



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

101 Arch Street, Suite 400 Boston, Massachusetts 02110
www.commauto.com 617-338-4000

NOTICE OF MEETING

GOVERNING COMMITTEE

A meeting of the Governing Committee will be held at the Automobile Insurers Bureau Conference Center at 101 Arch Street, 7th Floor, Boston, on

WEDNESDAY, APRIL 12, 2023, AT 10:30 A.M.

MEMBERS OF THE COMMITTEE

Mr. John Olivieri, Jr. – Chair
J.K. Olivieri Insurance Agency, Inc

Ms. Pamela. Bodenstab-Krynicky
Ms. Sarah Clemens
Mr. Kevin Costigan
Mr. Thomas DePaulo
Mr. Thomas Harris
Mr. William Hughes
Ms. Ida Denard Jones
Ms. Nicole Martorana
Ms. Mary McConnell
Mr. Tiago Prado
Mr. Christopher Taylor
Ms. Meredith Woodcock

P.L. Krynicky Insurance Agency, Inc.
MAPFRE U.S.A. Corporation
GEICO
Cabot Risk Strategies, LLC
Quincy Mutual Group
Arbella Insurance Group
Denard Insurance Agency, Inc.
FBInsure, LLC
Safety Insurance Company
BRZ Insurance, LLC
The Hanover Insurance Company
Liberty Mutual Group

AGENDA

GC

23.01 Transcript of Previous Meeting

The Transcript of the Governing Committee meeting of February 15, 2023 should be read and approved.

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23.03 CAR Conflict of Interest Policy

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

GC

23.04 President's Report

Commonwealth Automobile Reinsurers' President will report on matters affecting CAR.

GC

23.05 Counsel's Report

Commonwealth Automobile Reinsurers' counsel will report on pending litigation, CAR Rule changes and any other matters relevant to legal issues at CAR.

GC

23.10 Governing Committee Review Panel

The Governing Committee will hear the report of the Governing Committee Review Panel meeting of February 21, 2023.

The Records of the Governing Committee Review Panel meeting of February 21, 2023 are attached. (Docket #GC23.10, Exhibit #1)

The Records of the Governing Committee Review Panel meeting of February 21, 2023 have been distributed and are on file.

GC

23.11 Loss Reserving Committee

The Governing Committee will hear the report of the Loss Reserving Committee meeting of March 1, 2023.

A Summary of the Loss Reserving Committee meeting of March 1, 2023 is attached. (Docket #GC23.11, Exhibit #1)

The Records of the Loss Reserving Committee meeting of March 1, 2023 have been distributed and are on file.

GC

23.12 Commercial Automobile Committee

The Governing Committee will hear the reports of the Commercial Automobile Committee meeting of March 15, 2023 continued to March 29, 2023.

The Records of the Commercial Automobile Committee meeting of March 15, 2023 continued to March 29, 2023 will be distributed as additional information prior to the meeting.

GC

23.13 Commercial Program Oversight Committee

The Governing Committee will hear the report of the Commercial Program Oversight Committee meeting of March 21, 2023.

**Notice of Meeting
Governing Committee**

- 3 -

April 12, 2023

The Records of the Commercial Program Oversight Committee are attached. (Docket #GC23.13, Exhibit #1)

The Records of the Commercial Program Oversight Committee meeting of March 21, 2023 have been distributed and are on file.

Other Business

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

Executive Session

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

NATALIE HUBLEY
President

Attachments

Boston, Massachusetts
March 30, 2023



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

101 Arch Street, Suite 400 Boston, Massachusetts 02110

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RECORDS OF MEETING

GOVERNING COMMITTEE REVIEW PANEL – FEBRUARY 21, 2023

Members Present

Mr. Thomas DePaulo – Chair
Mr. Thomas Harris
Ms. Meredith Woodcock

Cabot Risk Strategies, LLC
Quincy Mutual Group
Liberty Mutual Insurance Companies

Substituted for:
N/A

Not in Attendance:
N/A

19.01 Records of Previous Meeting

On a roll call vote, the Committee unanimously voted to approve the Records of the Governing Committee Review Panel meeting of February 13, 2019 which was postponed to March 28, 2019. The Records have been distributed and are on file.

23.04 Request for Reimbursement of Extraordinary Expenses – Safety Insurance Company

The Governing Committee Review Panel met to consider the petition of Safety Insurance Company appealing the October 27, 2022 decision of the Commercial Program Oversight Committee which denied the company's Request for Reimbursement of Extraordinary Expenses.

Staff provided the Panel with background regarding the basis for Safety's petition. The company's appeal was made pursuant to policy and billing procedures Safety put in place as a result of bulletins from the Division of Insurance and CAR in early 2020. Those bulletins requested the industry to provide flexibility in the issuance and administration of insurance in response to the COVID Health Emergency.

CAR committees met on several occasions to develop guidance for Servicing Carriers relative to the identification of "at risk" policy premiums and handling accommodations as they pertained to the DOI's directive on the health crisis versus normal operations and expenses. The guidance included that any reimbursement evaluations would need to consider the level of detail to which a requesting carrier could identify its COVID-related earned but uncollected premium versus earned and uncollected premium that might otherwise be incurred in the course of normal business operations. Pursuant to that guidance, Servicing Carriers were made aware that they would be responsible for presenting any request for reimbursement of expenses for evaluation by a committee. They were also informed that CAR Rule 11. C

and the Manual of Administrative Procedures is the mechanism and avenue through which a Request for Reimbursement of Extraordinary Expenses must be petitioned.

Safety Insurance subsequently submitted a Request for Reimbursement of Extraordinary Expenses in early 2022 that was deliberated on by the Commercial Program Oversight Committee. The Committee ultimately concluded that Safety's description of activity with respect to the insured's 2020 policy did not indicate accommodations relating to the public health crisis and unanimously voted to deny Safety's petition for reimbursement.

Ms. Mary McConnell from Safety Insurance presented the company's petition indicating that subsequent to DOI and CAR Bulletins regarding the COVID Health Crisis, Safety instituted a moratorium on non-pay cancellations and renewals as well as a flexible payment option to both their voluntary and ceded policies effective March 23, 2020. These policy handling conditions were in place until June 15, 2020 when their moratorium was lifted. Subsequently throughout 2020, policy billing handling for insureds experiencing payment issues was considered on a case-by-case basis.

Ms. McConnell indicated that Safety's unpaid owed premium for 2020 accounted for 2.189% of their direct ceded premium and far exceeded their experience for the prior four years, which accounted for an average of only 0.535%. She stated that one insured, in particular, accounted for almost half of the 2020 owed premium. The owed premium associated with that particular insured was the subject of Safety's reimbursement request.

Safety detailed their policy processing and billing experience with the insured including premiums owed, a policy rewrite, change in broker and cancellation notices. Safety indicated that subsequent to their rewriting of the policy in May 2020, they learned that the insured had obtained coverage in the voluntary market but had not satisfied the debt owed Safety.

