



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

101 Arch Street, Suite 400 Boston, Massachusetts 02110

www.commauto.com

617-338-4000

ADDITIONAL INFORMATION

TO MEMBERS OF THE GOVERNING COMMITTEE

FOR THE MEETING OF:

Tuesday, June 16, 2026, at 10:30 a.m.

GC

26.07 Compliance and Operations Committee

The Records of the Compliance and Operations Committee meeting of June 3, 2026, are attached (Docket #GC26.07, Exhibit #3). The Records of Meeting have been distributed and are on file.

GC

26.10 Ad Hoc Producer Reassignment Committee

The Records of the Ad Hoc Producer Reassignment Committee meeting of May 29, 2026, are attached (Docket #GC26.10, Exhibit #2). The Records of Meeting have been distributed and are on file.

GC

26.13 Loss Reserving Committee

The Summary of the Loss Reserving Committee meeting of June 3, 2026, is attached (Docket #GC26.13, Exhibit #2). The Records of Meeting will be distributed prior to the meeting.

NATALIE HUBLEY
President

Attachments

Boston, Massachusetts
June 10, 2026



NATALIE A. HUBLEY
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RECORDS OF MEETING

COMPLIANCE AND OPERATIONS COMMITTEE – JUNE 3, 2026

Members Present

Ms. Erin Cummings– Chair
Mr. Cory Hanson
Ms. Annmarie Hassan
Ms. Nicole Martorana
Ms. Sharon Murphy
Mr. Henry Risman
Mr. Barry Tagen
Ms. Brenda Williams

Norfolk and Dedham Group
The Hanover Insurance Company
Arbella Insurance Group
Patriot Growth Insurance Services, LLC
Acadia Insurance Company
Risman Insurance Agency, Inc.
Pilgrim Insurance Company
MAPFRE U.S.A. Corporation

Substituted for:

N/A

Not in Attendance:

N/A

26.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Compliance and Operations Committee meeting of March 25, 2026. The Records have been distributed and are on file.

26.04 Informational Items

Ms. Wendy Browne informed the Committee that the amendments to the Assigned Risk Company Procedures Manual reflecting the proposal to introduce a flat \$1,000 penalty per submission for those companies with non-compliant findings that have limited impact to quota share and rate making data quality were approved by the Governing Committee in April.

Additionally, Ms. Browne notified the Committee that the amendments to the Commercial Statistical Plan updating Classification Code reporting for Non-Owned classes and introducing a new Coverage Code for On-Hook Collision coverage were also approved by the Governing Committee in April and subsequently approved by the Division of Insurance.

Ms. Browne advised that the Bulletins announcing the updates to the Assigned Risk Company Procedures Manual and the Commercial Statistical Plan have been distributed to the industry.

26.05 Compliance Audit Program

Mr. Matthew Hirsh presented Commercial Audit results for Pilgrim Insurance Company. Mr. Barry Tagen of Pilgrim recused himself from participating in discussion regarding the audit.

Mr. Hirsh explained that this was the first audit conducted under the new commercial audit program previously approved by the Compliance and Operations Committee. The comprehensive commercial audit program tests premium and claims statistical reporting, rate calculations, statutory compliance including claims performance standards and SIU fraud control, and potential duplicate loss payments. Additionally, Mr. Hirsh noted that ten policies were selected for an Enhanced Procedures review that considered the documentation and underwriting practices used by the Servicing Carrier to determine the risk's residual market eligibility.

The Pilgrim Commercial Audit scope included \$3,000,000 in written premium over 33,000 exposures. Associated loss dollars, including paid losses and allocated loss adjustment expenses, totaled \$861,220.

Mr. Hirsh noted that because this was the first audit completed under the commercial audit program, industry averages were not yet established. However, few exceptions were identified in Pilgrim's premium and claims statistical data and there were no recurring premium-related or claims-related statistical reporting issues identified. It was also determined that Pilgrim rated its risks in accordance with all applicable ceded and voluntary rates and rules.

Mr. Hirsh indicated that Pilgrim was also found compliant with the Claims Performance Standards review, the SIU review, the required CAR Rule 10.C.1 and 10.C.2 SIU-completed audits of garaging and policy facts, and with the reinsurance review of potential duplicate loss payments.

Lastly, Mr. Hirsh explained that nine of the ten policies selected for the Enhanced Procedures review which considered documentation and underwriting practices used by the Servicing Carrier to determine residual market eligibility has enough information present to support the residual market eligibility decision. Information provided for the remaining policy, however, suggested an inconsistency in the Principal Place of Business for the risk, and staff determined that the information present did not support the Servicing Carrier's eligibility decision for that risk.

The Committee voted unanimously, with one recusal, to accept the audit report with no further auditing and assessed a green light value in accordance with the traffic light assessment rating system.

Mr. Mark Alves then updated the committee on the Towing & Labor focus audit outcomes of USAA and Hanover. Mr. Alves informed the Committee that both companies were notified that staff would recommend that CAR begin assessing the lower-tiered penalty of \$1,000 per submission to each company.

Mr. Alves noted that USAA's staff was communicative with CAR throughout the audits and ensuing discussions and provided documentation on several occasions. However, the documentation remained insufficient to substantiate that the statistically reported loss amounts did not include Unallocated Loss Adjustment Expenses (ULAE) as required in the Private Passenger Statistical Plan.

Mr. Alves then noted that while Hanover was proactive in getting documentation to verify reported Towing & Labor loss amounts to CAR, the supports also did not allow validation that ULAE was not included in the reported loss amounts. As such, Hanover previously communicated its intention to transition to a new towing vendor that would provide documentation that allows for validation that ULAE is not included in the reported loss amounts as required by the Statistical Plan. However, Hanover has informed

CAR that negotiations are still ongoing and thus the transition will not occur until a later date, leaving the reporting issue unresolved.

Mr. Alves advised that Hanover has requested consideration of a six-month stay of the recommended penalties to allow Hanover additional time to work with its vendor to address CAR's concerns. Mr. Harris Berenson, representing Hanover, explained that the company has been transparent with CAR in its attempts to obtain the additional information from its current vendor and that Hanover staff will be presenting proposals to its business leadership regarding suggested alternatives to work with the current vendor as well as consideration of a potential new vendor.

Mr. Henry Risman suggested that the Committee consider approval of staff's recommendation, but to allow penalties to accrue and only assess if the issue remains unresolved after six months.

After discussion, the Committee voted unanimously, with one recusal, to accept the recommendation to begin assessing Hanover the lower tiered penalty of \$1,000 per submission for Towing & Labor loss statistical reporting errors beginning with the May 2026 statistical submission, but to hold enforcement of those penalties and only assess if the issue remains unresolved by the November 2026 data submissions.

The Committee separately voted unanimously, with one recusal, to accept CAR's recommendation to begin assessing USAA the lower tiered penalty of \$1,000 per submission for Towing & Labor loss statistical reporting errors beginning with the May 2026 statistical submission.

26.10 SIU Reporting

The Committee reviewed the SIU compliance reports provided annually to the Division of Insurance. Mr. Jacob Vieira noted that CAR uses automation to validate that the reported SIU data matches statistical data in order to generate SIU referral counts by company. However, a more thorough company SIU compliance with SIU statutory requirements and CAR Rules is evaluated at the time of the Hybrid Audit.

Mr. Vieira indicated that overall, only one Private Passenger company was considered not in compliance as it did not have the minimum number of referrals to the SIU for investigation as required by Appendix J of the Claims Performance Standards.

The Committee unanimously accepted the reports and directed CAR staff to distribute the reports to the Division of Insurance.

MATTHEW HIRSH
Compliance Audit Supervisor

Boston, Massachusetts
June 9, 2026



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RECORDS OF MEETING

AD HOC PRODUCER REASSIGNMENT COMMITTEE – MAY 29, 2026

Members Present

| | |
|--------------------------------|---------------------------------|
| Mr. John Olivieri, Jr. – Chair | World Insurance Associates, LLC |
| Mr. Thomas DePaulo | Cabot Risk Strategies, LLC |
| Mr. Andrew Lazjer | Safety Insurance Company |
| Ms. Sharon Murphy | Acadia Insurance Company |
| Ms. Alliston Ratliff | MAPFRE U.S.A. Corporation |
| Mr. Barry Tagen | Pilgrim Insurance Company |
| Mr. David Zawilinski | Arbella Insurance Group |

Substituted for:

N/A

Not in Attendance:

Ms. Nicole Martorana, Patriot Growth Insurance Services, LLC

26.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Ad Hoc Producer Reassignment Committee meeting of February 12, 2026. The Records have been distributed and are on file.

25.04 Procedures to Mitigate Disruptive Impacts of ERP Reassignments

Ms. Natalie Hubley introduced a discussion outline prepared by staff to assist the Committee as it continues to evaluate, identify, and recommend policies and procedures to mitigate the disruptive impacts of commercial ERP reassignments needed to realign the ceded books of business to maintain equity among the servicing carriers.

Ms. Hubley noted that, at the last meeting, the Committee expressed interest in further evaluating the distribution of the books of business amongst the servicing carriers. The Committee was informed that since 2017, two carriers have been consistently undersubscribed in terms of the premium volumes, while the other two servicing carriers have been consistently oversubscribed. Ms. Hubley noted the Committee was interested in understanding whether this result was driven by servicing carrier performance, merger and acquisition activity, large affiliations, class distributions, or some other market conditions. Referring to the exhibits that were attached to the outline, Ms. Hubley pointed out that for policy years 2020 through 2025, there was only one instance where a carrier was under by more than three percentage points and that the imbalance caused by accumulating merger and acquisition activity resulted in the need for a redistribution which occurred in early 2025. Ms. Hubley then commented that data by classification code for the policy years 2022 through 2025 was also provided.

Ms. Hubley stated that, at the prior meeting, some committee members commented that practices regarding the frequency of underwriting or reevaluating risks on renewal vary by carrier. Further, some members questioned whether the consistent distribution results were driven by varying Servicing Carrier procedures or other market conditions. She suggested that it would be appropriate to refer issues such as program requirements regarding the frequency of reevaluating risks on renewal to the Commercial Auto Committee and issues regarding Servicing Carrier performance to the Commercial Program Oversight Committee for consideration. She commented that this committee may recommend certain actions, but it is the responsibility of the other Advisory Committees to evaluate and implement such recommendations.

The Committee discussed at length a proposed requirement for Servicing Carriers to reevaluate renewal risks annually, along with guidelines for the annual review of underwriting renewal risks, subject to proper vetting and consideration of the impact on servicing carriers. In recognition of a continued need for heightened scrutiny of residual market risks, particularly with mixed-use vehicles, the Committee recommended that the Commercial Auto Committee consider a requirement for the frequency of underwriting evaluations, potentially either annually or biannually.

The Committee next considered potential survey topics proposed by staff to identify whether varying Servicing Carrier policies and procedures may be contributing to the distribution results. Servicing Carriers noted that many of the topics could be addressed in the 2025 Annual Reports. After discussion, the Committee agreed to refer the potential survey and evaluation of the responses to the Commercial Program Oversight Committee.

Ms. Hubley proceeded with the results of the expense allocation methodology inquiry of the servicing carriers indicating there was no consensus among the carriers to approve a change for the 2027-2031 appointment term. She explained that a majority indicated potential support for a change with the next appointment term, however, there was no consensus as to the appropriate hybrid model or a resulting impact to tolerance for variance in premium distribution. The Committee agreed future discussion should continue at the Commercial Program Oversight Committee at an appropriate time.

