



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

TUESDAY, APRIL 15, 2025, AT 10:30 A.M.

MEMBERS OF THE COMMITTEE

Mr. William Hughes – Chair
Arbella Insurance Group

Ms. Pamela Bodenshtab-Krynicky
Ms. Sarah Clemens
Mr. Kevin Costigan
Mr. Thomas DePaulo
Ms. Jean Houghton
Ms. Ida Denard Jones
Ms. Nicole Martorana
Ms. Mary McConnell
Mr. John Olivieri, Jr.
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
Norfolk and Dedham Group
Denard Insurance Agency, Inc.
FBInsure, LLC
Safety Insurance Company
J.K. Olivieri Insurance Agency, Inc.
BRZ Insurance, LLC
The Hanover Insurance Company
Liberty Mutual Group

AGENDA

GC

25.01 Transcript of Previous Meeting

The transcript of the Governing Committee meeting of February 11, 2025, should be read and approved.

GC

25.03 CAR Conflict of Interest Policy

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

GC

25.04 President's Report

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

GC

25.05 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

25.08 Financial Audit Committee

The Governing Committee will hear the report of the Financial Audit Committee meeting of March 11, 2025.

The Records of the Financial Audit Committee meeting of March 11, 2025, are attached (Docket #GC25.08, Exhibit #2).

The Records of the Financial Audit Committee meeting of March 11, 2025, have been distributed and are on file.

GC

25.09 Loss Reserving Committee

The Governing Committee will hear the report of the Loss Reserving Committee meeting of March 5, 2025.

The Summary of the Loss Reserving Committee meeting of March 5, 2025, is attached (Docket #GC25.09, Exhibit #1).

The Records of the Loss Reserving Committee meeting of March 5, 2025, have been distributed and are on file.

GC

25.10 Commercial Program Oversight Committee

The Governing Committee will hear the report of the Commercial Program Oversight Committee meeting of March 12, 2025.

The Records of the Commercial Program Oversight Committee meeting of March 12, 2025, are attached (Docket #GC25.10, Exhibit #1).

The Records of the Commercial Program Oversight Committee meeting of March 12, 2025, have been distributed and are on file.

GC

25.11 MAIP Steering Committee

The Governing Committee will hear the report of the MAIP Steering Committee meeting of March 18, 2025.

The Records of the MAIP Steering Committee meeting of March 18, 2025, are attached (Docket #GC25.11, Exhibit #1).

The Records of the MAIP Steering Committee meeting of March 18, 2025, have been distributed and are on file.

GC

25.12 Commercial Automobile Committee

The Governing Committee will hear the report of the Commercial Automobile Committee meeting of March 27, 2025.

The Records of the Commercial Automobile Committee meeting of March 27, 2025 are attached (Docket #GC25.12, Exhibit #1).

The Records of the Commercial Automobile Committee meeting of March 27, 2025 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
April 3, 2025



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

101 Arch Street, Suite 400 Boston, Massachusetts 02110

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RECORDS OF MEETING

FINANCIAL AUDIT COMMITTEE – MARCH 11, 2025

Members Present

Mr. Thomas LaFrancois – Chair
Mr. Matthew Anglim
Ms. Pamela Bodenstab-Krynicky
Mr. Brian Breedan
Mr. Christopher Burke
Mr. Sean Moone
Mr. Henry Risman

Arbella Insurance Group
Plymouth Rock Assurance Corporation
P L Krynicky Insurance Agency
MAPFRE U.S.A. Corporation
Safety Insurance Company
Norfolk & Dedham Group
Risman Insurance Agency

Substituted for:
N/A

Not in Attendance:
N/A

25.01 Records of Previous Meeting

The Committee voted with six members in favor and one abstained to approve the Records of the Financial Audit Committee meeting of January 29, 2025. The Records have been distributed and are on file.

25.04 Independent Auditor Contract Review

Mr. Steven Gautieri explained that, at its last meeting, the Committee considered a three-year extension with AAFCPA remaining as CAR's external auditor for fiscal years 2025 through 2027. After discussion at its February meeting, the Committee recommended to the Governing Committee that CAR be directed to conduct an RFP. Mr. Gautieri advised that CAR subsequently received a counteroffer from AAFCPA. Accordingly, the Financial Audit Committee Chair requested that the Governing Committee defer action to allow the Financial Audit Committee to consider AAFCPA's counteroffer.

Mr. Gautieri advised the Committee of the counteroffer to provide a \$15,000 credit on the engagement, to be used at CAR's discretion during the three-year term. The committee members noted their satisfaction with AAFCPA's work product but expressed concern with the timeliness of delivering the final reports for committee review. Noting the value of a fresh look at CAR's financial statements, the

Committee discussed either an RFP or rotation of the AAFCPA partner. To alleviate the burden on CAR staff resources, one member suggested a one-year extension of the current engagement. Most committee members, however, favored the three-year extension with a new partner to ensure the proposed savings.

After discussion, the Committee voted with six members in favor and one opposed to accept AAFCPA's counteroffer as presented for a three-year engagement as CAR's external auditors with agreement that the partner be changed as of the fiscal year 2025 review and recommendation for improved timeliness of the reports.

WENDY BROWNE
Vice President of Business Operations

Boston, Massachusetts
March 19, 2025



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

101 Arch Street, Suite 400 Boston, Massachusetts 02110

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SUMMARY OF MEETING

LOSS RESERVING COMMITTEE – MARCH 5, 2025

Members Present

Ms. Melissa Vaughn – Chair
Mr. Martin Murphy
Mr. Jacob Sechler
Mr. Gavin Traverso

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

Not in Attendance:

Ms. Satomi Miyanaga, Liberty Mutual Insurance Companies

24.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Loss Reserving Committee meeting of December 4, 2024. The Records have been distributed and are on file.

25.04 Quality of Current Quarter Reporting

The Committee reviewed the current quarter's data quality and large loss reports. The Committee was advised that there were no data adjustments for missing data.

The Committee was notified that the review of losses in excess of the policy limit included two BI claims recommended for adjustment to the loss reserving data. The first was an accident year 2018 adjustment of -\$1.2 million, and the second was an accident year 2017 adjustment of -\$600,000. On an additional claim with \$4.4 million in losses, a Servicing Carrier identified that it incorrectly reported the policy with a \$1.0 million combined single limits (CSL) that actually allowed for \$5.0 million CSL coverage, and thus no adjustment was needed. The information was distributed and incorporated into the final accident year selection.

Next, the Committee was informed that eight BI claims were referred this quarter to CAR's Compliance Audit Department for additional information and verification of the reported statistics. Two property damage liability (PDL) claims were also referred. 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 2015-2024 as of December, 2024. During the current quarter, eight new large losses were added to the report. One of the eight claims was carrying a \$5.0 million (CSL), related to a policy year 2024 Zone Rated Bus NOC accident with an out of state claim statistically reported at \$4.4 million including

allocated expenses. Six claims previously included in the report dropped off after going under the \$1.0 million threshold.

To date, a total of 147 large claims over \$1.0 million were reported during the latest ten policy years, with \$250.6 million in total reported incurred losses. This is an increase of approximately \$12.5 million, attributed primarily to the eight new large losses that added an additional \$9.7 million as compared to their prior quarter loss totals.

The corresponding large loss reports are attached as pages 6-11.

Summary of Large Losses GT \$1.0M as of December, 2024 (\$ in millions)

	Claims <u>>\$1.0M</u>	Current Incurred <u>Losses</u>	Current <u>Reserves</u>	Prior Incurred <u>Losses</u>	Change in <u>Loss</u>
New Claims	8	\$11.9	\$11.1	\$2.2	\$9.7
Total Claims	147	\$250.6	\$82.6	\$238.1	\$12.5

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 12-13. Ten of the 11 claims are reported with a \$1.0 million CSL, and one claim was reported with a \$5.0 million CSL. The \$5.0 million CSL claim is related to a zone rated bus accident with estimated losses of \$722,550 and current reported losses of approximately \$803,000. All had reported statistics related to these claims.

25.06 Policy Year Deficit and Loss Ratio Report

The latest three years of deficit projections as of December, 2024 were reviewed and finalized as follows:

The Committee estimated a policy year 2022 deficit of \$22.6 million with an ultimate loss ratio of 88.5%, resulting in a \$1.9 million improvement from the prior quarter's projected deficit of \$24.5 million.

The Committee estimated a policy year 2023 deficit of \$6.9 million with an ultimate loss ratio of 79.4%. The estimate results in a \$829,000 improvement from the prior quarter's projected deficit of \$7.7 million.

