

### Commonwealth Automobile Reinsurers

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

#### **RECORDS OF MEETING**

#### LOSS RESERVING COMMITTEE -MARCH 6, 2024

#### Members Present

Ms. Melissa Vaughn – Chair

Ms. Satomi Miyanaga

Mr. Martin Murphy

Mr. Jacob Sechler

Mr. Gavin Traverso

tin Murphy Plymouth Rock Assurance

Liberty Mutual Insurance Companies Plymouth Rock Assurance Corporation

The Hanover Insurance Company

MAPFRE U.S.A. Corporation

Safety Insurance Company

Not in Attendance:

N/A

#### 23.01 Records of Previous Meeting

The Committee unanimously voted to approve the Records of the Loss Reserving Committee meeting of December 6, 2023. The Records have been distributed and are on file.

#### 24.04 Quality of Current Quarter Reporting

Ms. Katy Proctor reviewed the current quarter data quality report, advising the Committee that there were no data adjustments for missing data for the current quarter.

The Committee was informed that 14 Bodily Injury (BI) claims were referred this quarter to CAR's Compliance Audit Department for additional information and verification of the reported statistics. All of the policies carried a \$1.0 million combined single limit (CSL) coverage, and one policy was reviewed due to a \$1.0 million decrease in the reserve from the prior quarter. There were 3 property damage liability (PDL) claims referred this quarter. 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 2014-2023 as of December 2023. During the current quarter, there were six new claims added to the report with a \$1.0 million CSL. Three claims were removed for dropping below the threshold. As of the current quarter, there are 126 claims over \$1.0 million reported for the latest 10 policy years. These claims have current incurred losses of approximately \$216.0 million, an increase of \$4.6 million since the prior quarter. (Docket #LR24.04, Exhibit #4, Exhibit #5, Exhibit #6)

The Committee was also informed that, during the current quarter, 17 new claims were reported using the Large Loss Notification Form. Four of the 17 claims carry a \$5.0 million CSL, and the rest are insured at a \$1.0 million CSL. Because of the timing, there were several significant large losses identified

by these forms with no reported statistics that were evaluated but were included by the Committee in the selection of accident year losses. These losses include a \$5.0 million PDL claim related to a pollution loss, and several other BI claims with estimated losses totaling approximately \$5.0 million for accident years 2018-2023. Additionally, four submissions relating to updated records were received, but were not significant and therefore required no adjustments (Docket #LR24.04, Exhibit #8).

#### 24.05 Selection of Ultimate Losses

#### All Other Bodily Injury, Property Damage, and No-Fault Pools

#### A.O. Bodily Injury

#### Accident Year 2014:

Mr. Martin Murphy recommended using the incurred indication for accident year 2014.

#### **Accident Years 2015 – 2016:**

Mr. Murphy recommended using the incurred indications based on the "latest  $8\,$  M-M" methodology for accident years 2015-2016.

#### Accident Year 2017:

Mr. Murphy recommended using the incurred indication based on the "latest 8 unity" methodology for accident year 2017.

#### **Accident Year 2018:**

Mr. Murphy recommended retaining the prior quarter's indication for accident year 2018. Mr. Murphy noted the pre-notification of a large BI loss for accident year 2018 that was reported during the current quarter influencing his decision to retain the prior quarter's loss ratio of 93.6% despite the indications pointing to a lower loss ratio.

#### Accident Year 2019:

Mr. Murphy recommended using the incurred indication based on the "latest 12 M-M" methodology for accident year 2019.

#### Accident Year 2020:

Mr. Murphy recommended a loss ratio of 62.5% for accident year 2020, which is a reduction of half a point from the prior quarter's loss ratio.

#### **Accident Year 2021:**

Mr. Murphy recommended a loss ratio of 63.0% for accident year 2021, which is a reduction of two points from the prior quarter's loss ratio.

Mr. Murphy made note of his decision to bring the loss ratios of accident years 2020 and 2021 down, opining that there has been a lower frequency in these years, but the ultimate BI loss ratios have been held with a conservative margin relative to the incurred indications.

#### **Accident Year 2022:**

Mr. Murphy recommended using the incurred indication based on the "latest 12" methodology for accident year 2022.

#### **Accident Year 2023:**

Mr. Murphy recommended a loss ratio of 90.0%, which is a reduction of 5.4 points from the prior quarter's loss ratio. The final loss ratio was calculated to be 90.3% with rounding in the ultimate losses. This resulted in an ultimate loss valuation of \$84.4 million for accident year 2023.

For AY 2022 Mr. Murphy discussed the increasing severity and large loss activity in accident year 2022, a driving factor in his decision to choose the "latest 12" methodology for 2022 as this yielded the highest ultimate valuation of all indications. The increasing volatility of this accident year also tied into Mr. Murphy's conservative approach to accident year 2023's selection in which he brought the prior quarter's loss ratio down 5.4 points. Despite all indications falling below Mr. Murphy's ultimate selection, this choice was made due to the early ultimate severity selections for 2023 suggesting higher volatility than accident year 2022.

The Committee unanimously voted to accept the above recommendations for All Other Bodily Injury.

#### A.O. No Fault

#### **Accident Years 2014 – 2018:**

Mr. Jacob Sechler recommended using the incurred indications based on the "latest 12 M-M" methodology for accident years 2014 - 2018.

#### **Accident Years 2019 - 2020:**

Mr. Sechler recommended using the incurred indications based on the "latest 12" methodology for accident years 2019 - 2020.

#### **Accident Years 2021 – 2022:**

Mr. Sechler recommended using the incurred indication based on the "latest 8" methodology for accident years 2021 - 2022.

#### **Accident Years 2023:**

Mr. Sechler recommended using the incurred indication based on the "latest 8" methodology, resulting in an ultimate valuation of \$2.4 million for accident year 2023, and a loss ratio of 74.5%.

Upon calls for discussion, Mr. Sechler provided context to his own selections, stating that many of the older years did not see much movement from a loss ratio perspective and therefore did not justify any changes in the methodology applied in prior quarters. The most significant changes were seen in accident year 2022 which, upon further analysis from Mr. Sechler, was being driven by adverse activity in the fourth quarter, increasing the ultimate valuation of the accident year by over \$200k.

