5%	11,672,900	19.5%	-5.5%	59,770,442
Bus ZR	278,476	4.6%	-20.4%	290,596	4.8%	-20.2%	1,735,410	28.8%	3.8%	3,719,800	61.7%	36.7%	6,024,282
<i>Subtotal</i>	<u>14,915,675</u>	<u>22.7%</u>	<u>-2.3%</u>	<u>14,913,897</u>	<u>22.7%</u>	<u>-2.3%</u>	<u>20,572,452</u>	<u>31.3%</u>	<u>6.3%</u>	<u>15,392,700</u>	<u>23.4%</u>	<u>-1.6%</u>	<u>65,794,724</u>
PPT FL	996,334	18.1%	-6.9%	1,654,626	30.1%	5.1%	1,506,176	27.4%	2.4%	1,347,364	24.5%	-0.5%	5,504,500
PPT NF	2,476,142	32.2%	7.2%	1,693,387	22.0%	-3.0%	870,459	11.3%	-13.7%	2,645,823	34.4%	9.4%	7,685,811
Garage	2,519,249	16.7%	-8.3%	5,114,737	33.9%	8.9%	3,582,415	23.7%	-1.3%	3,887,801	25.7%	0.7%	15,104,202
Taxi	62,100	3.4%	-21.6%	1,118,949	61.7%	36.7%	94,174	5.2%	-19.8%	538,165	29.7%	4.7%	1,813,388
Limo	543,113	10.7%	-14.3%	1,461,410	28.7%	3.7%	702,142	13.8%	-11.2%	2,388,119	46.9%	21.9%	5,094,784
Car Service	24,137	2.7%	-22.3%	43,209	4.8%	-20.2%	40,767	4.5%	-20.5%	799,974	88.1%	63.1%	908,087
All Other	3,033,685	23.5%	-1.5%	3,514,586	27.2%	2.2%	2,886,647	22.4%	-2.6%	3,471,480	26.9%	1.9%	12,906,398
<i>Subtotal</i>	<u>9,654,760</u>	<u>19.7%</u>	<u>-5.3%</u>	<u>14,600,904</u>	<u>29.8%</u>	<u>4.8%</u>	<u>9,682,780</u>	<u>19.8%</u>	<u>-5.2%</u>	<u>15,078,726</u>	<u>30.8%</u>	<u>5.8%</u>	<u>49,017,170</u>
Grand Total	51,304,292	20.6%	-4.4%	68,437,527	27.5%	2.5%	56,534,636	22.7%	-2.3%	72,754,122	29.2%	4.2%	249,030,577

Ad Hoc Producer Reassignment Committee - May 29, 2026
Written Premium Distribution By Vehicle Type
Policy Year 2023 at 12 Months

Vehicle Type	Servicing Carrier #1			Servicing Carrier #2			Servicing Carrier #3			Servicing Carrier #4			Total
	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem
TTT FL & NF	18,058,018	19.6%	-5.4%	30,054,510	32.6%	7.6%	17,238,657	18.7%	-6.3%	26,972,291	29.2%	4.2%	92,323,476
TTT ZR	6,492,097	27.5%	2.5%	3,188,409	13.5%	-11.5%	6,510,077	27.6%	2.6%	7,378,998	31.3%	6.3%	23,569,581
<i>Subtotal</i>	<i>24,550,115</i>	<i>21.2%</i>	<i>-3.8%</i>	<i>33,242,919</i>	<i>28.7%</i>	<i>3.7%</i>	<i>23,748,734</i>	<i>20.5%</i>	<i>-4.5%</i>	<i>34,351,289</i>	<i>29.6%</i>	<i>4.6%</i>	<i>115,893,057</i>
Bus FL & NF	12,991,761	26.8%	1.8%	12,614,988	26.1%	1.1%	14,995,510	31.0%	6.0%	7,790,887	16.1%	-8.9%	48,393,146
Bus ZR	125,362	3.0%	-22.0%	304,031	7.3%	-17.7%	996,688	23.9%	-1.1%	2,746,411	65.8%	40.8%	4,172,492
<i>Subtotal</i>	<i>13,117,123</i>	<i>25.0%</i>	<i>0.0%</i>	<i>12,919,019</i>	<i>24.6%</i>	<i>-0.4%</i>	<i>15,992,198</i>	<i>30.4%</i>	<i>5.4%</i>	<i>10,537,298</i>	<i>20.0%</i>	<i>-5.0%</i>	<i>52,565,638</i>
PPT FL	946,428	20.0%	-5.0%	1,416,187	29.9%	4.9%	1,212,235	25.6%	0.6%	1,163,295	24.6%	-0.4%	4,738,145
PPT NF	2,182,135	31.2%	6.2%	1,534,093	22.0%	-3.0%	744,394	10.7%	-14.3%	2,523,120	36.1%	11.1%	6,983,742
Garage	2,414,101	18.4%	-6.6%	4,423,887	33.7%	8.7%	2,932,647	22.4%	-2.6%	3,343,196	25.5%	0.5%	13,113,831
Taxi	181,639	14.0%	-11.0%	688,377	53.1%	28.1%	76,987	5.9%	-19.1%	349,314	26.9%	1.9%	1,296,317
Limo	352,965	10.1%	-14.9%	1,203,469	34.3%	9.3%	250,908	7.2%	-17.8%	1,698,678	48.5%	23.5%	3,506,020
Car Service	20,509	2.3%	-22.7%	121,674	13.7%	-11.3%	69,264	7.8%	-17.2%	677,966	76.2%	51.2%	889,413
All Other	2,987,904	24.5%	-0.5%	3,170,632	26.0%	1.0%	3,132,584	25.7%	0.7%	2,914,584	23.9%	-1.1%	12,205,704
<i>Subtotal</i>	<i>9,085,681</i>	<i>21.3%</i>	<i>-3.7%</i>	<i>12,558,319</i>	<i>29.4%</i>	<i>4.4%</i>	<i>8,419,019</i>	<i>19.7%</i>	<i>-5.3%</i>	<i>12,670,153</i>	<i>29.6%</i>	<i>4.6%</i>	<i>42,733,172</i>
Grand Total	46,752,919	22.1%	-2.9%	58,720,257	27.8%	2.8%	48,159,951	22.8%	-2.2%	57,558,740	27.3%	2.3%	211,191,867