The Panel discussed the insured's policies and timeline as presented by Safety, noting that payment issues with the insured began prior to the Covid health crisis. The Panel noted that Safety had issued a notice of cancellation for non-payment of premiums in February 2020. Subsequently, Safety reinstated the policy following a partial premium payment and the establishment of accommodations for full repayment by the insured of the remaining owed premium. Safety billed the insured in March and April, but the insured failed to remit any subsequent payments and a cancellation notice that would have been issued effective April 29, 2020 was suspended by Safety due to their established moratorium.

Subsequently, Safety received a new business application for the same insured from another producer effective May 27, 2020. The application was submitted without a down payment or collection of any of the owed premiums for the prior policy. Safety indicated that, due to a processing issue, they were not initially aware of coverage bound and subsequently issued the policy to accommodate a partial payment with an expectation for receipt of the remaining unpaid balance. Safety's billing of the insured was unsuccessful in collecting owed premium and a cancellation was issued to be effective September 9, 2020.

Safety subsequently was notified that the insured had obtained voluntary coverage through another company effective August 3, 2020 for which the writing producer nor company cooperated in the process of collecting of any of the owed and unpaid premiums to Safety.

Ms. McConnell indicated that they continued to pursue payment of the owed premium through the insured and their attorneys, but those efforts were unsuccessful. She indicated that Safety was informed that the company had gone out of business in early 2021.

The Panel opined on the specifics outlined by Safety and the risk/policies in question and determined that the unpaid and owed premium issues evolved prior to and apart from any Covid-related

accommodations. In addition, a change in producer and the new writing producer's failure to address the unpaid and owed premiums prior to binding coverage, coupled with Safety's delayed awareness of the producer's submission, contributed to payment collection problems.

The Panel determined that, while Safety's expense was significant and possibly extraordinary, it was not related to the COVID health crisis, but rather was initiated prior to COVID and made worse by producer error. The Panel unanimously voted to deny their request for reimbursement.

JOHN METCALFE
Director – Residual Market Services

Boston, Massachusetts
March 17, 2023



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

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SUMMARY OF MEETING

LOSS RESERVING COMMITTEE – MARCH 1, 2023

Members Present

Ms. Lynellen Ramirez – Chair
Ms. Julie Ann Frechette
Mr. Mohammad Punjwani
Mr. Gavin Traverso
Ms. Melissa Vaughn

Arbella Insurance Group
The Hanover Insurance Company
Plymouth Rock Assurance Corporation
MAPFRE U.S.A. Corporation
Safety Insurance Company

22.01 Records of Previous Meeting

On a roll call vote, the Committee unanimously voted to approve the Records of the Loss Reserving Committee meeting of December 7, 2022. The Records have been distributed and are on file.

23.04 Quality of Current Quarter Reporting

The Committee was informed that nine Bodily Injury (BI) and one Property Damage Liability (PDL) large loss claims were referred this quarter to CAR's Compliance Audit Department for additional information and verification of the reported statistics. Of the nine BI large losses, six carry a \$1.0 million combined single limit (CSL) coverage, two have \$5.0 million CSL, and one policy has a \$1.5 million CSL coverage. These claims were either newly reported, experienced large upward or downward reserve changes, or were paid in excess of the prior quarter reserve and were verified for accuracy with the reporting Servicing Carrier.

The Committee reviewed large loss reports for all losses greater than \$1.0 million reported for policy years 2013-2022 as of December 2022. During the current quarter, there were eight new claims added to the report, including three claims with a \$5.0 million CSL, with current incurred losses of approximately \$2.0 million, \$1.7 million, and \$1.2 million, respectively. One claim carrying a \$1.5 million CSL has reported losses of \$1.1 million. The remaining losses carry a \$1.0 million CSL. Two claims were removed for dropping below the threshold. As of the current quarter, there are 119 claims over \$1.0 million reported during the latest ten policy years. These claims have current incurred losses of approximately \$203.0 million, an increase of \$13.2 million since the prior quarter. The corresponding large loss reports are attached as pages 5-9.

Summary of Large Losses GT \$1.0M as of December, 2022 (\$ in millions)

	Claims >>\$1.0M	Current Incurred Losses	Current Reserves	Prior Incurred Losses	Change in Loss
New Claims	8	\$10.0	\$9.0	\$1.3	\$8.7
Total Claims	119	\$203.0	\$68.7	\$189.9	\$13.2

The Committee was also informed that during the current quarter, 11 new claims were reported using the Large Loss Notification Form. This report is attached as pages 10-11. Nine of the losses carry a \$1.0 million CSL coverage, one carries a \$5.0 million CSL coverage, and one has a 500/500 split limit. Please note that of these 11 new claims, four are already statistically reported with loss amounts over \$1.0 million and are included on the large loss report noted above.

22.06 Policy Year Deficit and Loss Ratio Report

The Committee estimated a policy year 2020 surplus of \$27.9 million with an ultimate loss ratio of 62.3%, resulting in a \$66,000 decrease of the prior quarter's projected surplus of \$28.0 million.

The Committee estimated a policy year 2021 surplus of \$24.9 million with an ultimate loss ratio of 66.6%. The estimate results in a \$200,000 decrease of the prior quarter's projected surplus of \$25.1 million.

The Committee estimated a policy year 2022 surplus of \$6.6 million with an ultimate loss ratio of 72.8%, resulting in \$913,000 decrease of the prior quarter's projected surplus of \$7.5 million.

Ultimate loss ratio and deficit projections for all policy years are attached as pages 12-15.

The following summary displays the policy year results:

Policy Year Results Total Commercial Ceded

PY	Earned Premium (000)	Paid	Loss & Allocated Loss Adjustment Expense (000)			Number of Open Claims
			Case Outstanding	IBNR	Held Ultimate	
2013	110,512	97,027	514	1	97,542	7
2014	127,937	99,360	2,411	11	101,782	16
2015	151,439	129,896	900	2	130,798	10
2016	169,141	152,024	15,554	478	168,056	120
2017	182,590	130,582	13,074	437	144,093	109
2018	195,958	146,180	32,880	3,247	182,307	236
2019	190,284	102,335	32,338	6,517	141,190	276
2020	172,642	64,181	33,382	10,071	107,634	560
2021	183,521	61,440	42,130	18,692	122,262	1,554
2022	94,973	18,628	23,144	27,401	69,173	1879
Total	1,578,997	1,001,653	196,327	66,857	1,264,837	4,767