For accident year 2023, Mr. Sechler retained the prior quarter's methodology, having analyzed the growth of the indicated methods from the prior quarter and observing the reduced range of the ultimate indicated valuations. Though he chose one of the higher indications for this accident year, Mr. Sechler brought it to the attention of the Committee that the range of all incurred methods was about \$77k with each methods' results increasing from the prior quarter.

The Committee unanimously voted to accept the above recommendations for All Other No Fault.

#### A.O. Property Damage Liability

#### **Accident Years 2014 – 2022:**

Ms. Satomi Miyanaga recommended using the incurred loss projections based on the "incurred 8 M-M" methodology for accident years 2014 - 2022.

#### **Accident Year 2023:**

Ms. Miyanaga recommended an ultimate ratio of 71.3%, resulting in an ultimate loss valuation of \$34.5 million for accident year 2023. Ms. Miyanaga noted that her selection for this year was based upon the prior quarter's ultimate ratio in conjunction with the \$5 million large pollution claim that was unaccounted for in the data and reported through the prenotification process.

Mr. Gavin Traverso inquired about Ms. Miyanaga's selection for accident year 2022, as her selected loss ratio of 63.2% increased by over three points from the prior quarter. Though indications suggested an increase from the previous quarter's loss ratio of 59.8%, Mr. Traverso was curious as to why Ms. Miyanaga chose the highest indication of all incurred methods. Having noticed that last quarter's selection was a decrease from the second quarter of 2023, Mr. Traverso asked Ms. Miyanaga if she had considered tempering to a selection in the middle of the indications to account for the inconsistent fluctuations in this accident year's indicated loss ratios.

Ms. Miyanaga opined that the "incurred 8 M-M" method seemed to range from the middle to the high end of the indications for most accident years, which is why she selected it for accident years 2014 through 2022. Ms. Vaughn also voiced that she was comfortable with this selection, citing last quarter's data issues as a potential explanation for the decrease in that quarter's indications. In addition, the accident year 2022 incurred methods from two quarters prior had pointed to similar indications as this quarter, further supporting the current quarter selection.

The Committee unanimously voted to accept the above recommendations for All Other Property Damage Liability.

#### Current ultimate valuations selected for A.O. Liability are:

(Values in Millions)

AY	AOBI	AONF	AOPDL	TOTAL	AY LR
2014	54.4	3.7	22.6	80.8	87.9
2015	48.5	4.0	28.7	81.3	76.4
2016	86.2	5.5	30.0	121.7	101.2
2017	77.0	4.6	36.2	117.8	89.2
2018	82.4	6.1	35.7	124.2	87.3
2019	90.3	4.0	36.3	130.6	88.1
2020	51.0	1.8	24.8	77.5	59.3
2021	54.8	1.8	26.2	82.8	60.5
2022	91.1	2.5	29.0	122.6	89.2
2023	84.4	2.4	34.5	121.3	83.6

#### All Other Collision and Other Than Collision

#### A.O. Collision

#### **Accident Years 2014 – 2020:**

Mr. Traverso recommended using the paid indications for accident years 2014 - 2020.

#### **Accident Year 2021:**

Mr. Traverso recommended retaining the prior quarter's indication for accident year 2021.

#### Accident Year 2022:

Mr. Traverso recommended using the paid indication based on the "latest 8" methodology for accident year 2022.

#### **Accident Year 2023:**

Mr. Traverso recommended using the paid indications based on the "latest 8 M-M" methodology, resulting in an ultimate valuation of \$24.7 million and a loss ratio of 62.8% for accident year 2023.

The Committee unanimously voted to accept the above recommendations for A.O. Collision.

#### A.O. Other Than Collision

#### **Accident Years 2014 – 2022:**

Mr. Traverso recommended using the paid indications for accident years 2014 - 2022.

#### **Accident Year 2023:**

Mr. Traverso recommended using the paid indication for accident year 2023, resulting in an ultimate valuation of \$10.5 million and a loss ratio of 87.0% for accident year 2023.

In the discussion following Mr. Traverso's recommendations, Ms. Vaughn inquired about Mr. Traverso's choice of the minimum indications for six out of seven of the older accident years, stating that she was comfortable with the selections but was still curious if Mr. Traverso had any thoughts or context to provide for his reasoning.

Mr. Traverso made note of the fluctuations within certain accident years, but ultimately, he kept consistent with the prior quarter's methods. Accident year 2023's selection, although the minimum indication, still resulted in an approximate 4-point increase from the prior quarter's loss ratio. To further this point, Mr. Murphy added that in the past three quarters, the loss ratios have been increasing significantly for accident year 2023.

The Committee unanimously voted to accept the above recommendations for A.O. Other Than Collision.

#### Current ultimate valuations selected for A.O. Physical Damage are:

(Values in Millions)

AY	AOCOLL	AOOTC	TOTAL	AY LR
2014	14.6	7.0	21.6	83.0
2015	21.5	7.9	29.5	87.4
2016	25.5	8.9	34.4	86.1
2017	29.4	9.4	38.7	89.6
2018	29.2	10.8	40.0	84.6
2019	26.2	7.7	33.9	68.0
2020	18.0	6.1	24.1	53.1
2021	20.5	6.9	27.4	61.1
2022	24.7	9.7	34.3	73.0
2023	24.7	10.5	35.2	68.5

#### 24.06 Policy Year Deficit and Loss Ratio Report

After reviewing the distribution of selected accident year ultimate losses to policy year, the Committee agreed to the following shift of reserves:

AO Bodily Injury	\$1,000,000 from PY 2021 to PY 2020
AO Bodily Injury	\$1,000,000 from PY 2021 to PY 2022
AO Bodily Injury	\$2,750,000 from PY 2021 to PY 2023
AO PDL	\$1,000,000 from PY 2022 to PY 2023
AO No Fault	\$100,000 from PY 2021 to PY 2023
AO No Fault	\$175,000 from PY 2022 to PY 2023
AO Collision	\$300,000 from PY 2021 to PY 2022
AO Collision	\$300,000 from PY 2021 to PY 2023
AO OTC	\$500,000 from PY 2023 to PY 2022

The final version of the Policy Year Deficit and Loss Ratio reports of the Loss Reserving Committee to the Governing Committee are attached. (Docket #LR24.06, Exhibit #1) and (Docket #LR24.05, Exhibit #18)

#### 24.07 Latest Valuation of Ultimate Projections

The latest deficit projections as of December, 2023 for policy years 2021, 2022, and 2023 were reviewed and finalized as follows:

#### Commercial (Deficit) / + Surplus (In Millions)

	Prior	Current
	<b>Quarter</b>	Quarter
2021	\$23.2	\$23.3
2022	(\$17.2)	(\$20.9)
2023	(\$6.6)	(\$4.8)

The Committee estimated a policy year 2021 surplus of \$23.3 million with an ultimate loss ratio of 67.4%. The estimate results in a \$.2 million increase of the prior quarter's projected surplus of \$23.2 million.