The Committee estimated a policy year 2024 deficit of \$12.2 million with an ultimate loss ratio of 80.8%. The estimate results in a \$1.3 million improvement from the prior quarter's projected deficit of \$13.5 million.

Also of note, the policy year 2019 surplus of \$18.2 million increased over the prior quarter's estimated surplus of \$16.9 million, a change of approximately \$1.3 million. This is primarily attributed to an improved loss ratio estimate for the bodily injury coverage. The policy year 2018 deficit of \$31.9 million deteriorated approximately \$1.2 million from the prior quarter's estimate of \$30.7 million, due to two large no-fault claims discussed at the meeting.

Ultimate loss ratio and deficit projections for all policy years are attached as pages 14-17.

The following summary displays the policy year results:

Policy Year Results
Total Commercial Ceded

<u>PY</u>	<u>Earned Premium (000)</u>	<u>Loss & Allocated Loss Adjustment Expense (000)</u>				<u>Number of Open Claims</u>
		<u>Paid</u>	<u>Case Outstanding</u>	<u>IBNR</u>	<u>Held Ultimate</u>	
2015	151,439	130,177	6	0	130,183	1
2016	169,141	160,581	4,920	2	165,503	42
2017	182,590	139,122	3,107	6	142,235	18
2018	195,958	172,057	10,453	-595	181,915	54
2019	190,284	121,119	9,449	184	130,752	36
2020	172,642	84,328	18,618	54	103,000	104
2021	183,368	93,898	23,734	3,006	120,638	278
2022	186,346	94,037	60,262	10,572	164,871	742
2023	208,495	73,384	65,299	26,949	165,632	2,059
2024@12m	123,375	21,754	41,780	36,185	99,719	2,281
Total	1,763,638	1,090,457	237,628	76,363	1,404,448	5,615

Policy Year Change in Ultimate Loss

<u>PY</u>	<u>Current Quarter</u>			<u>Prior Quarter</u>			<u>Difference</u>	
	<u>Ultimate Loss(000)</u>	<u>Earned Prem(000)</u>	<u>Loss Ratio</u>	<u>Ultimate Loss(000)</u>	<u>Earned Prem(000)</u>	<u>Loss Ratio</u>	<u>Ultimate Loss(000)</u>	<u>Loss Ratio</u>
2015	130,183	151,439	86.0%	130,204	151,439	86.0%	-21	0.0%
2016	165,503	169,141	97.7%	165,234	169,141	97.7%	269	0.2%
2017	142,235	182,590	77.9%	142,252	182,590	77.9%	-17	0.0%
2018	181,915	195,958	92.3%	180,766	195,958	92.3%	1,149	0.6%
2019	130,752	190,284	69.4%	132,007	190,284	69.4%	-1,255	-0.7%
2020	103,000	172,642	60.0%	103,624	172,642	60.0%	-624	-0.4%
2021	120,638	183,368	66.1%	121,199	183,368	66.1%	-561	-0.3%
2022	164,871	186,369	89.5%	166,851	186,369	89.5%	-1,980	-1.1%
2023	165,632	201,959	79.8%	161,253	201,959	79.8%	4,379	-0.4%
2024@12m	99,719	123,375	80.8%	56,320	69,304	81.3%	43,399	-0.4%
Total	1,404,448	1,763,638	79.6%	1,359,710	1,703,054	79.8%	44,738	-0.2%

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

Accident Year Results
Total Commercial Ceded

<u>CAL/AY</u>	<u>Loss & Allocated Loss Adjustment Expense (000)</u>				<u>Number of Open Claims</u>
	<u>Earned Premium(000)</u>	<u>Paid</u>	<u>Case Outstanding</u>	<u>Held Ultimate</u>	
2015	140,066	110,469	166	0	110,635
2016	160,225	155,710	307	2	156,019
2017	175,270	149,832	5,265	6	155,103
2018	189,480	162,326	6,095	-244	168,177
2019	198,126	153,178	11,639	-297	164,520
2020	176,009	88,141	10,757	-351	98,547
2021	181,581	85,092	19,591	355	105,038
2022	184,392	102,081	52,335	2,513	156,929
2023	196,185	82,517	55,985	16,248	154,750
2024@12m	227,386	54,120	75,649	58,131	187,900
Total	1,828,720	1,143,466	237,789	76,363	1,457,618

Accident Year Change in Ultimate Loss

<u>CAL/AY</u>	Current Quarter			Prior Quarter			Difference	
	<u>Ultimate Loss(000)</u>	<u>Earned Prem(000)</u>	<u>Loss Ratio</u>	<u>Ultimate Loss(000)</u>	<u>Earned Prem(000)</u>	<u>Loss Ratio</u>	<u>Ultimate Loss(000)</u>	<u>Loss Ratio</u>
2015	110,635	140,066	79.0%	110,645	140,066	79.0%	-10	0.0%
2016	156,019	160,225	97.4%	155,999	160,225	97.4%	20	0.0%
2017	155,103	175,270	88.5%	154,798	175,270	88.3%	305	0.2%
2018	168,177	189,480	88.8%	166,081	189,481	87.7%	2,096	1.1%
2019	164,520	198,126	83.0%	166,243	198,126	83.9%	-1,723	-0.9%
2020	98,547	176,009	56.0%	99,846	176,009	56.7%	-1,299	-0.7%
2021	105,038	181,581	57.9%	105,586	181,581	58.2%	-548	-0.3%
2022	156,929	184,392	85.1%	159,081	184,395	86.3%	-2,152	-1.2%
2023	154,750	196,185	78.9%	155,948	196,225	79.5%	-1,198	-0.6%
2024@12m	187,900	227,386	82.6%	138,644	166,759	83.1%	49,256	-0.5%
Total	1,457,618	1,828,720	79.7%	1,412,871	1,768,137	79.9%	44,747	-0.2%

EVAN ROSS
Actuarial/Statistical Analyst

Boston, Massachusetts
April 1, 2025

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)

Data Reported Through December, 2024

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	24	1.0 M	CSL	2024	3	TTT	25,628	1,013,000	8,823	1,047,451	1,013,000	1,046,344	1,107	8,000	Out Of State	2Q 2024	2Q 2024
2	24	1.0 M	CSL	2024	3	TTT	27,299	995,800	55,976	1,079,075	1,000,000	1,075,853	3,222	0	Out Of State	3Q 2024	3Q 2024
3	24	1.0 M	CSL	2024	3	TTT	152,964	980,000	49,000	1,181,964	24,200	25,410	1,156,554	0	MA	4Q 2024	3Q 2024
4	24	1.0 M	CSL	2024	6	Public Transportation Buses	5,527	963,200	48,160	1,016,887	40,200	43,210	973,677	2,625	MA	4Q 2024	3Q 2024
5	24	1.0 M	CSL	2024	1	TTT	0	1,004,400	75,395	1,079,795	1,004,400	1,079,795	0	4,525	Out Of State	3Q 2024	2Q 2024
6	24	1.0 M	CSL	2024	3	TTT	0	1,013,200	52,049	1,065,249	108,500	109,349	955,900	13,575	Out Of State	4Q 2024	2Q 2024
7	24	1.0 M	CSL	2024	3	Zone Rated TTT	0	1,017,600	50,800	1,068,400	0	0	1,068,400	18,100	Out Of State	4Q 2024	4Q 2024
8	24	1.0 M	CSL	2024	5	Zone Rated Bus	0	1,142,900	50,501	1,193,401	1,142,900	1,200,901	-7,500	18,100	Out Of State	3Q 2024	2Q 2024
9	24	1.0 M	CSL	2024	38	Zone Rated Bus	0	4,354,400	79,037	4,433,437	0	0	4,433,437	148,400	Out Of State	4Q 2024	4Q 2024
10	24	1.0 M	CSL	2024	5	TTT	0	1,000,000	50,439	1,050,439	1,000,000	1,050,435	4	0	MA	3Q 2024	3Q 2024
							211,418	13,484,500	520,180	14,216,098	5,333,200	5,631,297	8,584,801	213,325			
1	23	1.0 M	CSL	2023	1	Non-Owned / Special Rating	0	1,000,000	4,501	1,004,501	1,000,000	1,004,501	0	0	MA	1Q 2024	3Q 2023
2	23	OTHE R	BI	2024	1	Non-Owned / Special Rating	0	1,000,000	5,004	1,005,004	1,000,000	1,005,004	0	0	MA	3Q 2024	3Q 2024
3	23	1.0 M	CSL	2023	9	Zone Rated TTT	59,142	1,000,000	58,680	1,117,822	1,000,000	1,117,451	371	0	Out Of State	2Q 2023	2Q 2023
4	23	5.0 M	CSL	2023	1	TTT	2,132,224	2,867,778	155,965	5,155,967	3,164,960	5,169,549	-13,582	0	MA	2Q 2024	2Q 2024
5	23	1.0 M	CSL	2023	1	TTT	0	1,002,200	299	1,002,499	1,002,200	1,002,200	299	2,200	MA	3Q 2024	3Q 2023
6	23	5.0 M	CSL	2023	2	Commercial Bus	16,150	1,033,850	35,527	1,085,527	1,033,850	1,085,527	0	50,499	Out Of State	1Q 2024	4Q 2023
7	23	1.0 M	CSL	2023	4	TTT	530,453	578,941	200,006	1,309,400	578,941	1,309,400	0	0	MA	2Q 2023	1Q 2023
8	23	1.0 M	CSL	2023	4	Zone Rated TTT	192,221	974,318	90,045	1,256,584	974,318	1,256,584	0	142,000	Out Of State	1Q 2024	3Q 2023
9	23	1.0 M	CSL	2024	2	Zone Rated TTT	0	1,100,000	90,374	1,190,374	1,100,000	1,190,375	-1	100,375	Out Of State	3Q 2024	2Q 2024
10	23	1.0 M	CSL	2024	5	TTT	0	990,000	65,999	1,055,999	990,000	1,056,000	-1	0	Out Of State	2Q 2024	1Q 2024
11	23	1.0 M	CSL	2023	3	Zone Rated TTT	17,574	1,045,851	87,327	1,150,752	1,045,851	1,150,752	0	56,950	Out Of State	2Q 2024	4Q 2023
12	23	5.0 M	CSL	2023	1	Commercial Bus	15,082	1,000,000	61,559	1,076,641	1,000,000	1,076,640	1	0	Out Of State	3Q 2024	3Q 2023
13	23	1.0 M	CSL	2024	2	Car Service	8,000	1,000,000	24	1,008,024	755,300	763,324	244,700	8,000	MA	4Q 2024	1Q 2024
14	23	1.0 M	CSL	2024	2	Zone Rated TTT	1,835	1,000,000	35,151	1,036,986	255,450	292,435	744,551	0	Out Of State	4Q 2024	2Q 2024
							2,972,681	15,592,938	890,461	19,456,080	14,900,870	18,479,742	976,338	360,024			