Ms. Lynne Rosenberg reviewed the suggested procedural changes that may be considered during the upcoming appointment term that correlate with the Committee's objective to reduce redistributions and soften the impacts among the industry. The potential changes would give staff more discretion in processing new ERP assignments and changes resulting from mergers and acquisitions to maintain equity among the Servicing Carriers. The Committee agreed with the recommendations and instructed staff to proceed in developing procedures for discussion at its next meeting.

ADRIANNE DONOVAN
Residual Market Services Liaison

Boston, Massachusetts
June 4, 2026



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PRESIDENT

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SUMMARY OF MEETING

LOSS RESERVING COMMITTEE – JUNE 3, 2026

Members Present

Ms. Melissa Vaughn – Chair
Ms. Olivia Lemieux
Ms. Meredith Manchester
Mr. Jacob Sechler
Mr. Gavin Traverso

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

26.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Loss Reserving Committee meeting of March 4, 2026. The Records have been distributed and are on file.

26.04 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.

Next, the Committee was informed that nine bodily injury claims and three property damage liability claims were referred this quarter to CAR's Compliance Audit Department for additional information and verification of the reported statistics. These claims were either newly reported, experienced large upward or downward reserve changes, or were paid in excess of the prior quarter reserve. The claims 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 2017-2026 as of March, 2026. During the current quarter, 16 new large losses were added to the report. Two of the 16 claims were reported with a \$5.0 million combined single limit (CSL), a policy year 2021 zone rated bus with current reported losses of \$2.4 million, and a policy year 2021 commercial bus with reported losses of \$2.1 million. One loss was reported with a CSL of \$1.5 million, one loss was a physical damage claim, and 12 losses were reported with a \$1.0 million CSL. Five claims previously included in the report dropped off after going under the \$1.0 million threshold.

To date, there are a total of 146 large claims over \$1.0 million reported during the latest ten policy years, with \$225.9 million in total reported incurred losses. This is an increase of approximately \$17.7 million, attributed primarily to the 16 new large losses that added an additional \$15.6 million as compared to their prior quarter loss totals. The total is partially offset by the removal of the five claims from the report that went under the threshold. The corresponding large loss reports are attached as pages 5-10.

Summary of Large Losses GT \$1.0M as of March, 2026 (\$ in millions)

| | Claims >\$1.0M | Current Incurred Losses | Current Reserves | Prior Incurred Losses | Change in Loss |
|--------------|-------------------|-------------------------------|---------------------|-----------------------------|-------------------|
| New Claims | 16 | \$20.5 | \$15.7 | \$4.9 | \$15.6 |
| Total Claims | 146 | \$225.9 | \$75.2 | \$208.2 | \$17.7 |

The Committee was also informed that during the current quarter 18 new claims were reported using the Large Loss Notification Form. This report is attached as pages 11-12. Three of the 18 claims are reported with a \$5.0 million CSL, with loss estimates of \$500,000 or less. One claim carries a \$1.5 million CSL for PPT Buses that has reported losses similar to the estimate. The 14 remaining claims carry a \$1.0 million CSL, 12 of which have reported losses that approximate or exceed their original estimate.

26.06 Selection of Policy Year Ultimate Losses

After reviewing the distribution of the accident year IBNR distributed to policy year, the Committee agreed on the appropriate shifts of IBNR to the policy year losses. A summary of the IBNR shifts is attached as pages 13-15.

26.07 Latest Valuation of Ultimate Deficit Projections

The Committee estimated a policy year 2023 surplus of \$5.6 million with an ultimate loss ratio of 73.4%, resulting in a \$2.3 million improvement from the prior quarter's projected surplus of \$3.3 million.

The Committee estimated a policy year 2024 deficit of \$9.9 million with an ultimate loss ratio of 79.9%. The estimate results in a \$0.5 million improvement from the prior quarter's projected deficit of \$10.4 million.

The Committee estimated a policy year 2025 deficit of \$1.4 million with an ultimate loss ratio of 76.1%. The estimate results in a \$5.7 million deterioration from the prior quarter's projected surplus of \$4.3 million.

Ultimate loss ratio and deficit projections for all policy years are attached as pages 16-19.

The following summary displays the policy year results:

Policy Year Results
Total Commercial Ceded

| PY | Earned Premium (000) | Loss & Allocated Loss Adjustment Expense (000) | | | | Number of Open Claims |
|--------------|----------------------------|--|---------------------|---------------|------------------|-----------------------------|
| | | Paid | Case Outstanding | IBNR | Held Ultimate | |
| 2017 | 182,590 | 141,310 | 1,036 | -1 | 142,345 | 5 |
| 2018 | 195,958 | 180,199 | 1,042 | 1 | 181,242 | 8 |
| 2019 | 190,284 | 125,032 | 3,273 | -298 | 128,007 | 11 |
| 2020 | 172,642 | 93,629 | 7,670 | -570 | 100,729 | 44 |
| 2021 | 183,370 | 113,062 | 10,113 | -647 | 122,528 | 91 |
| 2022 | 186,346 | 120,172 | 38,807 | 4 | 158,983 | 240 |
| 2023 | 208,183 | 98,521 | 49,164 | 5,026 | 152,711 | 578 |
| 2024 | 243,012 | 90,158 | 85,524 | 18,407 | 194,089 | 1,811 |
| 2025 | 189,602 | 50,302 | 54,969 | 38,990 | 144,261 | 3,078 |
| 2026 | 9,818 | 978 | 2,401 | 4,382 | 7,761 | 221 |
| Total | 1,761,805 | 1,013,363 | 253,999 | 65,294 | 1,332,656 | 6,087 |

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 |
| 2017 | 142,345 | 182,590 | 78.0% | 142,310 | 182,590 | 77.9% | 35 | 0.1% |
| 2018 | 181,242 | 195,958 | 92.5% | 180,923 | 195,958 | 92.3% | 319 | 0.2% |
| 2019 | 128,007 | 190,284 | 67.3% | 128,023 | 190,284 | 67.3% | -16 | 0.0% |
| 2020 | 100,729 | 172,642 | 58.3% | 100,401 | 172,642 | 58.2% | 328 | 0.1% |
| 2021 | 122,528 | 183,370 | 66.8% | 118,620 | 183,368 | 64.7% | 3,908 | 2.1% |
| 2022 | 158,983 | 186,346 | 85.3% | 158,056 | 186,346 | 84.8% | 927 | 0.5% |
| 2023 | 152,711 | 208,183 | 73.4% | 155,146 | 208,183 | 74.5% | -2,435 | -1.1% |
| 2024 | 194,089 | 243,012 | 79.9% | 194,738 | 243,033 | 80.1% | -649 | -0.2% |
| 2025 | 144,261 | 189,602 | 76.1% | 99,459 | 134,598 | 73.9% | 44,802 | 2.2% |
| 2026 | 7,761 | 9,818 | 79.0% | | | | | |

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 | |
| 2017 | 175,270 | 152,446 | 726 | -1 | 153,171 | 3 |
| 2018 | 189,481 | 167,537 | 318 | 1 | 167,856 | 3 |
| 2019 | 198,126 | 159,537 | 3,812 | -298 | 163,051 | 13 |
| 2020 | 176,009 | 93,090 | 3,192 | 83 | 96,365 | 22 |
| 2021 | 181,581 | 98,650 | 9,513 | -1,273 | 106,890 | 57 |
| 2022 | 184,393 | 130,083 | 23,666 | -109 | 153,640 | 160 |
| 2023 | 196,142 | 101,183 | 46,405 | 215 | 147,803 | 375 |
| 2024 | 226,738 | 99,643 | 69,412 | 8,474 | 177,529 | 927 |
| 2025 | 254,166 | 81,863 | 80,499 | 31,240 | 193,602 | 3,032 |
| 2026 | 65,272 | 9,295 | 16,456 | 26,962 | 52,713 | 1,496 |
| Total | 1,847,178 | 1,093,327 | 253,999 | 65,294 | 1,412,620 | 6,088 |

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 |
| 2017 | 153,171 | 175,270 | 87.4% | 154,944 | 175,270 | 88.4% | -1,773 | -1.0% |
| 2018 | 167,856 | 189,481 | 88.6% | 167,545 | 189,481 | 88.4% | 311 | 0.2% |
| 2019 | 163,051 | 198,126 | 82.3% | 163,060 | 198,126 | 82.3% | -9 | 0.0% |
| 2020 | 96,365 | 176,009 | 54.8% | 96,372 | 176,009 | 54.8% | -7 | 0.0% |
| 2021 | 106,890 | 181,581 | 58.9% | 102,565 | 181,581 | 56.5% | 4,325 | 2.4% |
| 2022 | 153,640 | 184,393 | 83.3% | 153,966 | 184,393 | 83.5% | -326 | -0.2% |
| 2023 | 147,803 | 196,142 | 75.4% | 149,519 | 196,142 | 76.2% | -1,716 | -0.8% |
| 2024 | 177,529 | 226,738 | 78.3% | 179,824 | 226,741 | 79.3% | -2,295 | -1.0% |
| 2025 | 193,602 | 254,166 | 76.2% | 191,662 | 254,631 | 75.3% | 1,940 | 0.9% |
| 2026 | 52,713 | 65,272 | 80.8% | | | | | |

RICHARD HEATH
Actuarial & Statistical Analyst

Boston, Massachusetts
June 8, 2026

Loss Reserving Committee Executive Summary – Attachments

| <u>Report Name</u> | <u>Page(s)</u> |
|--|----------------|
| Large Loss Listing by Policy Year (> \$ 1.0 Million) | 5-9 |
| Large Losses Change by Quarter (Policy Year) | 10 |
| Large Loss Notification Form Summary | 11-12 |
| Summary of IBNR shifts from Accident Year to Policy Year | 13-15 |
| Ultimate Loss Ratio and Deficit Projections at March, 2026 | 16-19 |