Policy Year Change in Ultimate Loss

PY	Current Quarter			Prior Quarter			Difference	
	Ultimate Loss(000)	Earned Prem(000)	Loss Ratio	Ultimate Loss(000)	Earned Prem(000)	Loss Ratio	Ultimate Loss(000)	Loss Ratio
2013	97,542	110,512	88.26%	97,526	110,512	88.25%	16	0.01%
2014	101,782	127,937	79.56%	101,518	127,937	79.35%	264	0.21%
2015	130,798	151,439	86.37%	130,846	151,439	86.40%	-48	-0.03%
2016	168,056	169,141	99.36%	168,216	169,141	99.45%	-160	-0.09%
2017	144,093	182,590	78.92%	144,115	182,590	78.93%	-22	-0.01%
2018	182,307	195,958	93.03%	181,625	195,958	92.69%	682	0.35%
2019	141,190	190,284	74.20%	141,866	190,284	74.55%	-676	-0.36%
2020	107,634	172,642	62.35%	107,611	172,656	62.33%	23	0.02%
2021	122,262	183,521	66.62%	118,330	178,041	66.46%	3,932	0.16%
2022	69,173	94,973	72.83%	39,070	53,961	72.40%	30,103	0.43%

The following summary displays the accident year results from the meeting:

Accident Year Results Total Commercial Ceded

CAL/AY	Loss & Allocated Loss Adjustment Expense (000)					Number of Open Claims
	Earned Premium(000)	Paid	Case Outstanding	IBNR	Held Ultimate	
2013	102,216	81,306	55	1	81,362	3
2014	117,843	101,129	1,131	11	102,271	8
2015	140,066	109,128	1,779	2	110,909	15
2016	160,225	153,472	3,004	69	156,545	25
2017	175,270	140,795	17,800	740	159,335	144
2018	189,480	138,383	25,796	716	164,895	188
2019	198,126	132,044	37,037	4,186	173,267	252
2020	176,009	72,542	24,921	9,719	107,182	348
2021	181,612	62,108	36,020	19,986	118,114	851
2022	184,841	48,443	48,784	31,427	128,654	2,933
Total	1,625,688	1,039,350	196,327	66,858	1,302,535	4,767

Accident Year Change in Ultimate Loss

CAL/AY	Current Quarter			Prior Quarter			Difference	
	Ultimate Loss(000)	Earned Prem(000)	Loss Ratio	Ultimate Loss(000)	Earned Prem(000)	Loss Ratio	Ultimate Loss(000)	Loss Ratio
2013	81,362	102,216	79.60%	81,353	102,216	79.59%	9	0.0%
2014	102,271	117,843	86.79%	102,264	117,843	86.78%	7	0.0%
2015	110,909	140,066	79.18%	110,656	140,066	79.00%	253	0.2%
2016	156,545	160,225	97.70%	156,990	160,225	97.98%	-445	-0.3%
2017	159,335	175,270	90.91%	159,300	175,270	90.89%	35	0.0%
2018	164,895	189,480	87.02%	164,074	189,480	86.59%	821	0.4%
2019	173,267	198,126	87.45%	172,167	198,126	86.90%	1,100	0.6%
2020	107,182	176,009	60.90%	107,935	176,013	61.32%	-753	-0.4%
2021	118,114	181,612	65.04%	118,791	181,639	65.40%	-677	-0.4%
2022	128,654	184,841	69.60%	94,905	138,329	68.61%	33,749	1.0%

SHANNON CHIU
Actuarial/Statistical Analyst

Boston, Massachusetts
March 27, 2023

Loss Reserving Committee Executive Summary – Attachments

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Commonwealth Automobile Reinsurers
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)

CAR DOCKET #GC23.11
EXHIBIT #1
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Data Reported Through December, 2022

Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	22	5.0 M	CSL	2022	32	Commercial Bus	36,729	1,614,268	80,729	1,731,726	0	0	1,731,726	86,308	MA	4Q 2022	4Q 2022
2	22	1.0 M	CSL	2022	3	Garage	0	1,000,000	23	1,000,023	0	0	1,000,023	0	MA	4Q 2022	4Q 2022
3	22	1.5 M	CSL	2022	2	Commercial Bus	0	1,004,100	50,135	1,054,235	0	0	1,054,235	4,225	Out Of State	4Q 2022	4Q 2022
4	22	1.0 M	CSL	2022	6	TTT	0	1,000,000	20,000	1,020,000	0	0	1,020,000	0	Out Of State	4Q 2022	4Q 2022
							36,729	4,618,368	150,887	4,805,984	0	0	4,805,984	90,533			
1	21	1.0 M	CSL	2022	3	Non-Owned / Special Rating	0	1,000,000	17,275	1,017,275	1,000,000	1,015,249	2,026	0	Out Of State	2Q 2022	2Q 2022
2	21	1.0 M	CSL	2021	1	TTT	4,044	995,955	49,798	1,049,797	995,955	1,049,797	0	0	MA	3Q 2022	4Q 2021
3	21	1.0 M	CSL	2021	8	TTT	134,914	990,000	61,265	1,186,179	990,000	1,182,581	3,598	0	MA	1Q 2022	4Q 2021
4	21	5.0 M	CSL	2022	4	TTT	152,390	2,543,600	148,740	2,844,730	2,543,600	2,842,931	1,799	0	MA	1Q 2022	1Q 2022
5	21	5.0 M	CSL	2022	1	Zone Rated Bus	0	5,000,000	66,700	5,066,700	1,000,000	1,025,000	4,041,700	0	Out Of State	3Q 2022	3Q 2022
6	21	5.0 M	CSL	2022	17	Commercial Bus	58,837	1,780,707	148,958	1,988,502	324,494	358,378	1,630,124	136,157	Out Of State	4Q 2022	2Q 2022
7	21	1.0 M	CSL	2021	2	TTT	30,884	1,000,000	30,019	1,060,903	1,000,000	1,060,903	0	8,000	MA	4Q 2021	4Q 2021
							381,069	13,310,262	522,755	14,214,086	7,854,049	8,534,839	5,679,247	144,157			
1	20	1.0 M	CSL	2020	5	TTT	123,202	939,579	17,631	1,080,412	930,779	1,070,411	10,001	0	MA	4Q 2020	4Q 2020
2	20	1.0 M	CSL	2021	3	TTT	49,498	1,000,000	20,233	1,069,731	1,000,000	1,061,952	7,779	0	MA	2Q 2021	1Q 2021
3	20	1.0 M	CSL	2021	1	PPT - NF	0	1,000,000	57,553	1,057,553	1,000,000	1,055,964	1,589	0	Out Of State	2Q 2021	1Q 2021
4	20	1.0 M	CSL	2021	3	Zone Rated TTT	26,254	977,947	48,897	1,053,098	977,947	1,053,098	0	0	MA	1Q 2022	2Q 2021
5	20	1.0 M	CSL	2021	3	Zone Rated TTT	25,146	1,003,000	61,893	1,090,039	1,006,000	1,091,079	-1,040	0	Out Of State	4Q 2021	2Q 2021
6	20	1.0 M	CSL	2021	3	TTT	52,982	1,000,000	56,395	1,109,377	1,000,000	1,108,640	737	68	Out Of State	2Q 2022	3Q 2021
7	20	1.0 M	CSL	2021	5	TTT	1,029,469	0	14,149	1,043,618	990,619	1,091,351	-47,733	5,242	MA	3Q 2021	1Q 2021
8	20	1.0 M	CSL	2020	2	Zone Rated TTT	2,412	997,588	51,776	1,051,776	997,588	1,051,776	0	0	Out Of State	2Q 2022	4Q 2020
9	20	1.0 M	CSL	2020	1	Public Transportation Buses	1,008,000	0	1,782	1,009,782	0	1,009,782	0	8,000	MA	1Q 2022	4Q 2020
10	20	1.0 M	CSL	2021	3	Non-Owned / Special Rating	0	1,000,000	4,588	1,004,588	1,000,000	1,000,023	4,565	0	MA	3Q 2021	2Q 2021
11	20	5.0 M	CSL	2021	1	Commercial Bus	8,000	1,000,000	24,430	1,032,430	1,000,000	1,010,021	22,409	8,023	MA	4Q 2021	4Q 2021
12	20	1.0 M	CSL	2020	1	Garage	1,008,000	0	1,042	1,009,042	0	1,009,042	0	8,000	MA	4Q 2021	1Q 2021
13	20	5.0 M	CSL	2021	4	Zone Rated Bus	897,111	105,000	25,490	1,027,601	108,950	1,031,659	-4,058	17	Out Of State	2Q 2022	2Q 2021
14	20	1.0 M	CSL	2020	3	Zone Rated TTT	20,372	1,000,000	200,109	1,220,481	1,000,000	1,170,481	50,000	0	Out Of State	3Q 2020	2Q 2020
							4,250,446	10,023,114	585,968	14,859,528	11,011,883	14,815,279	44,249	29,350			