Commonwealth Automobile Reinsurers															CAR DOCKET #GC25.09		
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)															EXHIBIT #1		
Data Reported Through December, 2024															PAGE 7 OF 17		
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	1.0 M	CSL	2023	1	Garage	0	1,000,000	43,441	1,043,441	1,000,000	1,043,440	1	0	MA	2Q 2024	1Q 2023
2	22	1.0 M	CSL	2022	1	Special Types / Motorcycle	0	1,000,000	79,993	1,079,993	1,000,000	1,075,567	4,426	1,260	MA	3Q 2024	4Q 2022
3	22	5.0 M	CSL	2022	37	Commercial Bus	5,478,963	495	401,006	5,880,464	266	5,825,819	54,645	118,671	MA	4Q 2022	4Q 2022
4	22	1.0 M	CSL	2023	5	Zone Rated TTT	50,297	929,200	47,945	1,027,442	929,200	1,026,982	460	0	MA	3Q 2024	2Q 2023
5	22	1.0 M	CSL	2022	3	TTT	230,394	750,000	37,500	1,017,894	750,000	1,017,894	0	0	MA	4Q 2023	1Q 2023
6	22	1.0 M	CSL	2023	4	TTT	1,152,768	0	32,740	1,185,508	0	1,216,003	-30,495	6,768	Out Of State	1Q 2023	1Q 2023
7	22	1.0 M	CSL	2023	1	TTT	1,002,000	0	3	1,002,003	1,000,500	1,052,525	-50,522	2,003	MA	2Q 2024	2Q 2024
8	22	1.0 M	CSL	2022	1	Garage	1,000,000	0	54,817	1,054,817	830,834	1,052,117	2,700	0	MA	1Q 2023	2Q 2022
9	22	1.0 M	CSL	2022	3	Garage	229,757	1,000,000	98,592	1,328,349	1,000,000	1,328,349	0	0	MA	4Q 2022	4Q 2022
10	22	1.0 M	CSL	2022	4	PPT - NF	57,287	978,076	20,941	1,056,304	978,076	1,049,711	6,593	0	MA	3Q 2024	3Q 2022
11	22	1.5 M	CSL	2022	2	Commercial Bus	32,521	1,017,481	134,578	1,184,580	1,020,895	1,149,306	35,274	51,282	Out Of State	4Q 2022	4Q 2022
12	22	5.0 M	CSL	2022	6	Commercial Bus	177,123	5,001,042	196,276	5,374,441	5,040,628	5,324,143	50,298	181,244	Out Of State	1Q 2023	3Q 2022
13	22	5.0 M	CSL	2022	12	Zone Rated Bus	54,294	2,925,000	265,415	3,244,709	2,925,000	3,244,709	0	55,122	Out Of State	1Q 2024	4Q 2022
14	22	1.0 M	CSL	2022	2	TTT	13,001	1,000,000	70,187	1,083,188	1,000,000	1,083,188	0	8,187	MA	3Q 2023	3Q 2022
15	22	1.0 M	CSL	2022	3	Non-Owned / Special Rating	0	600,000	85,641	685,641	1,000,000	1,091,196	-405,555	0	Out Of State	4Q 2023	3Q 2023
16	22	1.0 M	CSL	2022	5	Zone Rated TTT	65,199	750,000	224,909	1,040,108	750,000	933,447	106,661	0	Out Of State	4Q 2024	2Q 2022
17	22	1.0 M	CSL	2023	4	Zone Rated TTT	0	1,150,000	75,445	1,225,445	1,150,000	1,225,445	0	150,375	Out Of State	4Q 2023	2Q 2023
18	22	1.0 M	CSL	2023	2	TTT	14,167	1,035,833	65,153	1,115,153	1,035,833	1,095,153	20,000	50,125	Out Of State	2Q 2024	2Q 2023
19	22	1.0 M	CSL	2023	1	TTT	450,000	0	2,692	452,692	983,374	1,033,322	-580,630	0	Out Of State	1Q 2024	2Q 2023
20	22	1.0 M	CSL	2022	3	Zone Rated TTT	12,942	987,058	50,001	1,050,001	987,058	1,050,001	0	0	Out Of State	2Q 2023	3Q 2022
21	22	1.0 M	CSL	2022	1	Zone Rated TTT	4,141	1,010,840	90,153	1,105,134	1,010,840	1,105,134	0	15,106	Out Of State	2Q 2023	3Q 2022
22	22	1.0 M	CSL	2022	4	Zone Rated TTT	1,153,619	0	31,710	1,185,329	0	1,183,921	1,408	149,800	Out Of State	3Q 2023	4Q 2022
23	22	1.0 M	CSL	2023	4	Zone Rated TTT	125,745	1,000,001	70,038	1,195,784	1,000,001	1,195,782	2	106,415	Out Of State	3Q 2023	1Q 2023
24	22	5.0 M	CSL	2023	26	Zone Rated Bus	2,651,753	2,663,525	496,115	5,811,393	5,088,425	5,452,710	358,683	229,122	Out Of State	3Q 2023	3Q 2023
25	22	1.0 M	CSL	2022	7	TTT	106,400	1,000,000	35,005	1,141,405	1,000,000	1,141,405	0	0	Out Of State	4Q 2022	4Q 2022
							14,062,371	25,798,551	2,710,296	42,571,218	31,480,930	42,997,269	-426,051	1,125,480			
1	21	1.0 M	CSL	2021	1	Special Types / Motorcycle	1,000,000	0	73,083	1,073,083	0	1,073,029	54	0	MA	1Q 2024	1Q 2022
2	21	1.0 M	CSL	2022	4	TTT	45,838	1,000,000	56,099	1,101,937	1,000,000	1,076,606	25,331	0	MA	1Q 2023	3Q 2022
3	21	1.0 M	CSL	2022	4	Non-Owned / Special Rating	41,626	998,000	45,850	1,085,476	998,000	1,083,077	2,399	0	Out Of State	2Q 2022	2Q 2022
4	21	1.0 M	CSL	2021	8	TTT	134,914	970,000	93,529	1,198,443	970,000	1,194,017	4,426	0	MA	1Q 2022	4Q 2021
5	21	5.0 M	CSL	2022	4	TTT	152,390	2,608,400	185,544	2,946,334	2,608,400	2,936,683	9,651	0	MA	1Q 2022	1Q 2022
6	21	1.0 M	CSL	2022	3	Zone Rated TTT	752,000	131,263	31,828	915,091	629,263	1,013,091	-98,000	0	Out Of State	3Q 2024	4Q 2022
7	21	5.0 M	CSL	2022	1	Zone Rated Bus	4,900,000	0	84,893	4,984,893	0	4,984,893	0	0	Out Of State	3Q 2022	3Q 2022
8	21	5.0 M	CSL	2022	17	Commercial Bus	1,860,128	1,099,257	114,422	3,073,807	2,072,698	3,968,490	-894,683	269,811	Out Of State	4Q 2022	2Q 2022
9	21	1.0 M	CSL	2021	2	TTT	1,030,884	0	4,959	1,035,843	0	1,035,843	0	8,000	MA	4Q 2021	4Q 2021
10	21	1.0 M	CSL	2021	5	TTT	184,745	1,000,000	100,441	1,285,186	1,000,000	1,245,186	40,000	0	MA	4Q 2023	4Q 2021
							10,102,525	7,806,920	790,648	18,700,093	9,278,361	19,610,915	-910,822	277,811			