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

Data Reported Through March, 2026

| 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 | 25 | 1.0 M | CSL | 2025 | 1 | Non-Owned / Special Rating | 0 | 1,000,000 | 11,005 | 1,011,005 | 0 | 0 | 1,011,005 | 0 | MA | 1Q 2026 | 1Q 2026 |
| 2 | 25 | 1.0 M | CSL | 2026 | 3 | TTT | 4,000 | 1,012,800 | 20,004 | 1,036,804 | 0 | 0 | 1,036,804 | 16,800 | MA | 1Q 2026 | 1Q 2026 |
| 3 | 25 | | | 2025 | 1 | TTT | 3,218,678 | 0 | 0 | 3,218,678 | 0 | 0 | 3,218,678 | 0 | MA | 1Q 2026 | 1Q 2026 |
| 4 | 25 | 1.0 M | CSL | 2025 | 1 | Public Transportation Buses | 0 | 1,004,400 | 50,220 | 1,054,620 | 0 | 0 | 1,054,620 | 0 | MA | 1Q 2026 | 1Q 2026 |
| 5 | 25 | 1.0 M | CSL | 2025 | 1 | Public Transportation Buses | 8,000 | 1,000,000 | 50,485 | 1,058,485 | 1,002,500 | 1,052,625 | 5,860 | 8,000 | MA | 4Q 2025 | 3Q 2025 |
| 6 | 25 | 1.0 M | CSL | 2025 | 7 | Zone Rated TTT | 7,294 | 959,900 | 47,996 | 1,015,190 | 959,900 | 1,011,917 | 3,273 | 0 | Out Of State | 4Q 2025 | 3Q 2025 |
| 7 | 25 | 1.0 M | CSL | 2025 | 5 | TTT | 135,232 | 995,350 | 50,074 | 1,180,656 | 995,350 | 1,180,656 | 0 | 0 | Out Of State | 4Q 2025 | 3Q 2025 |
| 8 | 25 | 1.0 M | CSL | 2025 | 4 | TTT | 67,720 | 1,000,000 | 40,022 | 1,107,742 | 1,006,900 | 1,113,602 | -5,860 | 0 | MA | 3Q 2025 | 3Q 2025 |
| 9 | 25 | 1.0 M | CSL | 2025 | 7 | TTT | 179,457 | 992,125 | 55,499 | 1,227,081 | 86,148 | 96,148 | 1,130,933 | 54,525 | Out Of State | 1Q 2026 | 4Q 2025 |
| 10 | 25 | 1.0 M | CSL | 2025 | 1 | Non-Owned / Special Rating | 0 | 1,000,000 | 50,000 | 1,050,000 | 1,000,000 | 1,050,000 | 0 | 0 | MA | 4Q 2025 | 4Q 2025 |
| 11 | 25 | 1.0 M | CSL | 2025 | 1 | Zone Rated TTT | 0 | 1,000,000 | 30,000 | 1,030,000 | 0 | 0 | 1,030,000 | 0 | MA | 1Q 2026 | 1Q 2026 |
| | | | | | | | 3,620,381 | 9,964,575 | 405,305 | 13,990,261 | 5,050,798 | 5,504,948 | 8,485,313 | 79,325 | | | |
| 1 | 24 | 1.0 M | CSL | 2024 | 4 | TTT | 108,322 | 1,013,862 | 34,355 | 1,156,539 | 1,013,862 | 1,144,154 | 12,385 | 8,000 | Out Of State | 2Q 2024 | 2Q 2024 |
| 2 | 24 | 1.0 M | CSL | 2024 | 3 | TTT | 1,051,259 | 0 | 16,040 | 1,067,299 | 0 | 1,064,799 | 2,500 | 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 | 980,000 | 1,181,964 | 0 | 0 | MA | 4Q 2024 | 3Q 2024 |
| 4 | 24 | 1.0 M | CSL | 2025 | 19 | TTT | 286,991 | 870,875 | 45,356 | 1,203,222 | 661,300 | 870,488 | 332,734 | 6 | Out Of State | 1Q 2026 | 1Q 2025 |
| 5 | 24 | 1.0 M | CSL | 2024 | 7 | Public Transportation Buses | 102,865 | 909,000 | 49,096 | 1,060,961 | 909,000 | 1,058,844 | 2,117 | 2,625 | MA | 4Q 2024 | 3Q 2024 |
| 6 | 24 | 1.0 M | CSL | 2024 | 2 | TTT | 1,041,374 | 0 | 42 | 1,041,416 | 0 | 1,041,416 | 0 | 0 | MA | 2Q 2025 | 4Q 2024 |
| 7 | 24 | 1.0 M | CSL | 2025 | 1 | TTT | 0 | 1,000,000 | 30,000 | 1,030,000 | 1,008,000 | 1,038,125 | -8,125 | 0 | MA | 4Q 2025 | 3Q 2025 |
| 8 | 24 | 1.0 M | CSL | 2024 | 5 | TTT | 33,722 | 965,826 | 30,106 | 1,029,654 | 971,276 | 1,035,104 | -5,450 | 0 | MA | 2Q 2025 | 4Q 2024 |
| 9 | 24 | 1.0 M | CSL | 2024 | 3 | TTT | 0 | 1,000,000 | 52,186 | 1,052,186 | 1,000,000 | 1,052,185 | 1 | 0 | Out Of State | 3Q 2025 | 3Q 2024 |
| 10 | 24 | 1.0 M | CSL | 2025 | 3 | TTT | 53,731 | 1,004,269 | 100,613 | 1,158,613 | 1,004,269 | 1,158,612 | 1 | 58,375 | Out Of State | 3Q 2025 | 1Q 2025 |
| 11 | 24 | 1.0 M | CSL | 2024 | 1 | TTT | 0 | 1,000,000 | 75,307 | 1,075,307 | 1,000,000 | 1,075,307 | 0 | 37 | Out Of State | 3Q 2024 | 2Q 2024 |
| 12 | 24 | 1.0 M | CSL | 2024 | 3 | TTT | 0 | 1,013,200 | 85,639 | 1,098,839 | 1,013,200 | 1,098,839 | 0 | 13,575 | Out Of State | 4Q 2024 | 2Q 2024 |
| 13 | 24 | 1.0 M | CSL | 2024 | 2 | Zone Rated TTT | 150,000 | 618,800 | 47,861 | 816,661 | 1,008,800 | 1,079,051 | -262,390 | 9,050 | Out Of State | 1Q 2025 | 3Q 2024 |
| 14 | 24 | 1.0 M | CSL | 2024 | 3 | Zone Rated TTT | 195,809 | 750,000 | 50,201 | 996,010 | 1,017,600 | 1,068,401 | -72,391 | 145,809 | Out Of State | 4Q 2024 | 4Q 2024 |
| 15 | 24 | 1.0 M | CSL | 2025 | 4 | TTT | 1,011,934 | 9,275 | 100 | 1,021,309 | 9,275 | 1,021,309 | 0 | 0 | MA | 2Q 2025 | 2Q 2025 |
| 16 | 24 | 1.0 M | CSL | 2025 | 1 | TTT | 0 | 1,008,000 | 25,100 | 1,033,100 | 1,008,000 | 1,033,100 | 0 | 8,100 | MA | 3Q 2025 | 1Q 2025 |
| 17 | 24 | 5.0 M | CSL | 2024 | 38 | Zone Rated Bus | 898,444 | 5,051,505 | 131,154 | 6,081,103 | 5,041,461 | 5,994,328 | 86,775 | 954,692 | Out Of State | 1Q 2025 | 4Q 2024 |
| 18 | 24 | 5.0 M | CSL | 2024 | 6 | Zone Rated Bus | 224,105 | 1,142,900 | 261,964 | 1,628,969 | 1,142,900 | 1,557,579 | 71,390 | 18,100 | Out Of State | 1Q 2025 | 2Q 2024 |
| 19 | 24 | 1.0 M | CSL | 2025 | 2 | TTT | 11,181 | 1,006,300 | 30,000 | 1,047,481 | 1,006,300 | 1,042,078 | 5,403 | 0 | Out Of State | 4Q 2025 | 4Q 2025 |
| 20 | 24 | 5.0 M | CSL | 2024 | 2 | Zone Rated Bus | 78,697 | 1,050,000 | 36,648 | 1,165,345 | 1,000,000 | 1,115,220 | 50,125 | 58,806 | Out Of State | 1Q 2025 | 3Q 2024 |
| 21 | 24 | 1.0 M | CSL | 2024 | 5 | TTT | 52,595 | 1,000,000 | 50,440 | 1,103,035 | 1,000,000 | 1,103,035 | 0 | 0 | MA | 3Q 2024 | 3Q 2024 |
| 22 | 24 | 1.0 M | CSL | 2025 | 3 | TTT | 6,671 | 1,113,329 | 40,814 | 1,160,814 | 103,200 | 110,750 | 1,050,064 | 120,375 | Out Of State | 1Q 2026 | 2Q 2025 |
| 23 | 24 | 1.0 M | CSL | 2024 | 1 | Zone Rated TTT | 0 | 1,125,000 | 51,776 | 1,176,776 | 1,125,000 | 1,176,776 | 0 | 125,375 | Out Of State | 2Q 2025 | 1Q 2025 |
| 24 | 24 | 1.0 M | CSL | 2025 | 3 | Zone Rated TTT | 2,192 | 1,011,008 | 50,603 | 1,063,803 | 1,011,008 | 1,063,803 | 0 | 13,575 | Out Of State | 3Q 2025 | 2Q 2025 |
| 25 | 24 | 1.0 M | CSL | 2024 | 3 | TTT | 33,150 | 995,743 | 50,031 | 1,078,924 | 995,743 | 1,078,924 | 0 | 8,000 | MA | 3Q 2025 | 4Q 2024 |
| 26 | 24 | 1.0 M | CSL | 2025 | 4 | TTT | 7,302 | 1,000,000 | 35,268 | 1,042,570 | 1,000,000 | 1,069,527 | -26,957 | 0 | Out Of State | 4Q 2025 | 1Q 2025 |
| | | | | | | | 5,503,308 | 26,638,892 | 1,429,700 | 33,571,900 | 26,030,194 | 32,333,718 | 1,238,182 | 1,544,500 | | | |

Commonwealth Automobile Reinsurers

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

CAR DOCKET #GC26.13

EXHIBIT #2

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Data Reported Through March, 2026