Ad Hoc Producer Reassignment Committee - May 29, 2026
Written Premium Distribution By Vehicle Type
Policy Year 2022 at 12 Months

Vehicle Type	Servicing Carrier #1			Servicing Carrier #2			Servicing Carrier #3			Servicing Carrier #4			Total
	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem	% of Total	Diff fr 25%	Writ Prem
TTT FL & NF	17,752,148	20.8%	-4.2%	23,939,247	28.1%	3.1%	19,044,748	22.3%	-2.7%	24,512,639	28.8%	3.8%	85,248,782
TTT ZR	6,739,474	27.3%	2.3%	4,135,868	16.7%	-8.3%	5,898,593	23.9%	-1.1%	7,953,027	32.2%	7.2%	24,726,962
<i>Subtotal</i>	<u>24,491,622</u>	22.3%	-2.7%	<u>28,075,115</u>	25.5%	0.5%	<u>24,943,341</u>	22.7%	-2.3%	<u>32,465,666</u>	29.5%	4.5%	<u>109,975,744</u>
Bus FL & NF	10,445,019	28.2%	3.2%	9,836,747	26.6%	1.6%	11,277,479	30.5%	5.5%	5,435,493	14.7%	-10.3%	36,994,738
Bus ZR	210,557	5.7%	-19.3%	217,450	5.8%	-19.2%	890,742	23.9%	-1.1%	2,405,888	64.6%	39.6%	3,724,637
<i>Subtotal</i>	<u>10,655,576</u>	26.2%	1.2%	<u>10,054,197</u>	24.7%	-0.3%	<u>12,168,221</u>	29.9%	4.9%	<u>7,841,381</u>	19.3%	-5.7%	<u>40,719,375</u>
PPT FL	732,132	19.3%	-5.7%	1,360,598	35.9%	10.9%	651,900	17.2%	-7.8%	1,040,288	27.5%	2.5%	3,784,918
PPT NF	2,062,370	31.5%	6.5%	1,504,531	23.0%	-2.0%	719,398	11.0%	-14.0%	2,259,447	34.5%	9.5%	6,545,746
Garage	2,455,987	19.9%	-5.1%	3,980,986	32.2%	7.2%	2,673,932	21.6%	-3.4%	3,254,388	26.3%	1.3%	12,365,293
Taxi	312,804	19.9%	-5.1%	667,028	42.5%	17.5%	59,386	3.8%	-21.2%	530,882	33.8%	8.8%	1,570,100
Limo	284,375	13.9%	-11.1%	473,373	23.2%	-1.8%	150,990	7.4%	-17.6%	1,135,787	55.6%	30.6%	2,044,525
Car Service	15,561	2.7%	-22.3%	101,878	17.7%	-7.3%	47,494	8.2%	-16.8%	412,233	71.4%	46.4%	577,166
All Other	2,696,333	22.9%	-2.1%	2,973,732	25.3%	0.3%	3,211,666	27.3%	2.3%	2,887,111	24.5%	-0.5%	11,768,842
<i>Subtotal</i>	<u>8,559,562</u>	22.1%	-2.9%	<u>11,062,126</u>	28.6%	3.6%	<u>7,514,766</u>	19.4%	-5.6%	<u>11,520,136</u>	29.8%	4.8%	<u>38,656,590</u>
Grand Total	43,706,760	23.1%	-1.9%	49,191,438	26.0%	1.0%	44,626,328	23.6%	-1.4%	51,827,183	27.4%	2.4%	189,351,709