Commonwealth Automobile Reinsurers
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)
Data Reported Through December, 2022

CAR DOCKET #GC23.11
EXHIBIT #1
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Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	19	1.0 M	CSL	2019	1	TTT	1,000,000	0	33,462	1,033,462	0	1,033,462	0	0	Out Of State	3Q 2020	3Q 2020
2	19	1.0 M	CSL	2020	2	TTT	0	1,000,000	62,593	1,062,593	1,000,000	1,051,240	11,353	0	MA	3Q 2022	1Q 2020
3	19	1.0 M	CSL	2019	8	TTT	1,093,233	0	0	1,093,233	0	1,093,233	0	0	MA	4Q 2019	3Q 2019
4	19	1.0 M	CSL	2019	5	Zone Rated TTT	794,406	0	92,695	887,101	250,000	1,075,050	-187,949	0	Out Of State	3Q 2022	4Q 2019
5	19	5.0 M	CSL	2020	11	TTT	1,668,733	349,279	46,310	2,064,322	349,279	2,064,322	0	0	MA	2Q 2020	2Q 2020
6	19	1.0 M	CSL	2019	3	TTT	32,130	975,870	51,197	1,059,197	975,870	1,057,398	1,799	8,000	MA	4Q 2021	2Q 2019
7	19	1.0 M	BI	2019	3	Non-Owned / Special Rating	0	1,000,000	87,919	1,087,919	1,000,000	1,075,749	12,170	0	Not Reported	3Q 2021	2Q 2020
8	19	1.0 M	CSL	2019	5	TTT	369,017	630,983	6,071	1,006,071	563,076	586,427	419,644	0	MA	4Q 2022	4Q 2019
9	19	1.0 M	CSL	2019	2	TTT	1,027,641	0	18	1,027,659	994,064	1,027,660	-1	0	MA	2Q 2022	4Q 2019
10	19	1.0 M	CSL	2019	2	TTT	1,000,000	0	576	1,000,576	0	1,000,576	0	0	MA	4Q 2019	3Q 2019
11	19	1.0 M	CSL	2020	2	TTT	0	1,003,750	75,145	1,078,895	1,003,750	1,078,895	0	3,875	MA	4Q 2020	3Q 2020
12	19	1.0 M	CSL	2020	7	TTT	102,655	960,814	101,827	1,165,296	960,814	1,165,296	0	0	Out Of State	3Q 2022	1Q 2020
13	19	1.0 M	CSL	2019	2	Zone Rated TTT	0	1,000,000	75,000	1,075,000	85,000	100,000	975,000	0	Out Of State	4Q 2022	4Q 2019
14	19	5.0 M	CSL	2019	7	Zone Rated Bus	139,274	3,500,000	112,888	3,752,162	3,530,000	3,752,462	-300	65,552	Out Of State	1Q 2020	4Q 2019
15	19	5.0 M	CSL	2019	1	Zone Rated Bus	20,410	1,000,000	75,288	1,095,698	1,000,000	1,095,851	-153	20,698	Out Of State	2Q 2022	3Q 2019
16	19	5.0 M	CSL	2020	4	Zone Rated Bus	2,803,454	0	132,442	2,935,896	3,000,000	3,288,475	-352,579	100,000	Out Of State	3Q 2020	1Q 2020
17	19	1.0 M	CSL	2019	7	Zone Rated TTT	1,045,357	0	18,256	1,063,613	0	1,063,613	0	0	MA	4Q 2020	3Q 2019
18	19	1.5 M	CSL	2019	6	Commercial Bus	1,116,830	0	50,712	1,167,542	0	1,167,542	0	109,801	Out Of State	3Q 2019	3Q 2019
19	19	1.0 M	CSL	2020	5	Zone Rated TTT	1,036,871	0	34,790	1,071,661	0	1,071,661	0	0	Out Of State	3Q 2020	2Q 2020
20	19	5.0 M	CSL	2019	13	Zone Rated Bus	1,760,420	750,000	71,048	2,581,468	900,000	2,554,162	27,306	43,307	Out Of State	4Q 2019	3Q 2019
21	19	1.0 M	CSL	2019	6	TTT	1,030,550	0	10,784	1,041,334	0	1,041,334	0	42	MA	1Q 2020	4Q 2019
							16,040,981	12,170,696	1,139,021	29,350,698	15,611,853	28,444,408	906,290	351,275			
1	18	1.5 M	CSL	2019	2	Commercial Bus	8,000	1,508,000	48,787	1,564,787	1,508,000	1,566,015	-1,228	16,009	MA	4Q 2019	3Q 2019
2	18	1.0 M	CSL	2018	4	TTT	1,094,953	0	32,112	1,127,065	0	1,127,065	0	0	Out Of State	3Q 2019	2Q 2018
3	18	1.0 M	CSL	2018	8	TTT	1,183,229	0	17,741	1,200,970	0	1,200,970	0	0	Out Of State	4Q 2018	4Q 2018
4	18	1.0 M	CSL	2018	6	TTT	486,542	763,744	57,041	1,307,327	763,744	1,305,228	2,099	0	MA	3Q 2020	4Q 2018
5	18	1.0 M	CSL	2019	2	TTT	1,079,123	0	4,331	1,083,454	0	1,083,454	0	0	Out Of State	1Q 2019	1Q 2019
6	18	1.0 M	CSL	2019	2	Commercial Bus	8,005	993,940	68,561	1,070,506	993,940	1,068,707	1,799	0	MA	3Q 2021	3Q 2019
7	18	1.0 M	CSL	2018	2	Non-Owned / Special Rating	1,000,000	0	135,006	1,135,006	0	1,135,006	0	0	Not Reported	2Q 2020	2Q 2018
8	18	1.0 M	CSL	2019	2	Garage	1,013,028	0	5,071	1,018,099	0	1,018,099	26,068	0	MA	2Q 2019	2Q 2019
9	18	1.0 M	CSL	2018	4	TTT	1,091,902	0	39,901	1,131,803	0	1,130,843	960	0	Out Of State	3Q 2020	4Q 2018
10	18	1.0 M	CSL	2019	16	Zone Rated TTT	1,024,688	0	78,550	1,103,238	0	1,103,238	0	0	Out Of State	2Q 2019	2Q 2019
11	18	5.0 M	CSL	2019	3	Zone Rated Bus	103,033	1,000,000	48,752	1,151,785	90,000	241,230	910,555	0	Out Of State	4Q 2022	4Q 2019
12	18	1.0 M	CSL	2018	2	TTT	34,184	1,000,000	786	1,034,970	1,000,000	1,034,970	0	0	MA	4Q 2018	4Q 2018
13	18	1.0 M	CSL	2018	3	Zone Rated TTT	960,890	0	68,594	1,029,484	0	1,029,484	0	35,083	Out Of State	2Q 2020	4Q 2018
14	18	1.0 M	CSL	2018	5	TTT	65,976	450,000	2,634	518,610	1,000,099	1,116,530	-597,920	0	MA	4Q 2018	4Q 2018
15	18	5.0 M	CSL	2018	9	Zone Rated Bus	135,822	1,500,000	65,063	1,700,885	1,500,000	1,700,885	0	21,624	Out Of State	3Q 2020	4Q 2018
16	18	5.0 M	CSL	2019	14	Zone Rated Bus	75,644	1,675,000	167,169	1,917,813	1,675,000	1,917,813	0	25,198	Out Of State	4Q 2019	3Q 2019
17	18	1.0 M	CSL	2019	2	Zone Rated TTT	28,466	998,440	45,144	1,072,050	998,440	1,072,050	0	26,906	Out Of State	2Q 2022	2Q 2019
18	18	5.0 M	CSL	2019	59	Zone Rated Bus	5,026,954	726,643	398,994	6,152,591	726,643	6,151,738	853	372,854	Out Of State	1Q 2019	1Q 2019
19	18	5.0 M	CSL	2018	1	Zone Rated Bus	5,000,000	0	29,419	5,029,419	0	5,029,419	0	21	Out Of State	1Q 2019	4Q 2018
20	18	5.0 M	CSL	2019	4	Zone Rated Bus	5,000,000	0	209,896	5,209,896	0	5,209,896	0	0	Out Of State	3Q 2019	3Q 2019
21	18	5.0 M	CSL	2019	11	Zone Rated Bus	162,665	890,000	50,226	1,102,891	890,000	1,102,891	0	26,700	Out Of State	1Q 2020	3Q 2019
22	18	5.0 M	CSL	2018	72	Zone Rated Bus	1,041,625	5,003,500	650,184	6,695,309	5,003,500	6,519,940	175,369	1,451,699	Out Of State	2Q 2018	2Q 2018
							25,624,729	16,509,267	2,223,962	44,357,958	16,149,366	43,865,471	518,555	1,976,094			