The Committee estimated a policy year 2022 deficit of \$20.9 million with an ultimate loss ratio of 87.6%, resulting in a \$3.7 million increase of the prior quarter's projected deficit of \$17.2 million. The increased deficit results are in part due to large loss activity including three new large losses reported in the current quarter, as well as eight large claims reported in the prenotification process that were considered in the loss data.

The Committee estimated a policy year 2023 deficit of \$4.8 million with an ultimate loss ratio of 78.4%. The estimate results in a \$1.8 million decrease of the prior quarter's projected deficit of \$6.6 million.

The Ultimate Deficit results for policy years 2016 - 2020 using ultimate loss ratios from the meeting were also reviewed by the committee and are included on the ultimate deficit report.

Additional details related to the policy year deficits are attached. (Docket #LR24.07, Exhibit #2)

#### Ultimate Premium, Loss Ratio, and Expense Ratio Projections

#### **Premium Projections**

#### Policy Year 2021

Policy year 2021 commercial ultimate premium is estimated using an average of the annual and quarterly premium development methods. The premium estimate is unchanged from the prior quarter.

#### Policy Year 2022

Policy year 2022 commercial ultimate premium is estimated using an average of the annual and quarterly premium development methods. The premium estimate has decreased \$100,000 from the prior quarter.

#### Policy Year 2023

Policy year 2023 commercial ultimate premium is estimated using an average of the annual and quarterly premium development methods. The premium estimate has increased \$1.1 million from the prior quarter.

#### **Loss Ratios**

The ultimate loss ratios for all policy years are set equal to the selected loss ratios from the meeting as data valued as of the quarter ending December 31, 2023.

#### **Expense Ratios**

#### Policy Years 2021 and 2022

Policy years 2020 and 2021 expense ratios are set equal to the latest reported value, which reflects all true-up adjustments to date.

#### Policy Year 2023

The policy year 2023 ultimate expense ratio of 23.90% is based on the expense allowance of 13.26%, 2.30% for premium tax, and 8.34% for commissions, and is applicable to all commercial vehicle types.

EVAN ROSS Actuarial/Statistical Analyst

Boston, Massachusetts March 19, 2024

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

Data Reported Through December, 2023

Eff Liab Row Yr Lim	Lim Id		Clm	Class ITD Desc 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	9 Zone Rated TTT	102,049	1,000,000	53,842	1,155,891	1,000,000	1,084,071	71,820	0	Out Of State	2Q 2023	2Q 2023
2 23 1.0 M	CSL	2023	4 TTT	456,173	653,219	200,005	1,309,397	690,005	1,309,397	0	0	MA	2Q 2023	1Q 2023
				558,222	1,653,219	253,847	2,465,288	1,690,005	2,393,468	71,820	0			
1 22 5.0 M	CSL	2022	37 Commercial Bus	236,771	5,002,832	308,655	5,548,258	5,004,688	5,391,733	156,525	111,244	MA	4Q 2022	4Q 2022
2 22 1.0 M	CSL	2022	3 TTT	230,394	750,000	37,500	1,017,894	4,200	234,804	783,090	0	MA	4Q 2023	1Q 2023
3 22 1.0 M	CSL	2023	4 TTT	190,318	1,000,000	57,612	1,247,930	1,000,000	1,243,892	4,038	6,768	Out Of State	1Q 2023	1Q 2023
4 22 1.0 M	CSL	2022	1 Garage	0	1,000,000	27,901	1,027,901	1,000,000	1,025,571	2,330	0	MA	1Q 2023	2Q 2022
5 22 1.0 M	CSL	2022	3 Garage	229,757	1,000,000	87,909	1,317,666	1,000,000	1,300,946	476,280	0	MA	4Q 2022	4Q 2022
6 22 1.5 M	CSL	2022	2 Commercial Bus	27,282	1,000,162	50,518	1,077,962	1,001,830	1,065,618	12,344	27,954	Out Of State	4Q 2022	4Q 2022
7 22 5.0 M	CSL	2022	6 Commercial Bus	101,431	5,048,112	108,909	5,258,452	5,046,511	5,194,652	63,800	147,293	Out Of State	1Q 2023	3Q 2022
8 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
9 22 1.0 M	CSL	2022	0 TTT	0	0	0	0	1,000,000	1,034,946	-1,034,946	0	Out Of State	3Q 2023	4Q 2022
10 22 1.0 M	CSL	2022	3 Non-Owned / Specia	al Rating 0	1,000,000	29,538	1,029,538	0	1,013	1,028,525	0	Out Of State	4Q 2023	3Q 2023
11 22 1.0 M	CSL	2023	2 Zone Rated TTT	11,173	985,744	53,736	1,050,653	985,744	1,050,651	2	0	Out Of State	3Q 2023	1Q 2023
12 22 1.0 M	CSL	2023	4 Zone Rated TTT	0	1,012,300	75,445	1,087,745	105,000	105,470	982,275	12,675	Out Of State	4Q 2023	2Q 2023
13 22 1.0 M	CSL	2022	3 Zone Rated TTT	0	1,000,000	35,485	1,035,485	1,000,000	1,035,484	1	0	Out Of State	3Q 2023	2Q 2022
14 22 1.0 M	CSL	2022	3 Zone Rated TTT	12,942	987,058	50,001	1,050,001	987,058	1,050,000	1	0	Out Of State	2Q 2023	3Q 2022
15 22 1.0 M	CSL	2022	1 Zone Rated TTT	4,141	1,010,840	90,152	1,105,133	1,010,840	1,105,132	1	15,106	Out Of State	2Q 2023	3Q 2022
16 22 1.0 M	CSL	2022	4 Zone Rated TTT	18,819	1,144,446	85,211	1,248,476	994,446	1,073,475	175,001	175,000	Out Of State	3Q 2023	4Q 2022
17 22 1.0 M	CSL	2023	4 Zone Rated TTT	19,330	1,000,001	70,032	1,089,363	1,000,001	1,049,561	39,802	0	Out Of State	3Q 2023	1Q 2023
18 22 5.0 M	CSL	2023	23 Zone Rated Bus	56,220	5,071,100	105,401	5,232,721	5,083,520	5,189,170	43,551	99,600	Out Of State	3Q 2023	3Q 2023
19 22 1.0 M	CSL	2022	7 TTT	106,400	1,000,000	20,001	1,126,401	1,000,000	1,126,401	0	0	Out Of State	4Q 2022	4Q 2022
				1,257,979	30,012,595	1,364,193	32,634,767	28,223,838	30,361,707	2,732,620	603,827			
1 21 1.0 M	CSL	2022	4 TTT	39,548	1,000,000	31,969	1,071,517	1,000,000	1,049,550	21,967	0	MA	1Q 2023	3Q 2022
2 21 1.0 M	CSL	2022	3 Non-Owned / Specia	al Rating 0	1,000,000	23,622	1,023,622	1,000,000	1,023,283	339	0	Out Of State	2Q 2022	2Q 2022
3 21 1.0 M	CSL	2021	8 TTT	134,914	970,000	75,885	1,180,799	970,000	1,176,825	3,974	0	MA	1Q 2022	4Q 2021
4 21 5.0 M	CSL	2022	4 TTT	152,390	2,608,400	163,065	2,923,855	2,608,400	2,919,881	3,974	0	MA	1Q 2022	1Q 2022
5 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
6 21 5.0 M	CSL	2022	17 Commercial Bus	499,150	3,387,868	179,864	4,066,882	3,387,086	4,132,122	-65,240	161,420	Out Of State	4Q 2022	2Q 2022
7 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
8 21 1.0 M	CSL	2021	5 TTT	184,745	910,000	54,202	1,148,947	40,000	229,746	919,201	0	MA	4Q 2023	4Q 2021
				6,941,631	9,876,268	618,459	17,436,358	9,005,486	16,552,143	884,215	169,420			