| Row | Eff Yr | Liab Lim | Lim Id | Accdt Year | Clim | 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 | 23 | 1.0 M | CSL | 2023 | 1 | Non-Owned / Special Rating | 0 | 1,000,000 | 18,045 | 1,018,045 | 1,000,000 | 1,014,246 | 3,799 | 0 | MA | 1Q 2024 | 3Q 2023 |
| 2 | 23 | OTHE R | BI | 2024 | 1 | Non-Owned / Special Rating | 1,000,000 | 0 | 4 | 1,000,004 | 0 | 1,000,004 | 0 | 0 | MA | 3Q 2024 | 3Q 2024 |
| 3 | 23 | 1.0 M | CSL | 2023 | 9 | Zone Rated TTT | 111,666 | 1,000,000 | 96,303 | 1,207,969 | 1,000,000 | 1,199,779 | 8,190 | 0 | Out Of State | 2Q 2023 | 2Q 2023 |
| 4 | 23 | 5.0 M | CSL | 2023 | 2 | TTT | 2,388,134 | 2,616,268 | 153,176 | 5,157,578 | 2,635,530 | 5,157,751 | -173 | 0 | MA | 2Q 2024 | 2Q 2024 |
| 5 | 23 | 1.0 M | CSL | 2024 | 1 | TTT | 8,000 | 1,000,000 | 58,283 | 1,066,283 | 1,004,200 | 1,068,573 | -2,290 | 8,321 | MA | 1Q 2025 | 2Q 2024 |
| 6 | 23 | 1.0 M | CSL | 2023 | 1 | TTT | 6,735 | 997,464 | 50,445 | 1,054,644 | 204,200 | 221,717 | 832,927 | 0 | MA | 1Q 2026 | 4Q 2023 |
| 7 | 23 | 1.0 M | CSL | 2023 | 1 | TTT | 1,000,000 | 0 | 14,563 | 1,014,563 | 0 | 1,014,563 | 0 | 0 | MA | 3Q 2024 | 3Q 2023 |
| 8 | 23 | OTHE R | BI | 2023 | 2 | Commercial Bus | 87,650 | 0 | 10,721 | 98,371 | 1,000,000 | 1,052,958 | -954,587 | 17,924 | Out Of State | 1Q 2025 | 4Q 2023 |
| 9 | 23 | 1.0 M | CSL | 2024 | 1 | Special Types / Motorcycle | 450,000 | 550,000 | 30,000 | 1,030,000 | 1,000,000 | 1,030,000 | 0 | 0 | MA | 1Q 2025 | 3Q 2024 |
| 10 | 23 | 1.0 M | CSL | 2023 | 1 | Non-Owned / Special Rating | 419,532 | 0 | 49,669 | 469,201 | 580,000 | 1,070,257 | -601,056 | 0 | Out Of State | 3Q 2025 | 3Q 2023 |
| 11 | 23 | 1.0 M | CSL | 2023 | 4 | TTT | 530,453 | 0 | 107,063 | 637,516 | 578,941 | 1,309,400 | -671,884 | 0 | MA | 2Q 2023 | 1Q 2023 |
| 12 | 23 | 1.0 M | CSL | 2023 | 2 | Zone Rated TTT | 39,817 | 966,895 | 50,026 | 1,056,738 | 800,000 | 865,243 | 191,495 | 0 | Out Of State | 1Q 2026 | 1Q 2023 |
| 13 | 23 | 1.0 M | CSL | 2023 | 4 | Zone Rated TTT | 200,411 | 966,128 | 157,559 | 1,324,098 | 974,318 | 1,332,288 | -8,190 | 142,000 | Out Of State | 1Q 2024 | 3Q 2023 |
| 14 | 23 | 1.0 M | CSL | 2024 | 2 | Zone Rated TTT | 300,000 | 791,000 | 91,858 | 1,182,858 | 1,091,000 | 1,182,858 | 0 | 100,375 | Out Of State | 3Q 2024 | 2Q 2024 |
| 15 | 23 | 1.0 M | CSL | 2024 | 5 | TTT | 0 | 1,000,000 | 185,999 | 1,185,999 | 1,000,000 | 1,185,999 | 0 | 0 | Out Of State | 2Q 2024 | 1Q 2024 |
| 16 | 23 | 1.0 M | CSL | 2023 | 3 | Zone Rated TTT | 17,574 | 1,045,851 | 140,914 | 1,204,339 | 1,045,851 | 1,168,339 | 36,000 | 56,950 | Out Of State | 2Q 2024 | 4Q 2023 |
| 17 | 23 | 5.0 M | CSL | 2023 | 1 | Commercial Bus | 15,082 | 1,500,000 | 75,001 | 1,590,083 | 1,500,000 | 1,590,083 | 0 | 0 | Out Of State | 3Q 2024 | 3Q 2023 |
| 18 | 23 | 1.0 M | CSL | 2024 | 8 | PPT - NF | 122,536 | 926,095 | 101,291 | 1,149,922 | 926,095 | 1,149,922 | 0 | 30,625 | MA | 1Q 2025 | 1Q 2024 |
| | | | | | | | 6,697,590 | 14,359,701 | 1,390,920 | 22,448,211 | 16,340,135 | 23,613,980 | -1,165,769 | 356,195 | | | |

Commonwealth Automobile Reinsurers
 Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)
 Data Reported Through March, 2026

| Row | Eff Yr | Liab Lim | Lim Id | Accdt Year | Clim | 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 | 1,000,000 | 0 | 57,389 | 1,057,389 | 0 | 1,057,389 | 0 | 0 | MA | 2Q 2024 | 1Q 2023 |
| 2 | 22 | 1.0 M | CSL | 2023 | 4 | Public Transportation Buses | 1,000,000 | 0 | 55,516 | 1,055,516 | 0 | 1,055,380 | 136 | 0 | MA | 3Q 2025 | 1Q 2023 |
| 3 | 22 | 1.0 M | CSL | 2022 | 1 | TTT | 7,152 | 992,848 | 74,525 | 1,074,525 | 992,848 | 1,070,628 | 3,897 | 0 | Out Of State | 3Q 2025 | 1Q 2023 |
| 4 | 22 | 1.0 M | CSL | 2023 | 3 | Public Transportation Buses | 13,540 | 989,401 | 51,587 | 1,054,528 | 550,000 | 591,040 | 463,488 | 0 | MA | 1Q 2026 | 2Q 2023 |
| 5 | 22 | 1.0 M | CSL | 2022 | 2 | Special Types / Motorcycle | 0 | 1,000,001 | 105,502 | 1,105,503 | 1,000,000 | 1,101,268 | 4,235 | 1,260 | MA | 3Q 2024 | 4Q 2022 |
| 6 | 22 | 5.0 M | CSL | 2022 | 37 | Commercial Bus | 5,491,961 | 5 | 724,688 | 6,216,654 | 5 | 6,122,404 | 94,250 | 123,892 | MA | 4Q 2022 | 4Q 2022 |
| 7 | 22 | 1.0 M | CSL | 2023 | 5 | Zone Rated TTT | 1,050,297 | 0 | 5,485 | 1,055,782 | 0 | 1,055,782 | 0 | 0 | MA | 3Q 2024 | 2Q 2023 |
| 8 | 22 | 1.5 M | CSL | 2023 | 1 | Public Transportation Buses | 8,000 | 1,250,000 | 78,429 | 1,336,429 | 800,000 | 861,256 | 475,173 | 8,020 | MA | 1Q 2026 | 1Q 2023 |
| 9 | 22 | 1.0 M | CSL | 2022 | 3 | TTT | 230,394 | 961,881 | 49,495 | 1,241,770 | 961,881 | 1,240,369 | 1,401 | 0 | MA | 4Q 2023 | 1Q 2023 |
| 10 | 22 | 1.0 M | CSL | 2023 | 4 | TTT | 1,161,883 | 0 | 32,740 | 1,194,623 | 0 | 1,194,623 | 0 | 6,768 | Out Of State | 1Q 2023 | 1Q 2023 |
| 11 | 22 | 1.0 M | CSL | 2023 | 1 | TTT | 1,002,000 | 0 | 3 | 1,002,003 | 0 | 1,002,003 | 0 | 2,003 | MA | 2Q 2024 | 2Q 2024 |
| 12 | 22 | 1.0 M | CSL | 2022 | 1 | Garage | 1,000,000 | 0 | 54,930 | 1,054,930 | 0 | 1,054,930 | 0 | 0 | MA | 1Q 2023 | 2Q 2022 |
| 13 | 22 | 1.0 M | CSL | 2022 | 3 | Garage | 229,757 | 1,000,000 | 152,147 | 1,381,904 | 1,000,000 | 1,375,854 | 6,050 | 0 | MA | 4Q 2022 | 4Q 2022 |
| 14 | 22 | 1.0 M | CSL | 2022 | 5 | Special Types / Motorcycle | 1,020,699 | 0 | 46,481 | 1,067,180 | 0 | 1,067,145 | 35 | 0 | MA | 1Q 2025 | 2Q 2022 |
| 15 | 22 | 1.0 M | CSL | 2023 | 2 | TTT | 13,400 | 1,061,400 | 58,527 | 1,133,327 | 50,000 | 92,850 | 1,040,477 | 0 | Out Of State | 1Q 2026 | 1Q 2023 |
| 16 | 22 | 1.5 M | CSL | 2022 | 2 | Commercial Bus | 989,370 | 0 | 109,284 | 1,098,654 | 0 | 1,098,646 | 8 | 40,615 | Out Of State | 4Q 2022 | 4Q 2022 |
| 17 | 22 | 5.0 M | CSL | 2022 | 6 | Commercial Bus | 2,537,258 | 0 | 221,743 | 2,759,001 | 0 | 2,759,473 | -472 | 215,787 | Out Of State | 1Q 2023 | 3Q 2022 |
| 18 | 22 | 5.0 M | CSL | 2022 | 12 | Zone Rated Bus | 54,294 | 3,625,000 | 228,096 | 3,907,390 | 3,625,000 | 3,833,257 | 74,133 | 55,462 | Out Of State | 1Q 2024 | 4Q 2022 |
| 19 | 22 | 1.0 M | CSL | 2023 | 4 | Zone Rated TTT | 0 | 1,150,000 | 177,114 | 1,327,114 | 1,150,000 | 1,327,113 | 1 | 150,375 | Out Of State | 4Q 2023 | 2Q 2023 |
| 20 | 22 | 1.0 M | CSL | 2023 | 3 | Zone Rated TTT | 0 | 999,999 | 25,000 | 1,024,999 | 999,999 | 999,999 | 25,000 | 0 | Out Of State | 1Q 2026 | 3Q 2025 |
| 21 | 22 | 1.0 M | CSL | 2022 | 1 | Zone Rated TTT | 4,141 | 1,010,840 | 47,438 | 1,062,419 | 1,010,840 | 1,062,418 | 1 | 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 | 1,185,329 | 0 | 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 | 70,041 | 1,195,787 | 1,000,001 | 1,195,787 | 0 | 106,415 | Out Of State | 3Q 2023 | 1Q 2023 |
| 24 | 22 | 5.0 M | CSL | 2023 | 26 | Zone Rated Bus | 3,590,344 | 1,707,808 | 493,974 | 5,792,126 | 1,707,808 | 5,789,167 | 2,959 | 192,986 | Out Of State | 3Q 2023 | 3Q 2023 |
| 25 | 22 | 1.0 M | CSL | 2022 | 8 | TTT | 1,116,043 | 0 | 40,048 | 1,156,091 | 994,000 | 1,171,050 | -14,959 | 0 | Out Of State | 4Q 2022 | 4Q 2022 |
| 26 | 22 | 1.0 M | CSL | 2023 | 2 | Zone Rated TTT | 0 | 1,000,000 | 110,377 | 1,110,377 | 1,000,000 | 1,110,376 | 1 | 0 | Out Of State | 3Q 2025 | 1Q 2023 |
| | | | | | | | 22,799,897 | 17,749,184 | 3,102,269 | 43,651,350 | 16,842,382 | 41,475,536 | 2,175,814 | 1,068,489 | | | |
| 1 | 21 | 1.0 M | CSL | 2021 | 1 | Special Types / Motorcycle | 1,000,000 | 0 | 77,064 | 1,077,064 | 0 | 1,077,064 | 0 | 0 | MA | 1Q 2024 | 1Q 2022 |
| 2 | 21 | 1.0 M | CSL | 2022 | 4 | TTT | 1,045,838 | 0 | 147,650 | 1,193,488 | 885,000 | 1,139,688 | 53,800 | 0 | MA | 1Q 2023 | 3Q 2022 |
| 3 | 21 | 1.0 M | CSL | 2022 | 6 | Non-Owned / Special Rating | 1,112,580 | 1 | 87,529 | 1,200,110 | 1,500 | 1,200,903 | -793 | 0 | Out Of State | 2Q 2022 | 2Q 2022 |
| 4 | 21 | 1.0 M | CSL | 2021 | 8 | TTT | 1,134,914 | 0 | 52,506 | 1,187,420 | 0 | 1,187,420 | 0 | 0 | MA | 1Q 2022 | 4Q 2021 |
| 5 | 21 | 5.0 M | CSL | 2022 | 4 | TTT | 2,152,390 | 204,200 | 83,908 | 2,440,498 | 204,200 | 2,434,462 | 6,036 | 0 | MA | 1Q 2022 | 1Q 2022 |
| 6 | 21 | 5.0 M | CSL | 2021 | 2 | Zone Rated Bus | 0 | 2,400,000 | 23,327 | 2,423,327 | 8,442 | 31,044 | 2,392,283 | 0 | Out Of State | 1Q 2026 | 1Q 2022 |
| 7 | 21 | 1.0 M | CSL | 2022 | 3 | TTT | 995,000 | 0 | 64,493 | 1,059,493 | 995,000 | 1,059,493 | 0 | 0 | Out Of State | 4Q 2025 | 1Q 2022 |
| 8 | 21 | 5.0 M | CSL | 2021 | 4 | Commercial Bus | 2,054,305 | 0 | 25,038 | 2,079,343 | 29,192 | 156,182 | 1,923,161 | 0 | Out Of State | 1Q 2026 | 3Q 2021 |
| 9 | 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 |
| 10 | 21 | 5.0 M | CSL | 2022 | 17 | Commercial Bus | 1,938,928 | 0 | 53,731 | 1,992,659 | 0 | 1,987,178 | 5,481 | 276,102 | Out Of State | 4Q 2022 | 2Q 2022 |
| 11 | 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 |
| | | | | | | | 17,364,839 | 2,604,201 | 705,098 | 20,674,138 | 2,123,334 | 16,294,170 | 4,379,968 | 284,102 | | | |