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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	20	1.0 M	CSL	2020	5	TTT	1,035,920	0	21,226	1,057,146	0	1,057,146	0	0	MA	4Q 2020	4Q 2020
2	20	1.0 M	CSL	2021	9	TTT	1,056,107	0	57,730	1,113,837	0	1,113,837	0	0	MA	2Q 2021	1Q 2021
3	20	1.0 M	CSL	2020	3	TTT	784,491	0	53,123	837,614	939,743	1,022,779	-185,165	0	Out Of State	2Q 2024	2Q 2020
4	20	1.0 M	CSL	2021	1	PPT - NF	0	1,000,000	70,199	1,070,199	1,000,000	1,067,483	2,716	0	Out Of State	2Q 2021	1Q 2021
5	20	1.0 M	CSL	2021	3	Zone Rated TTT	26,254	977,947	63,069	1,067,270	977,947	1,062,844	4,426	0	MA	1Q 2022	2Q 2021
6	20	1.0 M	CSL	2021	3	Zone Rated TTT	1,025,146	0	17,498	1,042,644	0	1,042,644	0	0	Out Of State	4Q 2021	2Q 2021
7	20	1.0 M	CSL	2021	3	TTT	52,982	1,000,000	60,211	1,113,193	1,000,000	1,113,193	0	68	Out Of State	2Q 2022	3Q 2021
8	20	1.0 M	CSL	2021	5	TTT	1,037,469	0	14,737	1,052,206	0	1,052,206	0	5,242	MA	3Q 2021	1Q 2021
9	20	1.0 M	CSL	2020	2	Zone Rated TTT	852,412	0	22,888	875,300	997,588	1,065,423	-190,123	0	Out Of State	2Q 2022	4Q 2020
10	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
11	20	1.0 M	CSL	2021	3	Non-Owned / Special Rating	1,000,000	0	24,840	1,024,840	0	1,024,840	0	0	MA	3Q 2021	2Q 2021
12	20	5.0 M	CSL	2021	1	Commercial Bus	8,000	3,000,000	74,236	3,082,236	1,000,000	1,078,084	2,004,152	8,023	MA	4Q 2021	4Q 2021
13	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
14	20	1.0 M	CSL	2021	3	Zone Rated TTT	43,475	956,525	105,126	1,105,126	956,525	1,075,126	30,000	0	Out Of State	1Q 2024	2Q 2021
15	20	1.0 M	CSL	2020	3	Zone Rated TTT	1,020,372	0	106,042	1,126,414	0	1,126,414	0	0	Out Of State	3Q 2020	2Q 2020
							9,958,628	6,934,472	693,749	17,586,849	6,871,803	15,920,843	1,666,006	29,333			
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	1,000,000	0	25,382	1,025,382	0	1,025,382	0	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	2	TTT	999,999	0	19,096	1,019,095	0	1,019,095	0	0	MA	1Q 2023	2Q 2019
5	19	1.0 M	CSL	2019	1	TTT	0	1,000,000	71,257	1,071,257	1,000,000	1,068,679	2,578	0	MA	2Q 2024	4Q 2019
6	19	5.0 M	CSL	2020	11	TTT	1,764,503	271,353	42,413	2,078,269	289,553	2,079,178	-909	0	MA	2Q 2020	2Q 2020
7	19	1.0 M	CSL	2019	3	TTT	32,130	975,870	80,617	1,088,617	975,870	1,086,404	2,213	8,000	MA	4Q 2021	2Q 2019
8	19	1.0 M	BI	2019	3	Non-Owned / Special Rating	975,000	0	77,532	1,052,532	0	1,052,532	0	0	Not Reported	3Q 2021	2Q 2020
9	19	1.0 M	CSL	2019	5	TTT	1,000,000	0	6,071	1,006,071	0	1,006,071	0	0	MA	4Q 2022	4Q 2019
10	19	1.0 M	CSL	2019	2	TTT	1,027,641	0	18	1,027,659	0	1,027,659	0	0	MA	2Q 2022	4Q 2019
11	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
12	19	1.0 M	CSL	2020	2	TTT	0	1,003,750	125,145	1,128,895	1,003,750	1,128,895	0	3,875	MA	4Q 2020	3Q 2020
13	19	1.0 M	CSL	2020	7	TTT	1,063,469	0	34,120	1,097,589	0	1,097,589	0	0	Out Of State	3Q 2022	1Q 2020
14	19	1.0 M	CSL	2019	2	Zone Rated TTT	75,000	500,000	75,000	650,000	1,000,000	1,100,000	-450,000	0	Out Of State	4Q 2022	4Q 2019
15	19	5.0 M	CSL	2019	7	Zone Rated Bus	1,689,274	0	96,527	1,785,801	0	1,785,801	0	65,595	Out Of State	1Q 2020	4Q 2019
16	19	5.0 M	CSL	2020	4	Zone Rated Bus	2,803,454	0	145,697	2,949,151	0	2,949,151	0	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	2,352,518	0	61,779	2,414,297	0	2,414,297	0	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
							22,105,829	3,750,973	1,009,234	26,866,036	4,269,173	27,312,154	-446,118	330,620			

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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	18	5.0 M	CSL	2019	1	Non-Owned / Special Rating	-2,550	1,000,000	50,001	1,047,451	1,000,000	1,047,450	1	0	MA	2Q 2024	3Q 2023
2	18	1.5 M	CSL	2019	2	Commercial Bus	383,000	1,133,000	133,553	1,649,553	1,508,000	1,649,552	1	16,009	MA	4Q 2019	3Q 2019
3	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
4	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
5	18	1.0 M	CSL	2018	6	TTT	1,250,286	0	28,724	1,279,010	0	1,279,010	0	0	MA	3Q 2020	4Q 2018
6	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
7	18	1.0 M	CSL	2019	2	Commercial Bus	8,005	993,940	94,204	1,096,149	993,940	1,092,251	3,898	0	MA	3Q 2021	3Q 2019
8	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
9	18	1.0 M	CSL	2018	5	TTT	1,018,277	0	49,319	1,067,596	0	1,065,423	2,173	0	Out Of State	4Q 2023	4Q 2018
10	18	1.0 M	CSL	2019	2	Garage	1,013,028	0	5,071	1,018,099	0	1,018,099	0	0	MA	2Q 2019	2Q 2019
11	18	1.0 M	CSL	2018	4	TTT	1,095,599	0	39,901	1,135,500	0	1,135,500	0	0	Out Of State	3Q 2020	4Q 2018
12	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
13	18	1.0 M	CSL	2018	2	TTT	34,184	1,000,000	8,700	1,042,884	1,000,000	1,042,145	739	0	MA	4Q 2018	4Q 2018
14	18	1.0 M	CSL	2019	3	TTT	936,720	0	78,441	1,015,161	989,583	1,076,395	-61,234	0	Out Of State	4Q 2023	3Q 2019
15	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
16	18	5.0 M	CSL	2018	9	Zone Rated Bus	1,643,965	0	61,010	1,704,975	0	1,704,975	0	32,938	Out Of State	3Q 2020	4Q 2018
17	18	5.0 M	CSL	2019	14	Zone Rated Bus	1,000,644	0	45,901	1,046,545	0	1,046,545	0	25,198	Out Of State	4Q 2019	3Q 2019
18	18	1.0 M	CSL	2019	2	Zone Rated TTT	28,466	998,440	75,144	1,102,050	998,440	1,102,050	0	26,906	Out Of State	2Q 2022	2Q 2019
19	18	5.0 M	CSL	2019	59	Zone Rated Bus	5,026,954	726,643	406,672	6,160,269	726,643	6,160,232	37	376,660	Out Of State	1Q 2019	1Q 2019
20	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
21	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
22	18	5.0 M	CSL	2018	33	Zone Rated Bus	5,851,377	365,603	90,055	6,307,035	5,000,000	5,099,440	1,207,595	0	Out Of State	3Q 2024	3Q 2024
23	18	5.0 M	CSL	2018	72	Zone Rated Bus	2,820,552	0	950,165	3,770,717	1,279,675	3,816,786	-46,069	3,520,362	Out Of State	2Q 2018	2Q 2018
							38,451,390	6,217,626	2,692,510	47,361,526	13,496,281	46,254,385	1,107,141	4,033,177			
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	1,000,000	0	11,874	1,011,874	0	1,011,874	0	0	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	54,552	2,566,012	0	2,566,012	0	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	1,087,500	0	59,374	1,146,874	0	1,146,874	0	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	1,000,000	0	133,648	1,133,648	0	1,133,648	0	0	MA	4Q 2018	4Q 2018
9	17	1.0 M	CSL	2018	2	TTT	1,009,645	0	7,085	1,016,730	0	1,016,730	0	0	MA	3Q 2018	2Q 2018
							10,768,244	0	354,180	11,122,424	0	11,122,424	0	6,883			