#### Commonwealth Automobile Reinsurers

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

Data Reported Through December, 2023

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Eff Row Yr	Liab Lim Lim Id	Accdt Year C	Class Clm 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	4 TTT	49,498	1,000,000	48,852	1,098,350	1,000,000	1,091,446	6,904	0	MA	2Q 2021	1Q 2021
3 20	1.0 M CSL	2021	1 PPT - NF	0	1,000,000	66,028	1,066,028	1,000,000	1,063,150	2,878	0	Out Of State	2Q 2021	1Q 2021
4 20	1.0 M CSL	2021	3 Zone Rated TTT	26,254	977,947	48,897	1,053,098	977,947	1,053,098	0	0	MA	1Q 2022	2Q 2021
5 20	1.0 M CSL	2021	3 Zone Rated TTT	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 ТТТ	52,982	1,000,000	58,114	1,111,096	1,000,000	1,110,931	165	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	2 Zone Rated TTT	2,412	997,588	53,294	1,053,294	997,588	1,053,043	251	0	Out Of State	2Q 2022	4Q 2020
9 20	1.0 M CSL	2020	1 Public Transportation Buses	1,008,000	0	1,782	1,009,782	0	1,009,782	0	8,000	MA	1Q 2022	4Q 2020
10 20	1.0 M CSL	2021	3 Non-Owned / Special Rating	1,000,000	0	24,840	1,024,840	0	1,024,840	0	0	MA	3Q 2021	2Q 2021
11 20	5.0 M CSL	2021	1 Commercial Bus	8,000	1,000,000	53,140	1,061,140	1,000,000	1,053,946	7,194	8,023	MA	4Q 2021	4Q 2021
12 20	1.0 M CSL	2020	1 Garage	1,008,000	0	1,042	1,009,042	0	1,009,042	0	8,000	MA	4Q 2021	1Q 2021
13 20	5.0 M CSL	2021	4 Zone Rated Bus	927,111	0	10,460	937,571	70,000	1,022,571	-85,000	17	Out Of State	2Q 2022	2Q 2021
14 20	1.0 M CSL	2020	3 Zone Rated TTT	20,372	1,000,000	225,009	1,245,381	1,000,000	1,245,381	0	0	Out Of State	3Q 2020	2Q 2020
				7,201,164	6,975,535	644,919	14,821,618	7,045,535	14,889,226	-67,608	29,350			
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	1,000,000	1,072,570	-47,188	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	3 Garage	-368	0	107,348	106,980	1,000,368	1,150,026	-1,043,046	0	MA	3Q 2023	3Q 2019
5 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
6 19	5.0 M CSL	2020	11 TTT	1,692,935	330,955	45,394	2,069,284	341,544	2,063,935	5,349	0	MA	2Q 2020	2Q 2020
7 19	1.0 M CSL	2019	3 ТТТ	32,130	975,870	61,098	1,069,098	975,870	1,067,086	2,012	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	1,051,333	1,199	0	#Error	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	1,093,895	35,000	3,875	MA	4Q 2020	3Q 2020
13 19	1.0 M CSL	2020	7 TTT	102,655	960,814	101,827	1,165,296	960,814	1,165,296	0	0	Out Of State	3Q 2022	1Q 2020
14 19	1.0 M CSL	2019	2 Zone Rated TTT	0	1,000,000	75,000	1,075,000	1,000,000	1,075,000	0	0	Out Of State	4Q 2022	4Q 2019
15 19	5.0 M CSL	2019	7 Zone Rated Bus	439,274	1,500,000	105,987	2,045,261	1,500,000	2,045,261	0	65,595	Out Of State	1Q 2020	4Q 2019
16 19	5.0 M CSL	2019	1 Zone Rated Bus	20,410	1,000,000	125,288	1,145,698	1,000,000	1,145,698	0	20,698	Out Of State	2Q 2022	3Q 2019
17 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
18 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
19 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
20 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
21 19	5.0 M CSL	2019	13 Zone Rated Bus	2,310,420	42,098	61,809	2,414,327	242,098	2,623,596	-209,269	43,307	Out Of State	4Q 2019	3Q 2019
22 19	1.0 M CSL	2019	6 ТТТ	1,030,550	0	10,784	1,041,334	0	1,041,334	0	42	MA	1Q 2020	4Q 2019
				19,726,391	6,813,487	1,231,272	27,771,150	9,024,444	29,027,093	-1,255,943	351,318			