Commonwealth Automobile Reinsurers
 Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)
 Data Reported Through March, 2026

| 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 | 57,814 | 1,113,921 | 0 | 1,113,921 | 0 | 0 | MA | 2Q 2021 | 1Q 2021 |
| 3 | 20 | 1.0 M | CSL | 2021 | 1 | PPT - NF | 0 | 1,000,000 | 80,590 | 1,080,590 | 1,000,000 | 1,077,531 | 3,059 | 0 | Out Of State | 2Q 2021 | 1Q 2021 |
| 4 | 20 | 1.0 M | CSL | 2021 | 3 | Zone Rated TTT | 26,254 | 977,947 | 88,723 | 1,092,924 | 977,947 | 1,088,690 | 4,234 | 0 | MA | 1Q 2022 | 2Q 2021 |
| 5 | 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 |
| 6 | 20 | 1.0 M | CSL | 2021 | 3 | TTT | 52,982 | 1,000,000 | 73,342 | 1,126,324 | 1,000,000 | 1,126,062 | 262 | 68 | Out Of State | 2Q 2022 | 3Q 2021 |
| 7 | 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 |
| 8 | 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 |
| 9 | 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 |
| 10 | 20 | 5.0 M | CSL | 2021 | 1 | Commercial Bus | 3,008,000 | 0 | 97,971 | 3,105,971 | 0 | 3,105,971 | 0 | 8,023 | MA | 4Q 2021 | 4Q 2021 |
| 11 | 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 |
| 12 | 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 |
| | | | | | | | 11,278,250 | 2,977,947 | 585,607 | 14,841,804 | 2,977,947 | 14,834,249 | 7,555 | 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 | 83,219 | 1,083,219 | 1,000,000 | 1,081,102 | 2,117 | 0 | MA | 2Q 2024 | 4Q 2019 |
| 6 | 19 | 5.0 M | CSL | 2020 | 11 | TTT | 1,804,562 | 0 | 28,846 | 1,833,408 | 0 | 1,832,423 | 985 | 0 | MA | 2Q 2020 | 2Q 2020 |
| 7 | 19 | 1.0 M | CSL | 2019 | 3 | TTT | 32,130 | 975,870 | 93,902 | 1,101,902 | 975,870 | 1,099,485 | 2,417 | 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 | 7 | TTT | 1,063,469 | 0 | 34,120 | 1,097,589 | 0 | 1,097,589 | 0 | 0 | Out Of State | 3Q 2022 | 1Q 2020 |
| 13 | 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 |
| 14 | 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 |
| 15 | 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 |
| 16 | 19 | 1.5 M | CSL | 2019 | 6 | Commercial Bus | 1,116,890 | 0 | 50,712 | 1,167,602 | 0 | 1,167,602 | 0 | 109,861 | Out Of State | 3Q 2019 | 3Q 2019 |
| 17 | 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 |
| 18 | 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 |
| 19 | 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 |
| | | | | | | | 22,070,948 | 1,975,870 | 820,769 | 24,867,587 | 1,975,870 | 24,862,068 | 5,519 | 326,805 | | | |

Commonwealth Automobile Reinsurers
 Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)
 Data Reported Through March, 2026

| Row | Eff Yr | Liab Lim | Lim Id | Accdt Year | Clim | 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 | 997,450 | 0 | 11,243 | 1,008,693 | 0 | 1,008,693 | 0 | 0 | MA | 2Q 2024 | 3Q 2023 |
| 2 | 18 | 1.5 M | CSL | 2019 | 2 | Commercial Bus | 1,508,000 | 0 | 121,272 | 1,629,272 | 0 | 1,629,272 | 0 | 8,009 | 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 | 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 | 2018 | 5 | TTT | 1,018,277 | 0 | 49,319 | 1,067,596 | 0 | 1,067,596 | 0 | 0 | Out Of State | 4Q 2023 | 4Q 2018 |
| 9 | 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 |
| 10 | 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 |
| 11 | 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 |
| 12 | 18 | 1.0 M | CSL | 2019 | 3 | TTT | 936,720 | 0 | 79,463 | 1,016,183 | 0 | 1,016,183 | 0 | 0 | Out Of State | 4Q 2023 | 3Q 2019 |
| 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 | 5.0 M | CSL | 2018 | 9 | Zone Rated Bus | 1,656,326 | 0 | 65,133 | 1,721,459 | 0 | 1,721,459 | 0 | 49,422 | Out Of State | 3Q 2020 | 4Q 2018 |
| 15 | 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 |
| 16 | 18 | 5.0 M | CSL | 2019 | 59 | Zone Rated Bus | 5,406,699 | 347,271 | 405,010 | 6,158,980 | 512,638 | 6,159,137 | -157 | 375,670 | Out Of State | 1Q 2019 | 1Q 2019 |
| 17 | 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 |
| 18 | 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 |
| 19 | 18 | 5.0 M | CSL | 2018 | 72 | Zone Rated Bus | 2,795,683 | 0 | 965,623 | 3,761,306 | 0 | 3,762,353 | -1,047 | 3,510,951 | Out Of State | 2Q 2018 | 2Q 2018 |
| 20 | 18 | 5.0 M | CSL | 2018 | 34 | Zone Rated Bus | 5,891,754 | 0 | 78,747 | 5,970,501 | 0 | 5,969,008 | 1,493 | 0 | Out Of State | 3Q 2024 | 3Q 2024 |
| | | | | | | | 40,913,349 | 347,271 | 2,471,056 | 43,731,676 | 512,638 | 43,731,387 | 289 | 4,004,354 | | | |
| 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 | | | |

Large Loss by Policy Year

Change by Quarter

Data Reported through March, 2026

Summary of Losses Over 1.0 Million

| Policy Year | # Policies | Current Reserves | Current Incurred Loss | Prior Incurred Loss | Change in Loss |
|-----------------|------------|-------------------|-----------------------|---------------------|-------------------|
| 2025 | 11 | 9,964,575 | 13,990,261 | 5,504,948 | 8,485,313 |
| 2024 | 24 | 25,270,092 | 31,759,229 | 30,186,266 | 1,572,963 |
| 2023 | 15 | 14,359,701 | 21,243,123 | 20,181,365 | 1,061,758 |
| 2022 | 26 | 17,749,184 | 43,651,350 | 41,475,536 | 2,175,814 |
| 2021 | 11 | 2,604,201 | 20,674,138 | 16,294,170 | 4,379,968 |
| 2020 | 12 | 2,977,947 | 14,841,804 | 14,834,249 | 7,555 |
| 2019 | 19 | 1,975,870 | 24,867,587 | 24,862,068 | 5,519 |
| 2018 | 19 | 347,271 | 43,731,676 | 43,731,387 | 289 |
| 2017 | 9 | 0 | 11,122,424 | 11,122,424 | 0 |
| Subtotal | 146 | 75,248,841 | 225,881,592 | 208,192,413 | 17,689,179 |

Losses that went under 1.0 Million (Remain on Report)

| Policy Year | # Policies | Current Reserves | Current Incurred Loss | Prior Incurred Loss | Change in Loss |
|------------------|------------|-------------------|-----------------------|---------------------|--------------------|
| 2024 | 2 | 1,368,800 | 1,812,671 | 2,147,452 | (334,781) |
| 2023 | 3 | 0 | 1,205,088 | 3,432,615 | (2,227,527) |
| Subtotal | 5 | 1,368,800 | 3,017,759 | 5,580,067 | (2,562,308) |
| Total All | 151 | 76,617,641 | 228,899,351 | 213,772,480 | 15,126,871 |

New to Report: Incurred Losses Over 1.0 Million

| Policy Year | # Policies | Current Reserves | Current Incurred Loss | Prior Incurred Loss | Change in Loss |
|-----------------|------------|-------------------|-----------------------|---------------------|-------------------|
| 2025 | 6 | 5,009,325 | 6,968,849 | 96,148 | 6,872,701 |
| 2024 | 2 | 1,984,204 | 2,364,036 | 981,238 | 1,382,798 |
| 2023 | 2 | 1,964,359 | 2,111,382 | 1,086,960 | 1,024,422 |
| 2022 | 4 | 4,300,800 | 4,549,283 | 2,545,145 | 2,004,138 |
| 2021 | 2 | 2,400,000 | 4,502,670 | 187,226 | 4,315,444 |
| Subtotal | 16 | 15,658,688 | 20,496,220 | 4,896,717 | 15,599,503 |