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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	16	1.0 M	CSL	2017	3	Garage	1,068,595	0	24,217	1,092,812	0	1,092,812	0	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	0	0	Out Of State	3Q 2018	4Q 2016
7	16	5.0 M	CSL	2017	27	Commercial Bus	2,784,201	3,326,214	609,736	6,720,151	4,195,612	6,720,150	1	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	1,050,000	0	100,493	1,150,493	0	1,150,493	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	0	197,474	1,563,870	0	1,563,870	0	46,964	Out Of State	4Q 2018	3Q 2017
15	16	5.0 M	CSL	2017	2	Zone Rated Bus	0	900,000	150,095	1,050,095	900,000	1,025,095	25,000	0	Out Of State	1Q 2024	2Q 2017
16	16	1.0 M	CSL	2017	18	Garage	1,000,000	0	255,133	1,255,133	0	1,255,133	0	0	MA	2Q 2017	2Q 2017
17	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
18	16	1.0 M	CSL	2017	17	Garage	1,000,000	0	0	1,000,000	0	1,000,000	0	0	MA	2Q 2017	2Q 2017
							28,584,947	4,226,214	2,238,959	35,050,120	5,095,612	35,025,119	25,001	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	872,207	6,432,984	0	6,432,957	27	330,585	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	1,006,295	0	489	1,006,784	0	1,006,784	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
							20,382,246	0	1,720,977	22,103,223	0	22,103,196	27	408,810			

Large Loss by Policy Year

Change by Quarter

Data Reported through December, 2024

Summary of Losses Over 1.0 Million

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2024	10	13,484,500	14,216,098	5,631,297	8,584,801
2023	14	15,592,938	19,456,080	18,479,742	976,338
2022	23	25,198,551	41,432,885	40,872,751	560,134
2021	9	7,675,657	17,785,002	18,597,824	(812,822)
2020	13	6,934,472	15,873,935	13,832,641	2,041,294
2019	20	3,250,973	26,216,036	26,212,154	3,882
2018	22	6,217,626	47,361,526	46,254,385	1,107,141
2017	9	0	11,122,424	11,122,424	0
2016	18	4,226,214	35,050,120	35,025,119	25,001
2015	9	0	22,103,223	22,103,196	27
Subtotal	147	82,580,931	250,617,329	238,131,533	12,485,796

Losses that went under 1.0 Million (Remain on Report)

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2022	2	600,000	1,138,333	2,124,518	(986,185)
2021	1	131,263	915,091	1,013,091	(98,000)
2020	2	0	1,712,914	2,088,202	(375,288)
2019	1	500,000	650,000	1,100,000	(450,000)
Subtotal	6	1,231,263	4,416,338	6,325,811	(1,909,473)
Total All	153	83,812,194	255,033,667	244,457,344	10,576,323

New to Report: Incurred Losses Over 1.0 Million

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2024	5	8,328,400	8,765,937	177,969	8,587,968
2023	2	2,000,000	2,045,010	1,055,759	989,251
2022	1	750,000	1,040,108	933,447	106,661
Subtotal	8	11,078,400	11,851,055	2,167,175	9,683,880

Commonwealth Automobile Reinsurers
Large Loss Notification Summary
December, 2024 Loss Reserving Committee Meeting
Large Loss Notifications By Policy Year

											Current Qtr	Difference of	Difference of	
											Stat Reported	Estimate to	Prior to Current	
#	*	Notification	Policy	Accident	Estimated \$						Total	Current Qtr	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		11/26/2024	2024	20244	\$1,000,000	TTT	250,000	5,800	0	255,800	MA	555,800	(300,000)	555,800
2		11/11/2024	2024	20244	\$5,000,000	Commercial Bus	3,550,000	10,000	0	3,560,000	Out Of State	4,433,437	(873,437)	4,433,437
3		10/15/2024	2024	20244	\$1,000,000	TTT	285,000	15,000	0	300,000	MA	0	0	0
4		11/25/2024	2024	20243	\$1,000,000	Car Service	906,500	59,727	2,500	968,727	MA	1,016,887	(48,160)	973,677
5		10/10/2024	2024	20243	\$5,000,000	TTT	0	250,000	0	250,000	MA	333,012	(83,012)	88,896
6		10/8/2024	2024	20243	\$1,000,000	TTT	0	1,000,000	0	1,000,000	MA	0	0	0
7		10/8/2024	2024	20243	\$1,000,000	TTT	995,800	4,200	0	1,000,000	Out Of State	1,079,075	(79,075)	3,222
8		9/24/2024	2024	20243	\$1,000,000	TTT	600,000	25,450	0	625,450	MA	1,050,439	(424,989)	4
9		10/22/2024	2024	20242	\$1,000,000	Special Types / Motorcycle	250,000	9,250	0	259,250	MA	567,212	(307,962)	479,900
10		10/15/2024	2024	20242	\$5,000,000	ZR Bus	75,000	9,245	4,400	88,645	Out Of State	814,021	(725,376)	769,985
11		10/10/2024	2024	20242	\$300,000	PPT - NF	285,000	15,000	0	300,000	MA	326,344	(26,344)	258,169
12		10/10/2024	2023	20243	\$1,000,000	Special Types / Motorcycle	750,000	0	0	750,000	MA	780,000	(30,000)	0
13		10/8/2024	2023	20243	\$1,000,000	TTT	250,000	0	4,400	254,400	Out Of State	848,328	(593,928)	500,031
14		9/23/2024	2023	20242	\$1,000,000		1,000,000	15,000	8,000	1,023,000	MA	1,005,004	17,996	0
15		9/10/2024	2023	20242	\$5,000,000	Commercial Bus	350,000	6,000	8,000	364,000	Out Of State	819,878	(455,878)	446,052
16		11/26/2024	2023	20241	\$300,000	Special Types / Motorcycle	285,954	14,045	0	299,999	Out Of State	325,417	(25,418)	174,249
17		10/31/2024	2023	20241	\$1,000,000		400,000	0	0	400,000	Out Of State	409,469	(9,469)	396,649
18		10/22/2024	2023	20241	\$1,000,000	ZR TTT	250,000	5,300	0	255,300	Out Of State	535,317	(280,017)	499,901
19		9/24/2024	2023	20241	\$1,000,000	Car Service	250,000	0	8,000	258,000	MA	255,352	2,648	0
20		12/2/2024	2023	20234	\$5,000,000		80	350	10,000	10,430	MA	524,064	(513,634)	294,996
21		9/19/2024	2023	20233	\$1,000,000		1,000,000	0	0	1,000,000	MA	1,002,499	(2,499)	299
22		11/25/2024	2022	20224	\$1,000,000	TTT	507,200	0	0	507,200	Out Of State	0	0	0
23		10/8/2024	2020	20204	\$1,000,000	PPT - NF	501,973	8,256	0	510,229	MA	561,422	(51,193)	10,135
24		9/23/2024	2020	20203	\$1,000,000		380,000	3,500	50,000	433,500	Out Of State	530,311	(96,811)	55,209

Commonwealth Automobile Reinsurers
Large Loss Notification Summary
December, 2024 Loss Reserving Committee Meeting
Large Loss Notifications By Policy Year