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Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	17	1.0 M	CSL	2017	8	TTT	1,136,433	0	3,762	1,140,195	0	1,140,195	0	4,100	MA	4Q 2017	3Q 2017
2	17	1.0 M	CSL	2018	1	Commercial Bus	0	1,002,500	58,826	1,061,326	1,000,000	1,056,902	4,424	2,625	MA	3Q 2022	3Q 2022
3	17	1.0 M	CSL	2018	6	TTT	1,002,713	0	78,737	1,081,450	0	1,081,450	0	2,783	MA	2Q 2019	1Q 2018
4	17	5.0 M	CSL	2017	4	Zone Rated Bus	2,511,460	0	37,303	2,548,763	0	2,544,474	4,289	0	Out Of State	2Q 2021	4Q 2017
5	17	1.0 M	CSL	2017	1	Non-Owned / Special Rating	1,000,000	0	3,456	1,003,456	0	1,003,456	0	0	Out Of State	1Q 2018	4Q 2017
6	17	5.0 M	CSL	2017	2	Zone Rated TTT	975,000	150,000	58,668	1,183,668	1,150,000	1,150,000	33,668	0	Out Of State	3Q 2022	3Q 2022
7	17	1.0 M	CSL	2017	2	Commercial Bus	1,020,493	0	1,692	1,022,185	0	1,022,185	0	0	MA	3Q 2017	3Q 2017
8	17	1.0 M	CSL	2018	2	TTT	0	1,003,501	200,125	1,203,626	1,003,501	1,203,626	0	3,625	MA	4Q 2018	4Q 2018
9	17	1.0 M	CSL	2018	2	TTT	1,009,645	0	6,934	1,016,579	0	1,016,579	0	0	MA	3Q 2018	2Q 2018
10	17	1.0 M	CSL	2018	2	TTT	728,922	275,000	125,000	1,128,922	1,000,000	1,128,922	0	0	Out Of State	3Q 2020	2Q 2018
							9,384,666	2,431,001	574,503	12,390,170	4,153,501	12,347,789	42,381	13,133			
1	16	1.0 M	CSL	2017	3	Garage	1,068,595	0	24,217	1,092,812	0	1,092,812	121,410	8,000	Out Of State	1Q 2018	2Q 2017
2	16	5.0 M	CSL	2016	1	Commercial Bus	5,000,000	0	51,479	5,051,479	0	5,051,479	0	0	Out Of State	3Q 2016	3Q 2016
3	16	1.0 M	CSL	2017	2	Non-Owned / Special Rating	1,000,000	0	17	1,000,017	0	1,000,017	0	0	Out Of State	3Q 2017	2Q 2017
4	16	1.0 M	CSL	2016	1	Commercial Bus	1,007,000	0	118,457	1,125,457	0	1,125,457	0	2,000	MA	1Q 2020	3Q 2016
5	16	5.0 M	CSL	2017	4	Commercial Bus	3,550,031	0	78,378	3,628,409	0	3,628,409	0	50,337	Out Of State	4Q 2018	2Q 2017
6	16	1.0 M	CSL	2016	3	Zone Rated TTT	1,003,220	0	39,530	1,042,750	0	1,042,750	6,442	0	Out Of State	3Q 2018	4Q 2016
7	16	5.0 M	CSL	2017	27	Commercial Bus	510,197	5,565,810	421,583	6,497,590	5,565,810	6,495,207	2,383	72,935	Out Of State	4Q 2017	3Q 2017
8	16	5.0 M	CSL	2016	1	Commercial Bus	3,250,000	0	384,547	3,634,547	0	3,634,547	0	0	MA	4Q 2018	4Q 2016
9	16	1.0 M	CSL	2016	2	Non-Owned / Special Rating	1,000,000	0	45	1,000,045	0	1,000,045	0	0	Not Reported	1Q 2017	3Q 2016
10	16	1.0 M	CSL	2016	10	TTT	1,013,500	0	52,275	1,065,775	0	1,065,775	0	0	MA	2Q 2018	4Q 2016
11	16	1.0 M	CSL	2016	1	PPT Fleet	50,000	1,000,000	150,493	1,200,493	1,000,000	1,200,493	0	50,025	Out Of State	4Q 2016	3Q 2016
12	16	1.0 M	CSL	2017	4	TTT	994,060	0	9,918	1,003,978	0	1,003,978	0	0	MA	2Q 2020	4Q 2017
13	16	1.0 M	CSL	2016	4	Non-Owned / Special Rating	1,000,000	0	109,214	1,109,214	0	1,109,214	0	0	Not Reported	4Q 2017	3Q 2017
14	16	5.0 M	CSL	2017	12	Zone Rated Bus	1,366,396	366,494	212,601	1,945,491	366,494	1,945,491	0	46,964	Out Of State	4Q 2018	3Q 2017
15	16	1.0 M	CSL	2017	18	Garage	1,010,100	800,542	480,815	2,291,457	800,542	2,291,457	0	0	MA	2Q 2017	2Q 2017
16	16	1.5 M	CSL	2016	4	Commercial Bus	1,497,944	0	57,951	1,555,895	0	1,555,895	0	39,509	Out Of State	2Q 2017	2Q 2016
17	16	1.0 M	CSL	2017	17	Garage	1,000,000	812,599	1,500	1,814,099	812,599	1,814,099	0	0	MA	2Q 2017	2Q 2017
							25,321,043	8,545,445	2,193,020	36,059,508	8,545,445	36,057,125	130,235	269,770			
1	15	1.0 M	CSL	2016	2	TTT	1,016,000	0	12,957	1,028,957	0	1,028,957	0	16,000	MA	4Q 2016	4Q 2016
2	15	5.0 M	CSL	2016	76	Zone Rated Bus	5,560,777	0	869,537	6,430,314	0	6,423,653	6,661	327,915	Out Of State	4Q 2016	1Q 2016
3	15	1.0 M	CSL	2016	3	TTT	999,999	0	86,581	1,086,580	0	1,086,580	0	0	Out Of State	1Q 2018	2Q 2017
4	15	5.0 M	CSL	2016	31	Non-Owned / Special Rating	5,000,000	0	76,786	5,076,786	0	5,076,786	0	0	Out Of State	2Q 2018	4Q 2016
5	15	5.0 M	CSL	2016	5	Non-Owned / Special Rating	1,842,823	0	146,584	1,989,407	0	1,989,407	0	0	MA	1Q 2016	1Q 2016
6	15	1.0 M	CSL	2016	2	TTT	1,000,000	0	40,716	1,040,716	0	1,040,716	0	0	Out Of State	1Q 2019	2Q 2016
7	15	1.0 M	CSL	2016	3	Zone Rated TTT	1,001,356	0	172,598	1,173,954	0	1,173,954	0	0	Out Of State	4Q 2018	1Q 2016
8	15	1.0 M	CSL	2015	3	Public Transportation Buses	1,015,095	0	489	1,015,584	0	1,015,584	0	6,380	MA	1Q 2016	3Q 2015
9	15	5.0 M	CSL	2016	15	Zone Rated Bus	2,954,996	0	312,059	3,267,055	0	3,267,055	0	55,845	Out Of State	3Q 2016	2Q 2016
							20,391,046	0	1,718,307	22,109,353	0	22,102,692	6,661	406,140			