#### Commonwealth Automobile Reinsurers

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

Data Reported Through December, 2023

Eff Row Yr	Liab Lin Lim Id		Clm	Class ITD Desc 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	1.5 M CSL	. 2019	2	Commercial Bus 8,000	1,508,000	97,852	1,613,852	1,508,000	1,603,092	10,760	16,009	MA	4Q 2019	3Q 2019
2 18	1.0 M CSL	. 2018	4	TTT 1,094,953	0	32,112	1,127,065	0	1,127,065	0	0	Out Of State	3Q 2019	2Q 2018
3 18	1.0 M CSL	2018	8	TTT 1,183,229	0	17,741	1,200,970	0	1,200,970	0	0	Out Of State	4Q 2018	4Q 2018
4 18	1.0 M CSL	. 2018	6	TTT 1,250,286	0	28,724	1,279,010	763,678	1,314,803	-35,793	0	MA	3Q 2020	4Q 2018
5 18	1.0 M CSL	. 2019	2	TTT 1,079,123	0	4,331	1,083,454	0	1,083,454	0	0	Out Of State	1Q 2019	1Q 2019
6 18	1.0 M CSL	. 2019	2	Commercial Bus 8,005	993,940	76,928	1,078,873	993,940	1,076,825	2,048	0	MA	3Q 2021	3Q 2019
7 18	1.0 M CSL	. 2018	2	Non-Owned / Special Rating 1,000,000	0	135,006	1,135,006	0	1,135,006	0	0	#Error	2Q 2020	2Q 2018
8 18	1.0 M CSL	. 2018	5	TTT 18,277	981,723	64,195	1,064,195	525,000	580,136	484,059	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	26,068	0	MA	2Q 2019	2Q 2019
10 18	1.0 M CSL	. 2018	4	TTT 1,095,196	0	39,901	1,135,097	0	1,135,097	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	. 2018	2	TTT 34,184	1,000,000	12,214	1,046,398	1,000,000	1,036,943	9,455	0	MA	4Q 2018	4Q 2018
13 18	1.0 M CSL	2019	3	TTT 11,720	989,583	40,092	1,041,395	100,000	151,812	889,583	0	Out Of State	4Q 2023	3Q 2019
14 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
15 18	5.0 M CSL	. 2018	9	Zone Rated Bus 1,643,965	0	58,150	1,702,115	0	1,702,008	107	30,078	Out Of State	3Q 2020	4Q 2018
16 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
17 18	1.0 M CSL	. 2019	2	Zone Rated TTT 28,466	998,440	75,144	1,102,050	998,440	1,072,050	30,000	26,906	Out Of State	2Q 2022	2Q 2019
18 18	5.0 M CSL	. 2019	59	Zone Rated Bus 5,026,954	726,643	406,370	6,159,967	726,643	6,159,904	63	376,358	Out Of State	1Q 2019	1Q 2019
19 18	5.0 M CSL	. 2018	1	Zone Rated Bus 5,000,000	0	29,419	5,029,419	0	5,029,419	0	21	Out Of State	1Q 2019	4Q 2018
20 18	5.0 M CSL	. 2019	4	Zone Rated Bus 5,000,000	0	209,896	5,209,896	0	5,209,896	0	0	Out Of State	3Q 2019	3Q 2019
21 18	5.0 M CSL	. 2018	72	Zone Rated Bus 1,330,814	5,003,500	820,185	7,154,499	5,003,500	7,066,711	87,788	1,910,889	Out Of State	2Q 2018	2Q 2018
				28,812,422	12,201,829	2,346,376	43,360,627	11,619,201	41,882,557	1,504,138	2,420,542			
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	37,303	2,548,763	0	2,548,763	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 1,112,500	0	67,002	1,179,502	0	1,179,502	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
				10,793,244	0	344,559	11,137,803	0	11,137,803	0	6,883			