											Current Qtr	Difference of	Difference of	
											Stat Reported	Estimate to	Prior to Current	
#	*	Notification	Policy	Accident	Estimated \$									
		Date	Year	Year/Qtr	Liab Limit	Class Description	BI	PDL	PIP	Total	State	Total	Current Qtr	Qtr Reported Losses
Current Quarter Loss Notifications														
1		1/15/2025	2024	20244	\$1,000,000	ZR TTT	500,000	22,848	0	522,848	Out Of State	74,419	448,429	74,419
2		12/9/2024	2024	20244	\$1,000,000	TTT	750,000	4,200	0	754,200	MA	791,910	(37,710)	791,910
3		2/18/2025	2024	20243	\$1,000,000	PPT Fleet	500,000	0	4,157	504,157	MA	82,320	421,837	65,993
4		12/23/2024	2024	20243	\$1,000,000	ZR TTT	994,550	2,450	17,600	1,014,600	Out Of State	1,068,400	(53,800)	1,068,400
5		12/9/2024	2024	20243	\$5,000,000	ZR Bus	700,000	22,550	0	722,550	Out Of State	802,557	(80,007)	697,550
6		12/23/2024	2024	20242	\$1,000,000	ZR TTT	400,000	0	0	400,000	Out Of State	531,501	(131,501)	406,602
7		12/23/2024	2024	20241	\$1,000,000	TTT	994,700	5,300	13,200	1,013,200	Out Of State	1,071,499	(58,299)	962,150
8		1/8/2025	2023	20243	\$1,000,000		487,000	2,100	0	489,100	Out Of State	188,652	300,448	188,652
9		2/18/2025	2023	20234	\$1,000,000	Special Types / Motorcycle	250,000	0	4,400	254,400	Out Of State	22,360	232,040	0
10		12/10/2024	2022	20231	\$1,000,000	TTT	500,000	4,824	16,000	520,824	Out Of State	512,140	8,684	107,500
11		2/5/2025	2022	20222	\$1,000,000		982,000	18,000	0	1,000,000	MA	104,994	895,006	6,800

* Updated records that had been previously reported

COMMERCIAL ULTIMATE POLICY YEAR DEFICIT PROJECTIONS
 BASED ON DATA REPORTED THROUGH QUARTER ENDING DECEMBER 2024
 (000's OMITTED)

SUMMARY EXHIBIT

	Policy Year 2022		Policy Year 2023		Policy Year 2024	
	Dollars	% Prem	Dollars	% Prem	Dollars	% Prem
Premium	186,300	100.0%	208,400	100.0%	245,400	100.0%
Losses Incurred and ALAE	164,876	88.5%	165,470	79.4%	198,283	80.8%
Underwriting Expenses	44,031	23.6%	49,819	23.9%	59,313	24.17%
Underwriting Result	(22,607)	-12.1%	(6,889)	-3.3%	(12,196)	-5.0%

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

Policy Year 2024

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	246,000	100.0%	245,400	100.0%	(600)	-0.2%
Losses Incurred and ALAE	199,998	81.3%	198,283	80.8%	(1,715)	-0.9%
Underwriting Expenses	59,458	24.2%	59,313	24.17%	(145)	-0.2%
Underwriting Result	(13,456)	-5.5%	(12,196)	-5.0%	1,260	-9.4%

Policy Year 2023

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	208,300	100.0%	208,400	100.0%	100	0.0%
Losses Incurred and ALAE	166,223	79.8%	165,470	79.4%	(753)	-0.5%
Underwriting Expenses	49,795	23.9%	49,819	23.9%	24	0.0%
Underwriting Result	(7,718)	-3.7%	(6,889)	-3.3%	829	-10.7%

Policy Year 2022

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	186,400	100.0%	186,300	100.0%	(100)	-0.1%
Losses Incurred and ALAE	166,828	89.5%	164,876	88.5%	(1,952)	-1.2%
Underwriting Expenses	44,055	23.6%	44,031	23.6%	(24)	-0.1%
Underwriting Result	(24,483)	-13.1%	(22,607)	-12.1%	1,876	-7.7%

Policy Year 2021

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	183,370	100.0%	183,370	100.0%	0	0.0%
Losses Incurred and ALAE	121,199	66.1%	120,638	65.8%	(561)	-0.5%
Underwriting Expenses	36,437	19.9%	36,437	19.9%	0	0.0%
Underwriting Result	25,734	14.0%	26,295	14.3%	561	2.2%

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

CAR DOCKET #GC25.09
EXHIBIT #1
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Policy Year 2020

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	172,644	100.0%	172,644	100.0%	0	0.0%
Losses Incurred and ALAE	103,624	60.0%	103,000	59.7%	(624)	-0.6%
Underwriting Expenses	37,120	21.5%	37,120	21.5%	0	0.0%
Underwriting Result	31,900	18.5%	32,524	18.8%	624	2.0%

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	132,007	69.4%	130,752	68.7%	(1,255)	-1.0%
Underwriting Expenses	41,379	21.7%	41,379	21.7%	0	0.0%
Underwriting Result	16,898	8.9%	18,153	9.5%	1,255	7.4%

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	180,766	92.2%	181,915	92.8%	1,149	0.6%
Underwriting Expenses	45,927	23.4%	45,927	23.4%	0	0.0%
Underwriting Result	(30,735)	-15.7%	(31,884)	-16.3%	(1,149)	3.7%

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	142,252	77.9%	142,235	77.9%	(17)	0.0%
Underwriting Expenses	45,686	25.0%	45,686	25.0%	0	0.0%
Underwriting Result	(5,347)	-2.9%	(5,330)	-2.9%	17	-0.3%

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

Policy Year 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	165,234	97.7%	165,503	97.8%	269	0.2%
Underwriting Expenses	43,287	25.6%	43,287	25.6%	0	0.0%
Underwriting Result	(39,380)	-23.3%	(39,649)	-23.4%	(269)	0.7%

Policy Year 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	130,204	86.0%	130,183	86.0%	(21)	0.0%
Underwriting Expenses	38,778	25.6%	38,778	25.6%	0	0.0%
Underwriting Result	(17,543)	-11.6%	(17,522)	-11.6%	21	-0.1%



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

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RECORDS OF MEETING

COMMERCIAL PROGRAM OVERSIGHT COMMITTEE – MARCH 12, 2025

Members Present

Mr. John Olivieri, Jr. – Chair
Ms. Jean Houghton
Ms. Sharon Murphy
Mr. Henry Risman

J.K. Olivieri Insurance Agency, Inc.
Norfolk and Dedham Group
Acadia Insurance Company
Risman Insurance Agency, Inc.

Substituted for:
N/A

Not in Attendance:
Ms. Nicole Martorana, FBInsure
Ms. Meredith Woodcock, Liberty Mutual Insurance Companies

24.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Commercial Program Oversight Committee meeting of November 8, 2024. The Records have been distributed and are on file.

25.04 2024 Servicing Carrier Annual Report Review

Mr. Richard Dalton provided an overview of the proposed 2024 Servicing Carrier Annual Report template which was attached to the meeting notice. 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. In response to a question from Mr. Barry Tagen, staff confirmed that company-specific data similar to that provided with the RFP would also be provided to enable Servicing Carrier responses to the market condition and market trends questions. Mr. Dalton noted that 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 had no additional comments for the proposed template and directed staff to proceed with the distribution to the Servicing Carriers in accordance with the schedule as presented.

25.05 Compensation Schedule for the Forms Implementation Project

Ms. Natalie Hubley reviewed the recommended procedures and schedule to compensate Servicing Carriers for the new forms implementation project as agreed during the RFP process for the January 1, 2027 appointments.

To accommodate the Servicing Carrier preferences, Ms. Hubley presented staff's recommendation of two payments to each Servicing Carrier processed as a miscellaneous expense through the Settlement of Balances. The first payment of 50% of the agreed amount, or \$237,500 for each Servicing Carrier, would be recorded in the March, 2025 quarter Settlement of Balances with a cashflow date of mid to late June, 2025. The second payment of the remaining balance would be recorded in the March, 2026 quarter Settlement of Balances with the cashflow date of mid to late June, 2026. After a brief discussion, the Committee members voted unanimously to recommend to the Governing Committee the compensation methodology associated with the new forms implementation project as proposed by staff.