Commonwealth Automobile Reinsurers

Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)

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Data Reported Through December, 2022

Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	14	1.0 M	CSL	2015	9	Garage	0	1,000,000	1,384,379	2,384,379	1,000,000	2,103,508	280,871	0	Out Of State	1Q 2017	3Q 2015
2	14	1.0 M	CSL	2014	4	TTT	1,027,733	0	56,146	1,083,879	0	1,083,879	0	0	Out Of State	4Q 2014	4Q 2014
3	14	1.0 M	CSL	2015	2	Non-Owned / Special Rating	1,000,000	0	0	1,000,000	0	1,000,000	0	0	MA	1Q 2015	1Q 2015
4	14	1.0 M	CSL	2014	4	TTT	1,000,000	0	77,176	1,077,176	0	1,077,176	0	0	MA	1Q 2019	2Q 2014
5	14	1.0 M	BI	2015	3	PPT - NF	1,065,335	0	3,315	1,068,650	0	1,068,650	0	22,362	MA	4Q 2015	2Q 2015
6	14	1.0 M	CSL	2014	6	Public Transportation Buses	427,435	589,842	203,172	1,220,449	587,760	1,203,091	17,358	5,891	MA	4Q 2020	4Q 2014
7	14	1.5 M	CSL	2015	6	Zone Rated Bus	1,672,346	0	47,698	1,720,044	0	1,720,044	0	167,172	Out Of State	4Q 2015	3Q 2015
8	14	1.0 M	CSL	2014	4	Non-Owned / Special Rating	938,211	0	295,018	1,233,229	0	1,233,229	0	0	Out Of State	3Q 2016	3Q 2014
							7,131,060	1,589,842	2,066,904	10,787,806	1,587,760	10,489,577	298,229	195,425			
1	13	5.0 M	CSL	2013	2	Commercial Bus	1,764,710	0	66,058	1,830,768	0	1,830,768	0	0	Out Of State	4Q 2016	1Q 2014
2	13	1.0 M	CSL	2013	2	Non-Owned / Special Rating	1,000,000	0	26,833	1,026,833	0	1,026,833	0	0	Out Of State	3Q 2015	4Q 2013
3	13	1.0 M	CSL	2014	3	Zone Rated TTT	750,000	0	252,213	1,002,213	0	1,002,213	0	0	Out Of State	3Q 2019	3Q 2014
4	13	5.0 M	CSL	2014	30	Zone Rated Bus	3,400,701	0	307,302	3,708,003	0	3,704,202	3,801	246,252	Out Of State	4Q 2014	1Q 2014
5	13	5.0 M	CSL	2014	3	Zone Rated Bus	1,432,188	0	75,117	1,507,305	0	1,507,305	0	0	Out Of State	3Q 2017	1Q 2014
6	13	5.0 M	CSL	2014	2	Commercial Bus	1,217,136	0	52,574	1,269,710	0	1,269,710	0	0	Out Of State	4Q 2015	1Q 2014
7	13	5.0 M	CSL	2014	1	Non-Owned / Special Rating	2,508,000	0	23,224	2,531,224	0	2,531,224	0	8,000	MA	2Q 2017	3Q 2014
8	13	1.0 M	CSL	2014	1	Non-Owned / Special Rating	1,000,000	0	25,432	1,025,432	0	1,025,432	0	0	Not Reported	3Q 2014	2Q 2014
9	13	1.5 M	CSL	2014	17	Zone Rated Bus	1,521,226	0	11,697	1,532,923	0	1,532,923	0	22,359	Out Of State	3Q 2014	2Q 2014
							14,593,961	0	840,450	15,434,411	0	15,430,610	3,801	276,611			