Large Loss Notification Summary
 March, 2026 Loss Reserving Committee Meeting

Large Loss Notifications By Policy Year

| # | * Date | Policy Year | Accident Year/Qtr | Liab Limit | Class Description | BI | Estimated \$ | | | State | Current Qtr | Difference of | Difference of Prior | | |
|---|------------|----------------|----------------------|-------------|-------------------------------|-----------|--------------|---------|-----------|--------------|---------------|---------------|---------------------|-------------|-----------------|
| | | | | | | | PDL | PIP | Total | | Stat Reported | Estimate to | to Current Qtr | | |
| | | | | | | | | | | | | | Total | Current Qtr | Reported Losses |
| Prior Quarter Loss Notifications | | | | | | | | | | | | | | | |
| 1 | 3/4/2026 | 2025 | 20254 | 100/300 | TTT | 100,000 | 0 | 8,000 | 108,000 | MA | 107,625 | 375 | 107,625 | | |
| 2 | 1/8/2026 | 2025 | 20254 | 20/40 | TTT | 0 | 1,200,000 | 0 | 1,200,000 | MA | 1,609,339 | (409,339) | 1,609,339 | | |
| 3 | 12/16/2025 | 2025 | 20254 | \$5,000,000 | Commercial Bus | 250,000 | 0 | 0 | 250,000 | Out Of State | 430,001 | (180,001) | 150,000 | | |
| 4 | 12/16/2025 | 2025 | 20254 | \$1,000,000 | Non-Owned / Special Rating | 250,000 | 0 | 0 | 250,000 | MA | 1,050,000 | (800,000) | 0 | | |
| 5 | 12/18/2025 | 2025 | 20253 | \$1,000,000 | TTT | 250,000 | 4,498 | 50,000 | 304,498 | Out Of State | 273,847 | 30,651 | 19,249 | | |
| 6 | 12/16/2025 | 2025 | 20253 | \$1,000,000 | TTT | 750,000 | 250,000 | 0 | 1,000,000 | Out Of State | 1,180,656 | (180,656) | 0 | | |
| 7 | 12/16/2025 | 2025 | 20253 | \$1,000,000 | ZR TTT | 275,000 | 10,000 | 0 | 285,000 | Out Of State | 461,235 | (176,235) | 151,000 | | |
| 8 | 12/16/2025 | 2025 | 20253 | \$1,000,000 | TTT | 400,000 | 0 | 0 | 400,000 | MA | 417,522 | (17,522) | 10,000 | | |
| 9 | 1/8/2026 | 2025 | 20252 | \$1,000,000 | PPT Buses | 1,000,000 | 0 | 8,000 | 1,008,000 | MA | 1,058,485 | (50,485) | 5,860 | | |
| 10 | 12/16/2025 | 2024 | 20254 | \$1,000,000 | Commercial Bus | 300,000 | 0 | 8,000 | 308,000 | MA | 483,152 | (175,152) | 150,027 | | |
| 11 | 12/16/2025 | 2024 | 20253 | \$1,000,000 | TTT | 500,000 | 10,000 | 0 | 510,000 | Out Of State | 560,000 | (50,000) | 0 | | |
| 12 | 1/8/2026 | 2024 | 20251 | \$1,000,000 | PPT Buses | 500,000 | 27,471 | 2,000 | 529,471 | MA | 562,974 | (33,503) | 492,026 | | |
| 13 | 2/2/2026 | 2022 | 20231 | \$1,000,000 | TTT | 986,600 | 14,400 | 0 | 1,001,000 | Out Of State | 1,125,202 | (124,202) | 1,032,352 | | |
| 14 | 1/8/2026 | 2021 | 20214 | \$5,000,000 | Commercial Bus | 2,500,000 | 0 | 0 | 2,500,000 | Out Of State | 2,415,862 | 84,138 | 2,384,818 | | |
| 15 | 1/14/2026 | 2021 | 20213 | \$5,000,000 | Commercial Bus | 1,950,000 | 4,300 | 0 | 1,954,300 | Out Of State | 2,073,619 | (119,319) | 1,917,437 | | |
| 16 | 1/8/2026 | 2018 | 20182 | \$1,000,000 | ZR TTT | 375,000 | 8,000 | 0 | 383,000 | MA | 420,095 | (37,095) | 305,335 | | |
| Current Quarter Loss Notifications | | | | | | | | | | | | | | | |
| 1 | 3/31/2026 | 2025 | 20261 | \$5,000,000 | PPT Buses | 500,000 | 0 | 0 | 500,000 | Out Of State | 550,000 | (50,000) | 550,000 | | |
| 2 | 4/8/2026 | 2025 | 20254 | \$1,000,000 | PPT Buses | 1,000,000 | 0 | 0 | 1,000,000 | MA | 1,054,620 | (54,620) | 1,054,620 | | |
| 3 | 3/25/2026 | 2025 | 20254 | \$1,000,000 | ZR TTT | 985,000 | 15,000 | 0 | 1,000,000 | MA | 1,030,000 | (30,000) | 1,030,000 | | |
| 4 | 3/25/2026 | 2025 | 20254 | \$1,000,000 | TTT | 987,724 | 7,176 | 50,000 | 1,044,900 | Out Of State | 1,227,081 | (182,181) | 1,130,933 | | |
| 5 | 4/9/2026 | 2025 | 20253 | \$5,000,000 | PPT Buses | 500,000 | 0 | 4,650 | 504,650 | Out Of State | 0 | 504,650 | 0 | | |
| 6 | 3/25/2026 | 2025 | 20253 | \$1,000,000 | Limo | 300,000 | 6,100 | 0 | 306,100 | MA | 0 | 306,100 | 0 | | |
| 7 | 4/8/2026 | 2025 | 20251 | \$1,000,000 | TTT | 855,499 | 144,501 | 0 | 1,000,000 | Out Of State | 0 | 1,000,000 | 0 | | |
| 8 | 3/24/2026 | 2024 | 20254 | \$1,000,000 | TTT | 1,000,000 | 6,300 | 0 | 1,006,300 | Out Of State | 1,047,481 | (41,181) | 5,403 | | |
| 9 | 3/31/2026 | 2024 | 20252 | \$1,000,000 | TTT | 993,329 | 6,670 | 120,000 | 1,119,999 | Out Of State | 1,160,814 | (40,815) | 1,050,064 | | |

**Commonwealth Automobile Reinsurers
Large Loss Notification Summary
March, 2026 Loss Reserving Committee Meeting
Large Loss Notifications By Policy Year**

| # | * Date | Policy Year | Accident Year/Qtr | Liab Limit | Class Description | BI | Estimated \$ | | | State | Current Qtr | Difference of | Difference of Prior |
|--------------------------------|-----------|----------------|----------------------|-------------|-------------------|-----------|--------------|--------|-----------|--------------|---------------|---------------|---------------------|
| | | | | | | | PDL | PIP | Total | | Stat Reported | Estimate to | to Current Qtr |
| | | | | | | | | | | | Total | Current Qtr | Reported Losses |
| 10 | 3/26/2026 | 2024 | 20243 | \$1,000,000 | TTT | 600,000 | 13,000 | 0 | 613,000 | Out Of State | 618,979 | (5,979) | 577,042 |
| 11 | 3/24/2026 | 2024 | 20243 | \$1,000,000 | ZR TTT | 300,000 | 0 | 0 | 300,000 | Out Of State | 335,000 | (35,000) | (163) |
| 12 | 3/31/2026 | 2024 | 20242 | \$1,500,000 | PPT Buses | 800,000 | 0 | 16,000 | 816,000 | Out Of State | 859,542 | (43,542) | 718,176 |
| 13 | 4/8/2026 | 2023 | 20242 | \$1,000,000 | TTT | 992,000 | 8,000 | 0 | 1,000,000 | Out Of State | 769,189 | 230,811 | 500,430 |
| 14 | 3/24/2026 | 2023 | 20241 | \$1,000,000 | TTT | 300,000 | 2,095 | 0 | 302,095 | Out Of State | 287,239 | 14,856 | (139,378) |
| 15 | 4/8/2026 | 2023 | 20234 | \$1,000,000 | TTT | 993,265 | 6,735 | 0 | 1,000,000 | MA | 1,054,644 | (54,644) | 832,927 |
| 16 | 5/6/2026 | 2022 | 20233 | \$1,000,000 | PPT Fleet | 550,000 | 0 | 48,899 | 598,899 | Out Of State | 528,367 | 70,532 | (27,886) |
| 17 | 3/24/2026 | 2022 | 20224 | \$5,000,000 | ZR Bus | 300,000 | 0 | 0 | 300,000 | MA | 345,044 | (45,044) | 1 |
| 18 | 4/16/2026 | 2021 | 20213 | \$1,000,000 | ZR TTT | 436,000 | 9,000 | 0 | 445,000 | MA | 262,739 | 182,261 | 187,850 |
| Current Quarter Updates | | | | | | | | | | | | | |
| 1 | 5/6/2026 | 2023 | 20233 | \$5,000,000 | Commercial Bus | 950,000 | 50,000 | 0 | 1,000,000 | Out Of State | 734,336 | 265,664 | 4,428 |
| 2 | 4/6/2026 | 2022 | 20231 | \$1,500,000 | Taxi | 1,250,000 | 0 | 8,000 | 1,258,000 | MA | 1,332,835 | (74,835) | 471,579 |

* Updated records that had been previously reported in the prior quarter

Commonwealth Automobile Reinsurers - Loss Reserving Committee
Comparison of Ultimate Losses - Proposed vs. Prior Quarter Selected
Valued at March, 2026

Commercial

| | | Ultimate AY Losses (000) | | | AY Loss Ratio | | | Resulting Ultimate Policy Year | | | | | | Money Shift | | | O/S IBNR LR | Final |
|------------|----|--------------------------|-------------------------|---------------|--------------------|---------------------|---------|--------------------------------|-------------------------|---------------|--------------------|---------------------|---------|-------------|---------------------------|-------|-------------|----------------|
| Bl | AY | Proposed AY Ult Losses | Prior Qtr AY Ult Losses | Diff | Proposed AY Ult LR | Prior Qtr AY Ult LR | Diff | Proposed PY Ult Losses | Prior Sel PY Ult Losses | Diff | Proposed PY Ult LR | Prior Sel PY Ult LR | Diff | PY \$ Shift | PY Difference After Shift | LR | OS IBNR LR | PY Ult Losses |
| 17 | | 73,688 | 75,461 | (1,773) | 0.880 | 0.901 | (0.021) | 64,048 | 64,013 | 35 | 0.753 | 0.752 | 0.000 | | 0.000 | 0.753 | | 64,048 |
| 18 | | 84,698 | 84,388 | 310 | 0.962 | 0.959 | 0.004 | 98,678 | 98,367 | 311 | 1.083 | 1.079 | 0.003 | | 0.003 | 1.083 | | 98,678 |
| 19 | | 88,883 | 88,883 | - | 0.961 | 0.961 | - | 63,886 | 63,882 | 4 | 0.723 | 0.723 | 0.000 | | 0.000 | 0.723 | | 63,886 |
| 20 | | 46,435 | 46,435 | - | 0.569 | 0.569 | - | 51,797 | 51,400 | 397 | 0.637 | 0.632 | 0.005 | | 0.005 | 0.637 | 0.639 | 51,797 |
| 21 | | 51,897 | 47,505 | 4,392 | 0.597 | 0.546 | 0.051 | 60,288 | 54,946 | 5,342 | 0.689 | 0.628 | 0.061 | (1,300) | 0.046 | 0.674 | 0.674 | 58,988 |
| 22 | | 85,000 | 85,000 | - | 0.963 | 0.963 | - | 90,701 | 91,061 | (360) | 1.023 | 1.027 | (0.004) | 1,300 | 0.011 | 1.038 | 1.039 | 92,001 |
| 23 | | 74,500 | 75,500 | (1,000) | 0.798 | 0.809 | (0.011) | 73,025 | 75,783 | (2,758) | 0.731 | 0.758 | (0.028) | 1,000 | (0.018) | 0.741 | 0.722 | 74,025 |
| 24 | | 99,000 | 101,000 | (2,000) | 0.923 | 0.941 | (0.019) | 114,440 | 111,950 | 2,490 | 0.999 | 0.977 | 0.022 | (2,000) | 0.004 | 0.981 | 1.016 | 112,440 |
| 25 | | 106,079 | 106,290 | (211) | 0.875 | 0.875 | 0.000 | 75,257 | 55,754 | 19,503 | 0.828 | 0.863 | (0.035) | 1,000 | (0.024) | 0.839 | 0.814 | 76,257 |
| 26 | | 27,517 | 27,517 | 0 | 0.875 | 0.875 | 0.000 | 4,075 | 4,075 | 0 | 0.827 | 0.827 | 0.000 | - | 0.827 | 0.827 | | 4,075 |
| Tot | | 737,697 | 710,462 | 27,235 | | | | 696,195 | 667,156 | 29,039 | | | | - | | | | 696,195 |