RICHARD DALTON
Residual Market Liaison

Boston, Massachusetts
March 18, 2025



NATALIE A. HUBLEY
PRESIDENT

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RECORDS OF MEETING

MAIP STEERING COMMITTEE – MARCH 18, 2025

Members Present

Mr. Barry Tagen – Chair
Mr. William Cahill ⁽¹⁾
Ms. Sheila Doherty
Mr. Cory Hanson
Mr. David Hassey
Ms. Jean Houghton
Mr. Andrew Lajzer
Mr. Henry Risman
Mr. Mark Winiker
Ms. Qianyi Zhao

Pilgrim Insurance Company
Vermont Mutual Insurance Group
Doherty Insurance Agency, Inc.
The Hanover Insurance Company
Mill City Insurance, Inc.
Norfolk and Dedham Group
Safety Insurance Company
Risman Insurance Agency, Inc.
A-Affordable Insurance
MAPFRE U.S.A. Corporation

Substituted for:

⁽¹⁾ Mr. Shaun Farley

Not in Attendance:

Mr. Matthew Cote, Arbella Insurance Group
Mr. Robert Jackson, GEICO

24.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the MAIP Steering Committee meeting of November 5, 2024. The Records have been distributed and are on file.

22.08 MAIP Physical Damage Maximum Loss Payable

Ms. Wendy Browne advised the Committee that the Division of Insurance has indicated that it will place on file rules and forms filed by CAR to implement the maximum physical damage limit of loss. She explained that staff seeks direction from the Committee regarding an effective date of implementation in light of the July 1, 2025, increase to the minimum compulsory liability coverage limits. Ms. Browne noted that the Committee has previously recommended a minimum 120-day lead-time to implement the physical damage loss limit and described issues for the Committee's consideration relating to the two changes.

Ms. Browne informed the Committee that the physical damage filing will be amended to incorporate the increased minimum liability coverage limits into the coverage selections page. Ms. Browne also requested the consensus of the Committee to keep separate policyholder notices to advise risks of the two changes, as well as to adopt the separate physical damage endorsement rather than incorporating the

change into the revised MA Mandatory Endorsement. Ms. Browne confirmed that the policyholder notice of the physical damage change will be provided to all MAIP risks during the first year renewal cycle. After discussion, the Committee members agreed with staff's recommendations.

Discussion ensued regarding the effective date for the physical damage loss limit. Committee members confirmed the need for a minimum 120-day lead-time, making a concurrent July 1 implementation unrealistic. To ensure sufficient company resources are available to address unanticipated issues relating to the statutory limits changes, the Committee favored a January 1, 2026 effective date for implementation of the physical damage loss limit.

The Committee unanimously voted to recommend to the Governing Committee that the Physical Damage Maximum Loss Payable be implemented as of January 1, 2026.

24.06 Rule 28 – Application Process – Installment Plan

Ms. Lynne Rosenberg reviewed proposed amendments to Rule 28 – Application Process pursuant to the Committee's prior discussions. She noted that language has been added to section C.2. Premium Deposit and Payment Options – Installment Plan to address the Assigned Risk Carrier (ARC) billing procedures when activity occurs during the policy term that doesn't allow for nine equal monthly installments over the course of the policy term. Language was also added to address billing procedures when late payments result in the issuance of a cancellation notice. Ms. Rosenberg explained that the added language is intended to set forth minimum requirements while recognizing varying company systems.

The Committee unanimously voted to recommend to the Governing Committee approval of the proposed amendments to Rule – 28 Application Process – Installment Plan.

25.04 New Minimum Compulsory Limits for Policies Effective July 1, 2025 and Later

Ms. Browne provided a status report on actions taken to date to implement new minimum compulsory limits mandated by recent legislation for policies that are issued or renewed on or after July 1, 2025. She noted that CAR has filed with the Division of Insurance to adopt the new mandatory endorsement, application for insurance, coverage selection page. The rule/form filing also includes amendments to Rules 2 and 12 of the Private Passenger Residual Market Auto Insurance Manual. Ms. Browne also advised that CAR's rate filing currently under review has been amended to include needed increased limits factors and a special instruction page to calculate premium for the new basic rate and increased limits. She advised that the filings are under review at the Division of Insurance and, once approved, the information will be distributed to the industry.

ADRIANNE DONOVAN
Residual Market Services Liaison

Boston, Massachusetts
March 21, 2025

March 18, 2025

CAR Rules of Operation

Memorandum of Changes

The following amendments are proposed to Rule 28 – Application Process pursuant to MAIP Steering Committee discussion at its August 14, 2024, and November 5, 2024 meetings.

Rule 28 – Application Process

C.2. Premium Deposit and Payment Options – Installment Plan

Language has been added to update the Assigned Risk Carrier (ARC) procedures when activity occurs during the policy term on both new and renewal business that doesn't allow for nine equal monthly installments over the course of the policy term. Language has also been added to address billing procedures when late payments result in the issuance of a cancellation notice.

CAR | **Rules of Operation**
Rule 28 | **Application Process**
Revision Date | **2019.07.23 Draft 2025.03.18**
Page | **1 of 4**

A. Submitting an Application to the MAIP

To obtain MAIP coverage for an Eligible Risk an Assigned Risk Producer (ARP) must submit an electronic application for private passenger motor vehicle insurance coverage to the MAIP.

ARPs must assure that the application for insurance through the MAIP is submitted on the prescribed form and that each application is completed accurately and thoroughly. An application that contains information the MAIP verifies as incorrect or an incomplete application will be returned to the producer for remedy. Once the application for coverage through the MAIP is received and all required information for the assignment of the policy is provided, the MAIP will assign a certification number to the application.

B. Assignment of Application to a Member

An application with a certification number will be randomly assigned to a Member based on its Quota Share as specified in Rule 29 – Assignment Process. The MAIP will notify the ARC of the policy assignment. The MAIP will notify the ARP of the identity of the ARC which will issue the policy and the effective date of the coverage.

Once the policy has been assigned to an ARC, after receiving such notice, the ARP is responsible for providing the ARC with the following items within two working days as specified in Rule 31.B.5.:

1. The original application form and any supplemental or additional information, signed by the applicant and the ARP, and if applicable, a copy of the voluntary premium quote or voluntary premium quote identification number; and
2. The required deposit premium as specified in Section C.1.

C. Premium Deposit and Payment Options

1. Amount of Premium Deposit

A deposit of the amount noted in Section C.1.a. shall accompany the application for MAIP coverage. The applicant, at his option, may choose to make a larger deposit payment. The deposit shall be in the form of a personal check, certified check, bank check, money order, premium finance company check or ARP's check made payable to the

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ARC. In the event that an ARP submits a dishonored check, issued either by the agency or by the ARP individually, on one or more occasions during a one-year period, future payments for the next 12 months must be submitted by certified check, bank check, or money order.

- a. If a voluntary quote is obtained by the ARP the new business deposit shall be determined based upon the lower of the MAIP quoted premium or the ARC voluntary quoted premium. The applicant will be required to provide a deposit of 30% with the deposit calculated using whichever total premium is less. If a voluntary quote is not obtained, a deposit of 25% of the MAIP quoted premium is required.

However, the applicant will be required to provide a premium deposit of 80% of the MAIP premium, or if known, 100% of the ARC's voluntary premium, if the applicant has during the preceding 24 months been issued a notice of cancellation for non-payment of an automobile insurance premium which resulted in the cancellation of that policy.

The ARC shall send the applicant a notice of any additional or return premium adjustment to the deposit premium at the same time as the issuance of the coverage selections page. The applicant may be required to pay any additional deposit premium within 30 days of the issuance of the coverage selections page, and the ARC may not issue a cancellation notice for non-payment of premium during this 30 day period. Any return premium adjustment to the deposit shall be sent to the applicant within 30 days of the issuance of the coverage selections page.

- b. A deposit of 20% is required for a renewal policy. An ARC may elect to require more than a 20% deposit for a renewal policy if the policyholder during the preceding 24 months has been issued a notice of cancellation for non-payment of an automobile insurance premium which resulted in the cancellation of that policy.
- c. All deposit, installment and additional premium payments shall be submitted gross of any commissions. Commission to the ARP will be paid in accordance with Rule 37 – Commissions.

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2. Installment Plan

Each ARC will utilize the installment payment plan filed by Commonwealth Automobile Reinsurers for MAIP business. The plan will require an initial deposit payment for new and renewal business pursuant to Section C.1. Upon receipt of the new business deposit, the ARC will then calculate the balance of the premium owed on the basis of the lower of the MAIP rate or the ARC rate and the insured will be billed~~pay~~ that premium balance over nine equal monthly installments. The deposit for renewal business will be a percentage of the premium calculated using the lower of the ARC's rate or the MAIP rate. The remaining balance will be billed~~paid~~ over nine equal monthly installments.