Large Loss by Policy Year

Change by Quarter

Data Reported through December, 2022

Summary of Losses Over 1.0 Million

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2022	4	4,618,368	4,805,984	0	4,805,984
2021	7	13,310,262	14,214,086	8,534,839	5,679,247
2020	14	10,023,114	14,859,528	14,815,279	44,249
2019	20	12,170,696	28,463,597	27,369,358	1,094,239
2018	21	16,059,267	43,839,348	42,748,941	1,116,475
2017	10	2,431,001	12,390,170	12,347,789	42,381
2016	17	8,545,445	36,059,508	36,057,125	130,235
2015	9	0	22,109,353	22,102,692	6,661
2014	8	1,589,842	10,787,806	10,489,577	298,229
2013	9	0	15,434,411	15,430,610	3,801
Subtotal	119	68,747,995	202,963,791	189,896,210	13,221,501

Losses that went under 1.0 Million (Remain on Report)

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2019	1	0	887,101	1,075,050	(187,949)
2018	1	450,000	518,610	1,116,530	(597,920)
Subtotal	2	450,000	1,405,711	2,191,580	(785,869)
Total All	121	69,197,995	204,369,502	192,087,790	12,435,632

New to Report: Incurred Losses Over 1.0 Million

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2022	4	4,618,368	4,805,961	0	4,805,961
2021	1	1,780,707	1,988,502	358,378	1,630,124
2019	2	1,630,983	2,081,071	686,427	1,394,644
2018	1	1,000,000	1,151,785	241,230	910,555
Subtotal	8	9,030,058	10,027,319	1,286,035	8,741,284

Large Loss Notification Summary
December, 2022 Loss Reserving Committee Meeting

Large Loss Notifications By Policy Year

											Current Qtr	Difference of	Difference of	
Notification		Policy	Accident	Estimated \$							Stat Reported	Estimate to	Prior to Current	
#	*	Date	Year	Year/Qtr	Liab Limit	Class Description	BI	PDL	PIP	Total	State	Total	Current Qtr	Qtr Reported Losses
Prior Quarter Loss Notifications														
1		11/22/2022	2022	20223	\$5,000,000	PPT Buses	125,000	0	16,000	141,000	Out Of State	140,052	948	140,052
2		11/10/2022	2022	20223	\$1,500,000	PPT Buses	400,000	0	50,000	450,000	Out Of State	1,054,235	(604,235)	1,054,235
3		8/25/2022	2022	20223	\$5,000,000	Commercial Bus	250,000	0	50,000	300,000	Out Of State	124,225	175,775	0
4		9/29/2022	2021	20222	\$1,000,000		350,000	7,500	0	357,500	Out Of State	428,761	(71,261)	370,330
5		9/29/2022	2021	20222	\$5,000,000	Commercial Bus	250,000	0	50,000	300,000	Out Of State	5,066,700	(4,766,700)	4,041,700
6		10/20/2022	2021	20221	\$1,000,000		250,000	0	8,000	258,000	MA	259,699	(1,699)	150,000
7		8/25/2022	2021	20221	\$1,000,000		350,000	15,000	0	365,000	Out Of State	295,999	69,001	(72,125)
8	*	9/19/2022	2021	20214	\$1,000,000		700,000	0	20,000	720,000	MA	491,075	228,925	441,449
9		11/10/2022	2019	20194	\$1,000,000	TTT	800,000	0	0	800,000	MA	843,153	(43,153)	420,599
10		11/10/2022	2019	20194	\$1,000,000	TTT	703,800	21,806	0	725,606	MA	315,572	410,034	(165,240)
11		8/25/2022	2019	20194	\$1,000,000	ZR TTT	9,943,154	6,846	0	9,950,000	Out Of State	887,101	9,062,899	(187,949)
12		11/10/2022	2018	20194	\$5,000,000		1,000,000	5,000	0	1,005,000	Out Of State	1,151,785	(146,785)	910,555
13		9/19/2022	2017	20172	\$5,000,000		1,150,000	20,000	0	1,170,000	Out Of State	1,183,668	(13,668)	33,668
Current Quarter Loss Notifications														
1		2/2/2023	2023	20231	\$1,000,000	TTT	0	250,000	0	250,000	MA	0	0	0
2		2/3/2023	2022	20224	\$5,000,000	Commercial Bus	5,000,000	5,600	248,000	5,253,600	MA	1,731,726	3,521,874	1,731,726
3		1/26/2023	2022	20224	\$1,000,000		250,000	12,000	22,000	284,000	MA	26,196	257,804	26,196
4		12/14/2022	2022	20224	\$1,000,000	TTT	950,000	50,000	0	1,000,000	Out Of State	1,020,000	(20,000)	1,020,000
5		12/8/2022	2022	20224	\$1,000,000		1,000,000	0	0	1,000,000	MA	1,000,023	(23)	1,000,023
6		2/2/2023	2022	20222	\$1,000,000		1,000,000	0	0	1,000,000	MA	18,171	981,829	0
7		2/6/2023	2019	20192	\$1,000,000	TTT	968,388	31,612	0	1,000,000	MA	838,698	161,302	7,453
8		12/15/2022	2018	20183	\$1,000,000		250,000	0	0	250,000	MA	303,370	(53,370)	157,387
9		12/1/2022	2017	20173	500/500		250,000	7,500	0	257,500	Out Of State	271,274	(13,774)	50,000
10		1/5/2023	2016	20171	\$1,000,000	Non-Owned / Special Rating	503,800	0	0	503,800	MA	565,980	(62,180)	159,299
11		1/5/2023	2014	20144	\$1,000,000	Commercial Bus	989,841	10,159	6,585	1,006,585	MA	1,220,449	(213,864)	17,358