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

Data Reported Through December, 2023

Eff Liab Lim Row Yr 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	121,410	8,000	Out Of State	1Q 2018	2Q 2017
2 16 5.0 M CSL	2016	1 Commercial Bus	5,000,000	0	51,479	5,051,479	0	5,051,479	0	0	Out Of State	3Q 2016	3Q 2016
3 16 1.0 M CSL	2017	2 Non-Owned / Special Rating	1,000,000	0	17	1,000,017	0	1,000,017	0	0	Out Of State	3Q 2017	2Q 2017
4 16 1.0 M CSL	2016	1 Commercial Bus	1,007,000	0	118,457	1,125,457	0	1,125,457	0	2,000	MA	1Q 2020	3Q 2016
5 16 5.0 M CSL	2017	4 Commercial Bus	3,550,031	0	78,378	3,628,409	0	3,628,409	0	50,337	Out Of State	4Q 2018	2Q 2017
6 16 1.0 M CSL	2016	3 Zone Rated TTT	1,003,220	0	39,530	1,042,750	0	1,042,750	6,442	0	Out Of State	3Q 2018	4Q 2016
7 16 5.0 M CSL	2017	27 Commercial Bus	510,197	5,000,000	518,736	6,028,933	5,000,000	6,028,929	4	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	#Error	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	#Error	4Q 2017	3Q 2017
14 16 5.0 M CSL	2017	12 Zone Rated Bus	1,366,396	0	197,474	1,563,870	366,494	1,945,491	-381,621	46,964	Out Of State	4Q 2018	3Q 2017
15 16 1.0 M CSL	2017	18 Garage	1,010,100	800,542	480,815	2,291,457	800,542	2,291,457	0	0	MA	2Q 2017	2Q 2017
16 16 1.5 M CSL	2016	4 Commercial Bus	1,497,944	0	57,951	1,555,895	0	1,555,895	0	39,509	Out Of State	2Q 2017	2Q 2016
17 16 1.0 M CSL	2017	17 Garage	1,000,000	812,599	1,500	1,814,099	812,599	1,814,099	0	0	MA	2Q 2017	2Q 2017
			26,321,043	6,613,141	2,225,046	35,159,230	6,979,635	35,540,847	-253,765	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 TTT 76 Zone Rated Bus	1,016,000 5,560,777	0	12,957 871,032	1,028,957 6,431,809	0	1,028,957 6,430,580	0 1,229	16,000 329,410	MA Out Of State	4Q 2016 4Q 2016	4Q 2016 1Q 2016
	2016												
2 15 5.0 M CSL 3 15 1.0 M CSL	2016 2016	76 Zone Rated Bus	5,560,777	0	871,032	6,431,809	0	6,430,580	1,229	329,410	Out Of State	4Q 2016	1Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL	2016 2016 2016	<ul><li>76 Zone Rated Bus</li><li>3 TTT</li></ul>	5,560,777 999,999	0	871,032 86,581	6,431,809 1,086,580	0	6,430,580 1,086,580	1,229 0	329,410 0	Out Of State Out Of State	4Q 2016 1Q 2018	1Q 2016 2Q 2017
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL	2016 2016 2016 2016	<ul> <li>76 Zone Rated Bus</li> <li>3 TTT</li> <li>31 Non-Owned / Special Rating</li> </ul>	5,560,777 999,999 5,000,000	0 0 0	871,032 86,581 76,786	6,431,809 1,086,580 5,076,786	0 0 0	6,430,580 1,086,580 5,076,786	1,229 0 0	329,410 0 0	Out Of State Out Of State Out Of State	4Q 2016 1Q 2018 2Q 2018	1Q 2016 2Q 2017 4Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL	2016 2016 2016 2016 2016	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating	5,560,777 999,999 5,000,000 1,842,823	0 0 0	871,032 86,581 76,786 146,584	6,431,809 1,086,580 5,076,786 1,989,407	0 0 0	6,430,580 1,086,580 5,076,786 1,989,407	1,229 0 0 0	329,410 0 0	Out Of State Out Of State Out Of State MA	4Q 2016 1Q 2018 2Q 2018 1Q 2016	1Q 2016 2Q 2017 4Q 2016 1Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL	2016 2016 2016 2016 2016 2016	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT	5,560,777 999,999 5,000,000 1,842,823 1,000,000	0 0 0 0	871,032 86,581 76,786 146,584 40,716	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716	0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716	1,229 0 0 0 0	329,410 0 0 0	Out Of State Out Of State Out Of State MA Out Of State	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL	2016 2016 2016 2016 2016 2016 2016 2015	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356	0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954	0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954	1,229 0 0 0 0	329,410 0 0 0 0	Out Of State Out Of State Out Of State MA Out Of State Out Of State	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL	2016 2016 2016 2016 2016 2016 2016 2015	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295	0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784	0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784	1,229 0 0 0 0 0	329,410 0 0 0 0 0 0 0 6,380	Out Of State Out Of State Out Of State MA Out Of State Out Of State MA	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL	2016 2016 2016 2016 2016 2016 2016 2015 2016	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295 2,954,996	0 0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489 312,059	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055	0 0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055	1,229 0 0 0 0 0 0	329,410 0 0 0 0 0 0 6,380 55,845	Out Of State Out Of State Out Of State MA Out Of State Out Of State MA	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL 9 15 5.0 M CSL	2016 2016 2016 2016 2016 2016 2016 2015 2016	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses 15 Zone Rated Bus	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295 2,954,996 20,382,246	0 0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489 312,059 1,719,802	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,102,048	0 0 0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,100,819	1,229 0 0 0 0 0 0 0 0	329,410 0 0 0 0 0 0 6,380 55,845 407,635	Out Of State Out Of State Out Of State MA Out Of State Out Of State Out Of State MA Out Of State	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016 3Q 2016	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015 2Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL 9 15 5.0 M CSL 1 14 1.0 M CSL	2016 2016 2016 2016 2016 2016 2015 2016	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses 15 Zone Rated Bus  9 Garage	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295 2,954,996 20,382,246	0 0 0 0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489 312,059 <b>1,719,802</b>	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,102,048	0 0 0 0 0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,100,819	1,229 0 0 0 0 0 0 0 0 1,229	329,410 0 0 0 0 0 6,380 55,845 407,635	Out Of State Out Of State Out Of State MA Out Of State Out Of State Out Of State MA Out Of State	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016 3Q 2016	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015 2Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL 9 15 5.0 M CSL 1 14 1.0 M CSL 2 14 1.0 M CSL	2016 2016 2016 2016 2016 2016 2015 2016 2015 2014 2015	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses 15 Zone Rated Bus  9 Garage 4 TTT	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295 2,954,996 20,382,246 500,000 1,027,733	0 0 0 0 0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489 312,059 <b>1,719,802</b> 1,118,325 56,146	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,102,048 1,618,325 1,083,879	0 0 0 0 0 0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,100,819 1,743,325 1,083,879	1,229 0 0 0 0 0 0 0 1,229 -125,000	329,410 0 0 0 0 0 6,380 55,845 407,635	Out Of State Out Of State Out Of State MA Out Of State	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016 3Q 2016 1Q 2017 4Q 2014	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015 2Q 2016
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL 9 15 5.0 M CSL 1 14 1.0 M CSL 2 14 1.0 M CSL 3 14 1.0 M CSL	2016 2016 2016 2016 2016 2016 2015 2016 2015 2014 2015	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses 15 Zone Rated Bus  9 Garage 4 TTT 2 Non-Owned / Special Rating	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295 2,954,996 20,382,246 500,000 1,027,733 1,000,000	0 0 0 0 0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489 312,059 <b>1,719,802</b> 1,118,325 56,146	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,102,048 1,618,325 1,083,879 1,000,000	0 0 0 0 0 0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,100,819 1,743,325 1,083,879 1,000,000	1,229 0 0 0 0 0 0 1,229 -125,000 0	329,410 0 0 0 0 0 6,380 55,845 407,635 0	Out Of State Out Of State MA Out Of State Out Of State MA Out Of State MA Out Of State Out Of State MA Out Of State	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016 3Q 2016 1Q 2017 4Q 2014 1Q 2015	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015 2Q 2016 3Q 2015 4Q 2014 1Q 2015
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL 9 15 5.0 M CSL 1 14 1.0 M CSL 2 14 1.0 M CSL 3 14 1.0 M CSL 4 14 1.0 M CSL	2016 2016 2016 2016 2016 2016 2015 2016 2015 2014 2015 2014 2015	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses 15 Zone Rated Bus  9 Garage 4 TTT 2 Non-Owned / Special Rating 4 TTT	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295 2,954,996 20,382,246 500,000 1,027,733 1,000,000 1,000,000	0 0 0 0 0 0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489 312,059 <b>1,719,802</b> 1,118,325 56,146 0 77,176	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,102,048 1,618,325 1,083,879 1,000,000 1,077,176	0 0 0 0 0 0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,100,819 1,743,325 1,083,879 1,000,000 1,077,176	1,229 0 0 0 0 0 0 1,229 -125,000 0	329,410 0 0 0 0 0 6,380 55,845 407,635	Out Of State Out Of State MA Out Of State Out Of State MA Out Of State Out Of State MA Out Of State MA Out Of State MA Out Of State MA MA	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016 3Q 2016 1Q 2017 4Q 2014 1Q 2015 1Q 2019	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015 2Q 2016 3Q 2015 4Q 2014 1Q 2015 2Q 2014
2 15 5.0 M CSL 3 15 1.0 M CSL 4 15 5.0 M CSL 5 15 5.0 M CSL 6 15 1.0 M CSL 7 15 1.0 M CSL 8 15 1.0 M CSL 9 15 5.0 M CSL 1 14 1.0 M CSL 2 14 1.0 M CSL 3 14 1.0 M CSL 4 14 1.0 M CSL 5 14 1.0 M BI	2016 2016 2016 2016 2016 2016 2015 2016 2015 2014 2015 2014 2015	76 Zone Rated Bus 3 TTT 31 Non-Owned / Special Rating 5 Non-Owned / Special Rating 2 TTT 3 Zone Rated TTT 3 Public Transportation Buses 15 Zone Rated Bus  9 Garage 4 TTT 2 Non-Owned / Special Rating 4 TTT 3 PPT - NF	5,560,777 999,999 5,000,000 1,842,823 1,000,000 1,001,356 1,006,295 2,954,996 20,382,246 500,000 1,027,733 1,000,000 1,000,000 1,065,335	0 0 0 0 0 0 0 0 0	871,032 86,581 76,786 146,584 40,716 172,598 489 312,059 1,719,802 1,118,325 56,146 0 77,176 3,315	6,431,809 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,102,048 1,618,325 1,083,879 1,000,000 1,077,176 1,068,650	0 0 0 0 0 0 0 0 0 0 0	6,430,580 1,086,580 5,076,786 1,989,407 1,040,716 1,173,954 1,006,784 3,267,055 22,100,819 1,743,325 1,083,879 1,000,000 1,077,176 1,068,650	1,229 0 0 0 0 0 0 1,229 -125,000 0 0	329,410 0 0 0 0 0 6,380 55,845 407,635 0 0 0	Out Of State Out Of State MA Out Of State MA Out Of State MA Out Of State Out Of State MA Out Of State MA Out Of State MA Out Of State MA MA MA	4Q 2016 1Q 2018 2Q 2018 1Q 2016 1Q 2019 4Q 2018 1Q 2016 3Q 2016 1Q 2017 4Q 2014 1Q 2015 1Q 2019 4Q 2015	1Q 2016 2Q 2017 4Q 2016 1Q 2016 2Q 2016 1Q 2016 3Q 2015 2Q 2016 3Q 2015 4Q 2014 1Q 2015 2Q 2014