A flat fee of \$8.00 per installment finance charge will apply until the entire balance is paid.

For both new and renewal business, if there is a policy change during the policy term which impacts the policy's premium no longer allowing for nine equal monthly installment payments, the ARC shall bill the remaining policy premium balance over the remaining number of installments.

If a late payment remains unremedied resulting in the issuance of a Statutory Notice of Cancellation, the ARC will calculate the balance due to rescind the cancellation notice. Should the cancellation notice be rescinded, the ARC shall bill the remaining policy premium balance over the remaining number of installments.

3. Dishonored Check Charge

A dishonored check fee of \$29 will be charged to an applicant or policyholder issuing a check that is dishonored by the financial institution to which the check is presented for payment.

4. Late Fee or Cancellation Fee

A policyholder who fails to pay an installment premium by the applicable due date will be charged a late fee or cancellation fee of \$29.

5. Agency Acceptance of Payments

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Acceptance of payment by the ARP shall be viewed as a payment to the ARC.

6. Premium Financed Policies

The standards pertaining to premium financing for policies issued through the MAIP must be consistent with state laws and regulations.



NATALIE A. HUBLEY
PRESIDENT

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RECORDS OF MEETING

COMMERCIAL AUTOMOBILE COMMITTEE – MARCH 27, 2025

Members Present

Mr. Thomas DePaulo – Chair	Cabot Risk Strategies, LLC
Ms. Annmarie Castonguay	The Hanover Insurance Company
Mr. Andrew Lajzer	Safety Insurance Company
Mr. John Olivieri, Jr.	J.K. Olivieri Insurance Agency, Inc.
Mr. Tiago Prado	BRZ Insurance, LLC
Ms. Allison Ratliff ⁽¹⁾	MAPFRE U.S.A. Corporation
Mr. Thomas Skelly, Jr.	Deland, Gibson Insurance Associates, Inc.
Mr. Barry Tagen	Pilgrim Insurance Company
Ms. Jeanne Weathers ⁽²⁾	Arbella Insurance Group

Substituted for:

⁽¹⁾ Mr. Jesse Zimmerman

⁽²⁾ Mr. David Zawilinski

Not in Attendance:

Ms. Sheila Doherty, Doherty Insurance Agency, Inc.

Ms. Sharon Murphy, Acadia Insurance Company

24.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Commercial Automobile Committee meeting of November 1, 2024. The Records have been distributed and are on file.

24.09 Assignment Procedures for Affiliated Producers

At its last meeting, the Committee began discussions to consider the feasibility of changes to the producer assignment procedures for affiliated agencies outlined in Rule 14.A.2. The Committee was asked to consider this issue in light of the limitations caused by agency network participation and merger and acquisition activity on CAR's ability to minimize market disruption during redistribution of residual market books of business performed to maintain equity among Servicing Carriers.

Ms. Lynne Rosenberg presented CAR Staff's findings from the committee-directed research into agency networks regarding the optional and mandatory services these networks provide. While CAR Staff contacted the four major networks currently recognized as affiliated groups in the agency assignment process, none responded to Staff's inquiries regarding the specific services and agency requirements.

Instead, Staff reviewed the content and FAQs on the networks' websites and gathered general information for the Committee.

The initial research indicated that network clusters allow their participating agencies to remain entirely independent and maintain existing contracts with current carriers. Outside of providing market access, the network clusters also provide mentoring, marketing, training, management, and back-office support services. One of these clusters appeared more selective with the agencies allowed to participate in their network and has greater oversight and involvement in matching a submission to a carrier. Further analysis found that, of the four network clusters, three clusters also operate as independent agencies with their own assignment to a Servicing Carrier. Additionally, all four network clusters combined for a total of about 285 affiliated agencies.

Ms. Rosenberg made note of a recent suggestion that Staff contact the Servicing Carriers for their perspective on how these agent networks function, stating that CAR Staff can make this a priority for the next meeting should the Committee agree. Additional options mentioned in prior meetings were also proposed for review, including consideration of the network participants as independent agencies for assignment purposes, assignment of the larger affiliated groups to multiple Servicing Carriers based upon geographic location or other criteria, and the assignment of business to Servicing Carriers on a rotational basis as suggested by a few agents with the last redistribution. Ms. Rosenberg then turned the discussion over to the Committee to consider how to proceed.

Mr. John Olivieri questioned whether the Committee can mandate a response from the network clusters, stating that it is imperative that the Committee understand how these agency networks operate to make an informed decision on the matter. Some discussion ensued regarding CAR's authority in this regard, with Counsel suggesting they develop a strategy to engage the networks in discussion and to review CAR Rule 14 to consider options to address varying levels of autonomy of agencies affiliated by participation in networks.

Mr. Barry Tagen suggested that CAR Staff seek Servicing Carriers input relative to the alternative assignment methods described to gain their perspective on how the various options would impact the Servicing Carriers' business operations.

The Committee finally resolved to direct CAR Staff to contact the Servicing Carriers for their input on the options the Committee is considering, attempt to contact the agency networks again, and further analyze Rule 14.A.2 to better understand what, in the Committee's authority, could be utilized for an effective course of action on this matter.

24.10 Pollution Coverage

Ms. Wendy Browne recalled the discussions raised in the previous committee meeting regarding the possible development of new procedures for pollution coverage, to ensure consistency in the writing and application of pollution coverage. CAR staff contacted the Servicing Carriers to gain a better understanding of their procedures for determining the applicability of pollution coverage. CAR staff found notable differences in the responses. Some automatically apply the coverage when the MCS-90 is required, whereas others apply the coverage upon the agent's request. Ms. Browne then asked for the Committee's consensus whether the Servicing Carriers should continue the administration of pollution coverage using their own underwriting guidelines, or whether procedures should be developed to ensure consistency amongst Servicing Carriers.

Mr. Tagen expressed support of a Servicing Carrier's prior request for CAR to consider instituting rules and standards regarding the application of pollution coverage when the MCS-90 form is required.

Committee members concurred, noting the ongoing goal to ensure consistency among the Servicing Carriers. After discussion, the Committee directed Staff to draft manual rules and/or Manual of Administrative Procedures language for review at its next meeting.

Ms. Browne noted the draft of the proposed changes to the pollution language in Rule 46 of the Commercial Automobile Manual were attached to the Notice of Meeting. She reiterated that staff is seeking confirmation from Servicing Carriers regarding the procedures set forth with the proposed amendments and requested that they be prepared to finalize those changes at the next meeting. Ms. Annmarie Castonguay pointed out that the MCS-90 filing should be expired when there is a change in company and that the new company must file a new MCS-90 form. She suggested that the draft also incorporates this requirement.

25.04 New Minimum Compulsory Limits for Policies Effective July 1, 2025 and Later

Ms. Wendy Browne provided a status report on actions taken to date to implement new minimum compulsory limits mandated by recent legislation for policies that are issued or renewed on or after July 1, 2025 in the commercial residual market. Ms. Browne noted that CAR filed a rate, rule, and form change with the Division of Insurance on February 28, 2025 to comply with the increases to the minimum coverage limits of insurance for the bodily injury and property damage coverages. The filing is under review at this time.

Ms. Browne mentioned that with the filing, CAR is amending Rules in the Manual to reflect the increase to the statutory basic limits, noting that changes were proposed in Rules 3, 22, 35, 36, 40, 41, 46, 52, 55, 120, and 125. The filing also includes special rating instructions to provide guidance in calculating the minimum and increased limits.

Additionally, CAR is proposing the adoption of AIB commercial advisory forms recently placed on file (SERFF No. AIBM-134378030), including the Garage Declarations, the Massachusetts Garage Insurance Policy, the Truckers Declarations, the Declarations – Massachusetts Business Auto Coverage Form, and the Important Notice to Policy Holders (MM 99 70 07 25). Ms. Browne informed the Committee that CAR filed its own endorsements to ensure compliance with new statutory limits while referencing policy coverage forms currently on file for use in the commercial residual market. These include the Massachusetts Mandatory Endorsement, Mobile Equipment, Lessor - Additional Insured and Loss Payee Massachusetts, Truckers - Insurance for Non-Trucking Use Massachusetts, Uninsured Motorists Coverage – Massachusetts. Appendix I is also updated to reflect the newer versions of policy coverage and endorsement forms and the Increased Limit Factors are updated to include the new required limits.

Finally, Ms. Browne indicated that upon approval of the filing, notification will be sent with both a Commercial Lines Notice and a Bulletin to ensure that the producer community is aware of the changes.

TIMOTHY GALLIGAN
Actuarial and Statistical Services Director

Boston, Massachusetts
April 2, 2025