Commonwealth Automobile Reinsurers
Large Loss Notification Summary
December, 2022 Loss Reserving Committee Meeting
Large Loss Notifications By Policy Year

											Current Qtr	Difference of	Difference of	
											Stat Reported	Estimate to	Prior to Current	
#	*	<u>Date</u>	<u>Year</u>	<u>Year/Qtr</u>	<u>Liab Limit</u>	<u>Class Description</u>	<u>BI</u>	<u>PDL</u>	<u>PIP</u>	<u>Total</u>	<u>State</u>	<u>Total</u>	<u>Current Qtr</u>	<u>Qtr Reported Losses</u>
Current Quarter Updates														
1		7/12/2022	2018	20184	\$1,000,000		875,000	7,000	0	882,000	Out Of State	924,068	(42,068)	232,834
2		8/11/2022	2018	20183	\$1,000,000		450,000	9,000	0	459,000	Out Of State	504,918	(45,918)	154,167

* Updated records that had been previously reported

COMMERCIAL ULTIMATE POLICY YEAR DEFICIT PROJECTIONS
 BASED ON DATA REPORTED THROUGH QUARTER ENDING DECEMBER 2022
 (000's OMITTED)

CAR DOCKET #GC23.11
 EXHIBIT #1
 PAGE 12 OF 15

SUMMARY EXHIBIT

	Policy Year 2020		Policy Year 2021		Policy Year 2022	
	Dollars	% Prem	Dollars	% Prem	Dollars	% Prem
Premium	172,644	100.0%	183,400	100.0%	185,700	100.0%
Losses Incurred and ALAE	107,632	62.3%	122,144	66.6%	135,190	72.8%
Underwriting Expenses	37,120	21.5%	36,370	19.8%	43,899	23.6%
Underwriting Result	27,892	16.2%	24,886	13.6%	6,611	3.6%

COMPARISON OF ULTIMATE POLICY YEAR DEFICIT PROJECTIONS
PRIOR AND CURRENT QUARTER ESTIMATES

Policy Year 2022

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	190,000	100.0%	185,700	100.0%	(4,300)	-2.3%
Losses Incurred and ALAE	137,560	72.4%	135,190	72.8%	(2,370)	-1.7%
Underwriting Expenses	44,916	23.6%	43,899	23.6%	(1,017)	-2.3%
Underwriting Result	7,524	4.0%	6,611	3.6%	(913)	-12.1%

Policy Year 2021

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	183,600	100.0%	183,400	100.0%	(200)	-0.1%
Losses Incurred and ALAE	122,094	66.5%	122,144	66.6%	50	0.0%
Underwriting Expenses	36,420	19.8%	36,370	19.8%	(50)	-0.1%
Underwriting Result	25,086	13.7%	24,886	13.6%	(200)	-0.8%

Policy Year 2020

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	172,600	100.0%	172,644	100.0%	44	0.0%
Losses Incurred and ALAE	107,530	62.3%	107,632	62.3%	102	0.1%
Underwriting Expenses	37,112	21.5%	37,120	21.5%	8	0.0%
Underwriting Result	27,958	16.2%	27,892	16.2%	(66)	-0.2%

COMPARISON OF ULTIMATE POLICY YEAR DEFICIT PROJECTIONS
PRIOR AND CURRENT QUARTER ESTIMATES

Policy Year 2019

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	190,284	100.0%	190,284	100.0%	0	0.0%
Losses Incurred and ALAE	141,862	74.6%	141,187	74.2%	(675)	-0.5%
Underwriting Expenses	41,379	21.7%	41,379	21.7%	0	0.0%
Underwriting Result	7,043	3.7%	7,718	4.1%	675	9.6%

Policy Year 2018

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	195,958	100.0%	195,958	100.0%	0	0.0%
Losses Incurred and ALAE	181,627	92.7%	182,307	93.0%	680	0.4%
Underwriting Expenses	45,927	23.4%	45,927	23.4%	0	0.0%
Underwriting Result	(31,596)	-16.1%	(32,276)	-16.5%	(680)	2.2%

Policy Year 2017

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	182,591	100.0%	182,591	100.0%	0	0.0%
Losses Incurred and ALAE	144,116	78.9%	144,094	78.9%	(22)	0.0%
Underwriting Expenses	45,686	25.0%	45,686	25.0%	0	0.0%
Underwriting Result	(7,211)	-3.9%	(7,189)	-3.9%	22	-0.3%

COMPARISON OF ULTIMATE POLICY YEAR DEFICIT PROJECTIONS
PRIOR AND CURRENT QUARTER ESTIMATES

PY 2016

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	169,141	100.0%	169,141	100.0%	0	0.0%
Losses Incurred and ALAE	168,214	99.5%	168,057	99.4%	(157)	-0.1%
Underwriting Expenses	43,287	25.6%	43,287	25.6%	0	0.0%
Underwriting Result	(42,360)	-25.0%	(42,203)	-25.0%	157	-0.4%

PY 2015

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	151,439	100.0%	151,439	100.0%	0	0.0%
Losses Incurred and ALAE	130,847	86.4%	130,797	86.4%	(50)	0.0%
Underwriting Expenses	38,778	25.6%	38,778	25.6%	0	0.0%
Underwriting Result	(18,186)	-12.0%	(18,136)	-12.0%	50	-0.3%



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

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RECORDS OF MEETING

COMMERCIAL PROGRAM OVERSIGHT COMMITTEE – MARCH 21, 2023

Members Present

Mr. John Olivieri, Jr. – Chair
Mr. Brian Hayes
Ms. Sharon Murphy
Mr. Henry Risan
Ms. Meredith Woodcock

J.K. Olivieri Insurance Agency, Inc.
Quincy Mutual Group
Acadia Insurance Company
Risman Insurance Agency, Inc.
Liberty Mutual Insurance Companies

Substituted for:
N/A

Not in Attendance:
N/A

22.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Commercial Program Oversight Committee meeting of October 27, 2022. The Records have been distributed and are on file.

23.04 2022 Servicing Carrier Annual Report Review

Mr. Richard Dalton provided an overview of the proposed 2022 Servicing Carrier Annual Report template which was attached to the meeting notice. He noted that the template is intended to be used by the Servicing Carriers in preparing their 2022 Annual Reports for review by the Committee. He indicated that the template is broken into sections, including a section with specific questions addressing current market issues, an expense section, and a section containing more general topics and associated data for Servicing Carrier comment. The Annual Report template also includes a schedule of dates for distribution to Servicing Carriers, for the carrier's completion and submission to CAR, and for the Committee's review of those Annual Reports.

The Committee unanimously voted to approve the proposed template and directed staff to proceed with the distribution to the Servicing Carriers in accordance with the schedule as presented.

RICHARD DALTON
Residual Market Liaison

Boston, Massachusetts
March 23, 2023