7,631,060

589,841 1,893,939

10,114,840

1,214,842

10,237,854

-123,014

195,425

#### Commonwealth Automobile Reinsurers Large Loss Summary By Range

## Data Reported through December, 2023 Policy Year Large Losses \$300,000 or Greater

Loss I	Range		2014			2015			2016			2017	
>=	<	Policies	Inc Loss	% Tot	<u>Policies</u>	Inc Loss	% Tot	<u>Policies</u>	Inc Loss	% Tot	<u>Policies</u>	Inc Loss	% Tot
5.0 M	+	0	0	0.0%	2	11,508,595	8.8%	2	11,080,412	6.7%	0	0	0.0%
2.5 M	5.0 M	0	0	0.0%	1	3,267,055	2.5%	2	7,262,956	4.4%	1	2,548,763	1.8%
2.0 M	2.5 M	1	2,368,358	2.3%	0	0	0.0%	1	2,291,457	1.4%	0	0	0.0%
1.5 M	2.0 M	1	1,720,044	1.7%	1	1,989,407	1.5%	3	4,933,864	3.0%	0	0	0.0%
1.0 M	1.5 M	6	6,776,471	6.7%	5	5,336,991	4.1%	9	9,590,541	5.8%	8	8,589,040	6.1%
Policies	s > 1.0 M	8	10,864,873	10.7%	9	22,102,048	17.0%	17	35,159,230	21.1%	9	11,137,803	7.9%
500,000	1.0 M	5	3,532,622	3.5%	11	6,541,249	5.0%	27	18,083,918	10.9%	12	7,758,443	5.5%
300,000	500,000	17	6,267,480	6.2%	9	3,319,139	2.6%	18	6,840,576	4.1%	29	10,898,377	7.7%
Sum of Lar	rge Losses	30	20,664,975	20.3%	29	31,962,436	24.5%	62	60,083,724	36.1%	50	29,794,623	21.0%
Prio	r Qtr	31	20,996,000	20.6%	29	31,961,207	24.5%	62	60,475,084	36.3%	50	29,912,227	21.1%
Total Incur	red Losses		101,698,053			130,268,531			166,504,931			141,853,538	
Loss I	Range		2018			2019			2020			2021	
>=	<	Policies	Inc Loss	% Tot	<u>Policies</u>	Inc Loss	% Tot	<u>Policies</u>	Inc Loss	% Tot	<u>Policies</u>	Inc Loss	% Tot
5.0 M	+	4	23,553,781	13.3%	0	0	0.0%	0	0	0.0%	0	0	0.0%
2.5 M	5.0 M	0	0	0.0%	1	2,949,151	2.3%	0	0	0.0%	3	11,975,630	10.3%
2.0 M	2.5 M	0	0	0.0%	3	6,528,872	5.0%	0	0	0.0%	0	0	0.0%
1.5 M	2.0 M	2	3,315,967	1.9%	0	0	0.0%	0	0	0.0%	0	0	0.0%
1.0 M	1.5 M	15	16,490,879	9.3%	17	18,186,147	13.9%	13	13,884,047	13.8%	5	5,460,728	4.7%
Policies	s > 1.0 M	21	43,360,627	24.4%	21	27,664,170	21.1%	13	13,884,047	13.8%	8	17,436,358	15.0%
500,000	1.0 M	25	16,799,294	9.5%	17	10,757,003	8.2%	13	8,906,246	8.9%	12	9,498,812	8.2%
300,000	500,000	22	8,100,913	4.6%	19	6,763,534	5.2%	20	7,713,471	7.7%	24	9,004,418	7.7%
Sum of Lar	rge Losses	68	68,260,834	38.4%	57	45,184,707	34.5%	46	30,503,764	30.4%	44	35,939,588	30.8%
Prior	r Qtr	68	67,085,104	37.8%	59	47,019,427	35.4%	42	29,190,998	28.9%	41	33,631,589	29.3%
Total Incuri	red Losses		177,812,051			131,051,780			100,361,953			116,582,428	
Loss I	Range		2022			2023			Total				
>=	<	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot			
5.0 M	+	3	16,039,431	11.8%	0	0	0.0%	11	62,182,219	5.0%			
2.5 M	5.0 M	0	0	0.0%	0	0	0.0%	8	28,003,555	2.2%			
2.0 M	2.5 M	0	0	0.0%	0	0	0.0%	5	11,188,687	0.9%			
1.5 M	2.0 M	0	0	0.0%	0	0	0.0%	7	11,959,282	1.0%			
1.0 M	1.5 M	15	16,605,875	12.2%	2	2,465,288	5.3%	95	103,386,007	8.3%			
Policies	s > 1.0 M	18	32,645,306	24.1%	2	2,465,288	5.3%	126	216,719,750	17.4%			
500,000	1.0 M	13	8,527,601	6.3%	9	6,014,528	12.8%	144	96,419,716	7.7%			
300,000	500,000	18	6,293,038	4.6%	3	1,029,507	2.2%	179	66,230,453	5.3%			
Sum of Lar	rge Losses	49	47,465,945	35.0%	14	9,509,323	20.3%	449	379,369,919	30.4%			
Prior	r Qtr	34	38,760,572	31.4%	8	5,857,396	22.6%	424	364,889,604	30.0%			
Total Incur	red Losses		135,616,817			46,942,262			1,248,692,344				