0.658

| | | Ultimate AY Losses (000) | | | AY Loss Ratio | | | Resulting Ultimate Policy Year | | | | | | Money Shift | | | O/S IBNR LR | Final |
|------------|----|--------------------------|-------------------------|--------------|--------------------|---------------------|---------|--------------------------------|-------------------------|--------------|--------------------|---------------------|---------|-------------|---------------------------|-------|-------------|----------------|
| PDL | AY | Proposed AY Ult Losses | Prior Qtr AY Ult Losses | Diff | Proposed AY Ult LR | Prior Qtr AY Ult LR | Diff | Proposed PY Ult Losses | Prior Sel PY Ult Losses | Diff | Proposed PY Ult LR | Prior Sel PY Ult LR | Diff | PY \$ Shift | PY Difference After Shift | LR | OS IBNR LR | PY Ult Losses |
| 17 | | 36,250 | 36,250 | - | 0.845 | 0.845 | - | 36,288 | 36,288 | - | 0.774 | 0.774 | - | | - | 0.774 | | 36,288 |
| 18 | | 35,575 | 35,575 | - | 0.733 | 0.733 | - | 35,846 | 35,846 | - | 0.716 | 0.716 | - | | - | 0.716 | | 35,846 |
| 19 | | 36,281 | 36,281 | - | 0.717 | 0.717 | - | 32,516 | 32,517 | (1) | 0.671 | 0.671 | (0.000) | | (0.000) | 0.671 | | 32,516 |
| 20 | | 24,146 | 24,145 | 1 | 0.537 | 0.537 | 0.000 | 23,126 | 23,116 | 10 | 0.521 | 0.520 | 0.000 | | 0.000 | 0.521 | 0.519 | 23,126 |
| 21 | | 26,034 | 26,026 | 8 | 0.561 | 0.561 | 0.000 | 28,985 | 29,127 | (142) | 0.622 | 0.625 | (0.003) | | (0.003) | 0.622 | 0.621 | 28,985 |
| 22 | | 31,549 | 31,862 | (313) | 0.687 | 0.694 | (0.007) | 30,648 | 30,799 | (151) | 0.663 | 0.666 | (0.003) | | (0.003) | 0.663 | 0.661 | 30,648 |
| 23 | | 36,096 | 36,926 | (830) | 0.748 | 0.765 | (0.017) | 38,976 | 39,949 | (973) | 0.788 | 0.808 | (0.020) | 400 | (0.012) | 0.796 | 0.792 | 39,376 |
| 24 | | 36,673 | 37,110 | (437) | 0.698 | 0.707 | (0.008) | 36,776 | 38,926 | (2,150) | 0.666 | 0.705 | (0.039) | 1,000 | (0.021) | 0.684 | 0.679 | 37,776 |
| 25 | | 39,822 | 40,078 | (256) | 0.691 | 0.695 | (0.003) | 32,512 | 20,941 | 11,571 | 0.755 | 0.682 | 0.073 | (1,500) | 0.038 | 0.720 | 0.745 | 31,012 |
| 26 | | 11,740 | 11,740 | 0 | 0.800 | 0.800 | 0.000 | 1,753 | 1,753 | 0 | 0.795 | 0.795 | 0.000 | 100 | 0.841 | 0.841 | | 1,853 |
| Tot | | 314,166 | 304,253 | 9,913 | | | | 297,426 | 287,509 | 9,917 | | | | - | | | | 297,426 |

*If a AY Loss changes remember to update PY Losses

Commonwealth Automobile Reinsurers - Loss Reserving Committee
Comparison of Ultimate Losses - Proposed vs. Prior Quarter Selected
 Valued at March, 2026

Commercial

| | | Ultimate AY Losses (000) | | | AY Loss Ratio | | | Resulting Ultimate Policy Year | | | | | | Money Shift | | | O/S IBNR LR | Final | |
|------------|----|--------------------------|-------------------------|--------------|--------------------|---------------------|---------|--------------------------------|-------------------------|--------------|--------------------|---------------------|---------|-------------|---------------------------|-------|-------------|---------------|--|
| NF | AY | Proposed AY Ult Losses | Prior Qtr AY Ult Losses | Diff | Proposed AY Ult LR | Prior Qtr AY Ult LR | Diff | Proposed PY Ult Losses | Prior Sel PY Ult Losses | Diff | Proposed PY Ult LR | Prior Sel PY Ult LR | Diff | PY \$ Shift | PY Difference After Shift | LR | OS IBNR LR | PY Ult Losses | |
| 17 | | 4,540 | 4,540 | - | 0.841 | 0.841 | - | 3,757 | 3,757 | - | 0.659 | 0.659 | - | | - | 0.659 | | 3,757 | |
| 18 | | 7,692 | 7,687 | 5 | 1.359 | 1.358 | 0.001 | 8,156 | 8,146 | 10 | 1.477 | 1.475 | 0.002 | | 0.002 | 1.477 | | 8,156 | |
| 19 | | 3,936 | 3,940 | (4) | 0.759 | 0.760 | (0.001) | 2,700 | 2,711 | (11) | 0.573 | 0.575 | (0.002) | | (0.002) | 0.573 | | 2,700 | |
| 20 | | 1,652 | 1,654 | (2) | 0.408 | 0.409 | (0.000) | 1,569 | 1,565 | 4 | 0.451 | 0.450 | 0.001 | | 0.001 | 0.451 | 0.453 | 1,569 | |
| 21 | | 1,673 | 1,664 | 9 | 0.497 | 0.495 | 0.003 | 1,935 | 1,914 | 21 | 0.586 | 0.580 | 0.006 | | 0.006 | 0.586 | 0.580 | 1,935 | |
| 22 | | 2,570 | 2,570 | - | 0.781 | 0.781 | - | 2,903 | 2,896 | 7 | 0.890 | 0.888 | 0.002 | - | 0.002 | 0.890 | 0.892 | 2,903 | |
| 23 | | 2,598 | 2,540 | 58 | 0.804 | 0.786 | 0.018 | 2,466 | 2,490 | (24) | 0.763 | 0.770 | (0.007) | | (0.007) | 0.763 | 0.759 | 2,466 | |
| 24 | | 4,220 | 4,004 | 216 | 1.246 | 1.182 | 0.064 | 5,005 | 4,319 | 686 | 1.381 | 1.192 | 0.189 | (175) | 0.141 | 1.333 | 1.409 | 4,830 | |
| 25 | | 3,549 | 3,545 | 4 | 0.880 | 0.877 | 0.003 | 2,346 | 1,889 | 457 | 0.762 | 0.871 | (0.108) | 150 | (0.059) | 0.811 | 0.738 | 2,496 | |
| 26 | | 959 | | 959 | 0.900 | | 0.900 | 96 | | 96 | 0.640 | | 0.640 | 25 | 0.807 | 0.807 | | 121 | |
| Tot | | 33,389 | 32,144 | 1,245 | | | | 30,933 | 29,687 | 1,246 | | | | - | | | | 30,933 | |
| | | | | | (0.366) | | | | | | | | | | | | | | |

| | | Ultimate AY Losses (000) | | | AY Loss Ratio | | | Resulting Ultimate Policy Year | | | | | | Money Shift | | | O/S IBNR LR | Final |
|------------|----|--------------------------|-------------------------|---------------|--------------------|---------------------|---------|--------------------------------|-------------------------|---------------|--------------------|---------------------|---------|-------------|---------------------------|-------|-------------|----------------|
| COLL | AY | Proposed AY Ult Losses | Prior Qtr AY Ult Losses | Diff | Proposed AY Ult LR | Prior Qtr AY Ult LR | Diff | Proposed PY Ult Losses | Prior Sel PY Ult Losses | Diff | Proposed PY Ult LR | Prior Sel PY Ult LR | Diff | PY \$ Shift | PY Difference After Shift | LR | OS IBNR LR | PY Ult Losses |
| 17 | | 29,342 | 29,342 | - | 0.957 | 0.957 | - | 28,404 | 28,404 | - | 0.879 | 0.879 | - | | - | 0.879 | | 28,404 |
| 18 | | 29,228 | 29,227 | 1 | 0.855 | 0.855 | 0.000 | 28,654 | 28,654 | - | 0.798 | 0.798 | - | | - | 0.798 | | 28,654 |
| 19 | | 26,245 | 26,246 | (1) | 0.709 | 0.710 | (0.000) | 22,305 | 22,305 | - | 0.606 | 0.606 | - | | - | 0.606 | | 22,305 |
| 20 | | 17,991 | 17,991 | - | 0.520 | 0.520 | - | 18,277 | 18,357 | (80) | 0.549 | 0.551 | (0.002) | | (0.002) | 0.549 | 0.549 | 18,277 |
| 21 | | 20,329 | 20,409 | (80) | 0.587 | 0.590 | (0.002) | 23,140 | 23,139 | 1 | 0.651 | 0.651 | 0.000 | | 0.000 | 0.651 | 0.651 | 23,140 |
| 22 | | 24,700 | 24,696 | 4 | 0.680 | 0.680 | 0.000 | 24,239 | 24,214 | 25 | 0.652 | 0.652 | 0.001 | | 0.001 | 0.652 | 0.652 | 24,239 |
| 23 | | 24,990 | 24,987 | 3 | 0.637 | 0.637 | 0.000 | 26,743 | 26,809 | (66) | 0.632 | 0.634 | (0.002) | | (0.002) | 0.632 | 0.631 | 26,743 |
| 24 | | 28,142 | 28,182 | (40) | 0.577 | 0.577 | (0.001) | 29,101 | 29,693 | (592) | 0.543 | 0.554 | (0.011) | 300 | (0.005) | 0.548 | 0.542 | 29,401 |
| 25 | | 32,745 | 30,801 | 1,944 | 0.597 | 0.561 | 0.036 | 26,737 | 15,587 | 11,150 | 0.659 | 0.544 | 0.115 | (500) | 0.103 | 0.647 | 0.666 | 26,237 |
| 26 | | 9,755 | | 9,755 | 0.700 | | 0.700 | 1,153 | | 1,153 | 0.593 | | 0.593 | 200 | 0.696 | 0.696 | | 1,353 |
| Tot | | 243,467 | 231,881 | 11,586 | | | | 228,753 | 217,162 | 11,591 | | | | - | | | | 228,753 |

*If a AY Loss changes remember to update PY Losses

Commonwealth Automobile Reinsurers - Loss Reserving Committee
Comparison of Ultimate Losses - Proposed vs. Prior Quarter Selected
Valued at March, 2026

Commercial

| | | Ultimate AY Losses (000) | | | AY Loss Ratio | | | Resulting Ultimate Policy Year | | | | | | Money Shift | | | O/S IBNR LR | Final |
|------------|----|--------------------------|-------------------------|------------|--------------------|---------------------|---------|--------------------------------|-------------------------|--------------|--------------------|---------------------|---------|-------------|---------------------------|-------|-------------|---------------|
| OTC | AY | Proposed AY Ult Losses | Prior Qtr AY Ult Losses | Diff | Proposed AY Ult LR | Prior Qtr AY Ult LR | Diff | Proposed PY Ult Losses | Prior Sel PY Ult Losses | Diff | Proposed PY Ult LR | Prior Sel PY Ult LR | Diff | PY \$ Shift | PY Difference After Shift | LR | OS IBNR LR | PY Ult Losses |
| 17 | | 9,351 | 9,351 | - | 0.746 | 0.746 | - | 9,848 | 9,848 | - | 0.782 | 0.782 | - | - | - | 0.782 | - | 9,848 |
| 18 | | 10,663 | 10,668 | (5) | 0.815 | 0.816 | (0.000) | 9,908 | 9,912 | (4) | 0.741 | 0.742 | (0.000) | - | (0.000) | 0.741 | - | 9,908 |
| 19 | | 7,706 | 7,710 | (4) | 0.599 | 0.599 | (0.000) | 6,600 | 6,608 | (8) | 0.555 | 0.556 | (0.001) | - | (0.001) | 0.555 | - | 6,600 |
| 20 | | 6,141 | 6,147 | (6) | 0.567 | 0.568 | (0.001) | 5,960 | 5,963 | (3) | 0.587 | 0.587 | (0.000) | - | (0.000) | 0.587 | 0.587 | 5,960 |
| 21 | | 6,957 | 6,961 | (4) | 0.680 | 0.680 | (0.000) | 9,480 | 9,494 | (14) | 0.910 | 0.911 | (0.001) | - | (0.001) | 0.910 | 0.910 | 9,480 |
| 22 | | 9,821 | 9,838 | (17) | 0.921 | 0.923 | (0.002) | 9,192 | 9,086 | 106 | 0.832 | 0.822 | 0.010 | - | 0.010 | 0.832 | 0.832 | 9,192 |
| 23 | | 9,619 | 9,566 | 53 | 0.797 | 0.793 | 0.004 | 10,101 | 10,115 | (14) | 0.762 | 0.763 | (0.001) | - | (0.001) | 0.762 | 0.762 | 10,101 |
| 24 | | 9,494 | 9,528 | (34) | 0.644 | 0.646 | (0.002) | 9,142 | 9,850 | (708) | 0.572 | 0.617 | (0.044) | 500 | (0.013) | 0.604 | 0.586 | 9,642 |
| 25 | | 11,407 | 10,948 | 459 | 0.693 | 0.664 | 0.029 | 8,759 | 5,288 | 3,471 | 0.728 | 0.622 | 0.106 | (500) | 0.065 | 0.686 | 0.716 | 8,259 |
| 26 | | 2,742 | - | - | 0.662 | - | 0.662 | 359 | - | 359 | 0.604 | - | 0.604 | - | 0.604 | 0.604 | - | 359 |
| Tot | | 83,901 | 80,717 | 442 | | | | 79,349 | 76,164 | 3,185 | | | | | | | | 79,349 |
| | | | | | 0.049 | | | | | | | | | | | 0.083 | | |

| | | Ultimate AY Losses (000) | | | AY Loss Ratio | | | Resulting Ultimate Policy Year | | | | | | Money Shift | | | O/S IBNR LR | Final |
|------------|----|--------------------------|-------------------------|------------|--------------------|---------------------|---------|--------------------------------|-------------------------|---------------|--------------------|---------------------|---------|-------------|---------------------------|-------|-------------|------------------|
| TOT | AY | Proposed AY Ult Losses | Prior Qtr AY Ult Losses | Diff | Proposed AY Ult LR | Prior Qtr AY Ult LR | Diff | Proposed PY Ult Losses | Prior Sel PY Ult Losses | Diff | Proposed PY Ult LR | Prior Sel PY Ult LR | Diff | PY \$ Shift | PY Difference After Shift | LR | OS IBNR LR | PY Ult Losses |
| 17 | | 153,171 | 154,944 | (1,773) | 0.874 | 0.884 | (0.010) | 142,345 | 142,310 | 35 | 0.780 | 0.779 | 0.000 | - | 0.000 | 0.780 | - | 142,345 |
| 18 | | 167,856 | 167,545 | 311 | 0.886 | 0.884 | 0.002 | 181,242 | 180,925 | 317 | 0.925 | 0.923 | 0.002 | - | 0.002 | 0.925 | - | 181,242 |
| 19 | | 163,051 | 163,060 | (9) | 0.823 | 0.823 | (0.000) | 128,007 | 128,023 | (16) | 0.673 | 0.673 | (0.000) | - | (0.000) | 0.673 | - | 128,007 |
| 20 | | 96,365 | 96,372 | (7) | 0.548 | 0.548 | (0.000) | 100,729 | 100,401 | 328 | 0.583 | 0.582 | 0.002 | - | 0.002 | 0.583 | 0.584 | 100,729 |
| 21 | | 106,890 | 102,565 | 4,325 | 0.589 | 0.565 | 0.024 | 123,828 | 118,620 | 5,208 | 0.675 | 0.647 | 0.028 | (1,300) | 0.021 | 0.668 | 0.668 | 122,528 |
| 22 | | 153,640 | 153,966 | (326) | 0.833 | 0.835 | (0.002) | 157,683 | 158,056 | (373) | 0.846 | 0.848 | (0.002) | 1,300 | 0.005 | 0.853 | 0.853 | 158,983 |
| 23 | | 147,803 | 149,519 | (1,716) | 0.754 | 0.762 | (0.009) | 151,311 | 155,146 | (3,835) | 0.727 | 0.745 | (0.018) | 1,400 | (0.012) | 0.734 | 0.723 | 152,711 |
| 24 | | 177,529 | 179,824 | (2,295) | 0.783 | 0.793 | (0.010) | 194,464 | 194,738 | (274) | 0.800 | 0.801 | (0.001) | (375) | (0.003) | 0.799 | 0.813 | 194,089 |
| 25 | | 193,602 | 191,662 | 1,940 | 0.762 | 0.753 | 0.009 | 145,611 | 99,459 | 46,152 | 0.768 | 0.739 | 0.029 | (1,350) | 0.022 | 0.761 | 0.759 | 144,261 |
| 26 | | 52,713 | - | - | 0.808 | - | 0.808 | 7,436 | - | 7,436 | 0.757 | - | 0.757 | 325 | 0.790 | 0.790 | - | 7,761 |
| Tot | | 1,412,620 | 1,359,457 | 450 | | | | 1,332,656 | 1,277,678 | 54,978 | | | | | | | | 1,332,656 |

*If a AY Loss changes remember to update PY Losses

COMMERCIAL ULTIMATE POLICY YEAR DEFICIT PROJECTIONS
 BASED ON DATA REPORTED THROUGH QUARTER ENDING MARCH 2026
 (000's OMITTED)

DOCKET #: LR 26.07
 EXHIBIT #: 7
 PAGE: 1 of 4

CAR DOCKET #GC26.13
 EXHIBIT #2
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SUMMARY EXHIBIT

| | Policy Year 2023 | | Policy Year 2024 | | Policy Year 2025 | |
|--------------------------|------------------|--------|------------------|--------|------------------|--------|
| | Dollars | % Prem | Dollars | % Prem | Dollars | % Prem |
| Premium | 208,183 | 100.0% | 242,900 | 100.0% | 258,600 | 100.0% |
| Losses Incurred and ALAE | 152,806 | 73.4% | 194,077 | 79.9% | 196,795 | 76.1% |
| Underwriting Expenses | 49,772 | 23.91% | 58,692 | 24.16% | 63,202 | 24.44% |
| Underwriting Result | 5,605 | 2.7% | (9,869) | -4.1% | (1,397) | -0.5% |

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

DOCKET #: LR 26.07
EXHIBIT #: 7
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Policy Year 2025

| | Prior Qtr Estimate | | Current Qtr Estimate | | Variance | |
|--------------------------|--------------------|--------|----------------------|--------|----------|---------|
| | Dollars | % Prem | Dollars | % Prem | Dollars | Percent |
| Premium | 260,400 | 100.0% | 258,600 | 100.0% | (1,800) | -0.7% |
| Losses Incurred and ALAE | 192,420 | 73.9% | 196,795 | 76.1% | 4,375 | 2.3% |
| Underwriting Expenses | 63,642 | 24.44% | 63,202 | 24.44% | (440) | -0.7% |
| Underwriting Result | 4,338 | 1.7% | (1,397) | -0.5% | (5,735) | -132.2% |

Policy Year 2024

| | Prior Qtr Estimate | | Current Qtr Estimate | | Variance | |
|--------------------------|--------------------|--------|----------------------|--------|----------|---------|
| | Dollars | % Prem | Dollars | % Prem | Dollars | Percent |
| Premium | 242,700 | 100.0% | 242,900 | 100.0% | 200 | 0.1% |
| Losses Incurred and ALAE | 194,471 | 80.1% | 194,077 | 79.9% | (394) | -0.2% |
| Underwriting Expenses | 58,647 | 24.2% | 58,692 | 24.2% | 45 | 0.1% |
| Underwriting Result | (10,418) | -4.3% | (9,869) | -4.1% | 549 | -5.3% |

Policy Year 2023

| | Prior Qtr Estimate | | Current Qtr Estimate | | Variance | |
|--------------------------|--------------------|--------|----------------------|--------|----------|---------|
| | Dollars | % Prem | Dollars | % Prem | Dollars | Percent |
| Premium | 208,183 | 100.0% | 208,183 | 100.0% | (0) | 0.0% |
| Losses Incurred and ALAE | 155,146 | 74.5% | 152,806 | 73.4% | (2,340) | -1.5% |
| Underwriting Expenses | 49,772 | 23.9% | 49,772 | 23.9% | (0) | 0.0% |
| Underwriting Result | 3,265 | 1.6% | 5,605 | 2.7% | 2,340 | 71.7% |

Policy Year 2022

| | Prior Qtr Estimate | | Current Qtr Estimate | | Variance | |
|--------------------------|--------------------|--------|----------------------|--------|----------|---------|
| | Dollars | % Prem | Dollars | % Prem | Dollars | Percent |
| Premium | 186,346 | 100.0% | 186,346 | 100.0% | 0 | 0.0% |
| Losses Incurred and ALAE | 158,056 | 84.8% | 158,983 | 85.3% | 927 | 0.6% |
| Underwriting Expenses | 44,042 | 23.6% | 44,042 | 23.6% | 0 | 0.0% |
| Underwriting Result | (15,752) | -8.5% | (16,679) | -9.0% | (927) | 5.9% |

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

DOCKET #: LR 26.07
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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 | 118,620 | 64.7% | 122,528 | 66.8% | 3,908 | 3.3% |
| Underwriting Expenses | 36,437 | 19.9% | 36,437 | 19.9% | 0 | 0.0% |
| Underwriting Result | 28,313 | 15.4% | 24,405 | 13.3% | (3,908) | -13.8% |

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 | 100,401 | 58.2% | 100,729 | 58.3% | 328 | 0.3% |
| Underwriting Expenses | 37,120 | 21.5% | 37,120 | 21.5% | 0 | 0.0% |
| Underwriting Result | 35,123 | 20.3% | 34,795 | 20.2% | (328) | -0.9% |

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 | 128,023 | 67.3% | 128,007 | 67.3% | (16) | 0.0% |
| Underwriting Expenses | 41,379 | 21.7% | 41,379 | 21.7% | 0 | 0.0% |
| Underwriting Result | 20,882 | 11.0% | 20,898 | 11.0% | 16 | 0.1% |

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 | 180,925 | 92.3% | 181,242 | 92.5% | 317 | 0.2% |
| Underwriting Expenses | 45,927 | 23.4% | 45,927 | 23.4% | 0 | 0.0% |
| Underwriting Result | (30,894) | -15.8% | (31,211) | -15.9% | (317) | 1.0% |

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

DOCKET #: LR 26.07
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 EXHIBIT #2
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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 | 142,310 | 77.9% | 142,345 | 78.0% | 35 | 0.0% |
| Underwriting Expenses | 45,686 | 25.0% | 45,686 | 25.0% | 0 | 0.0% |
| Underwriting Result | (5,405) | -3.0% | (5,440) | -3.0% | (35) | 0.6% |