# Commonwealth Automobile Reinsurers Large Loss by Policy Year Change by Quarter

#### Data Reported through December, 2023

#### **Summary of Losses Over 1.0 Million**

Policy		Current	Current	Prior	Change
Year	# Policies	Reserves	Incurred Loss	Incurred Loss	in Loss
2023	2	1,653,219	2,465,288	2,393,468	71,820
2022	18	30,012,595	32,634,767	30,361,707	2,732,620
2021	8	9,876,268	17,436,358	16,552,143	884,215
2020	13	6,975,535	13,884,047	13,866,655	17,392
2019	21	6,813,487	27,664,170	27,877,067	(212,897)
2018	21	12,201,829	43,360,627	41,882,557	1,504,138
2017	9	0	11,137,803	11,137,803	0
2016	17	6,613,141	35,159,230	35,540,847	(253,765)
2015	9	0	22,102,048	22,100,819	1,229
2014	8	589,841	10,114,840	10,237,854	(123,014)
Subtotal	126	74,735,915	215,959,178	211,950,920	4,621,738

#### Losses that went under 1.0 Million (Remain on Report)

Policy		Current	Current	Prior	Change
Year	# Policies	Reserves	Incurred Loss	Incurred Loss	in Loss
2022	1	0	0	1,034,946	(1,034,946)
2020	1	0	937,571	1,022,571	(85,000)
2019	1	0	106,980	1,150,026	(1,043,046)
Subtotal	3	0	1,044,551	3,207,543	(2,162,992)
Total All	129	74.735.915	217.003.729	215.158.463	2.458.746

#### New to Report: Incurred Losses Over 1.0 Million

Policy		Current	Current	Prior	Change
Year	# Policies	Reserves	<b>Incurred Loss</b>	Incurred Loss	in Loss
2022	3	2,762,300	3,135,177	341,287	2,793,890
2021	1	910,000	1,148,947	229,746	919,201
2018	2	1,971,306	2,105,590	731,948	1,373,642
Subtotal	6	5,643,606	6,389,714	1,302,981	5,086,733

## Commonwealth Automobile Reinsurers Large Loss Notification Summary

### LR 24.04 Exhibit #8

#### **December, 2023 Loss Reserving Committee Meeting**

**Large Loss Notifications By Policy Year** 

											<u>Current Qtr</u>	<u>Difference of</u>	<u>Difference of</u>
	<u>Notification</u>	<u>Policy</u>	<u>Accident</u>				<u>Estima</u>	ted \$			Stat Reported	Estimate to	Prior to Current
<u>#</u> :	<u>*</u> <u>Date</u>	<u>Year</u>	Year/Qtr	<u>Liab Limit</u>	Class Description	<u>BI</u>	<u>PDL</u>	<u>PIP</u>	<u>Total</u>	<u>State</u>	<u>Total</u>	Current Qtr	<b>Qtr Reported Losses</b>
						Prior Q	uarter Loss	Notificati	ons				
1	10/26/2023	2023	20233	\$5,000,000		650,000	50,000	0	700,000	Out Of State	672,100	27,900	630,000
2	* 9/19/2023	2023	20233	\$1,000,000	TTT	600,000	0	2,000	602,000	MA	0	0	0
3	9/19/2023	2023	20232	\$1,000,000	ZR TTT	50,500	0	0	50,500	Out Of State	53,078	(2,578)	0
4	9/13/2023	2021	20222	\$1,000,000		430,000	25,000	0	455,000	Out Of State	462,392	(7,392)	0
5	9/27/2023	2019	20193	\$1,000,000		750,000	20,000	0	770,000	Out Of State	557,148	212,852	362,050
6	9/15/2023	2019	20192	\$1,000,000	TTT	1,000,000	0	0	1,000,000	MA	106,980	893,020	(1,043,046)
						Current	Quarter Los	s Notifica	tions				
1	2/21/2024	2023	20241	\$1,000,000	ZR TTT	993,200	6,800	0	1,000,000	Out Of State	0	0	0
2	2/7/2024	2023	20234	\$5,000,000	TTT	0	5,000,000	0	5,000,000	MA	0	0	0
3	1/24/2024	2023	20234	\$5,000,000	Commercial Bus	1,000,000	0	50,000	1,050,000	Out Of State	303,028	746,972	303,028
4	12/11/2023	2023	20234	\$5,000,000	Commercial Bus	800,000	5,000	0	805,000	Out Of State	855,300	(50,300)	855,300
5	12/13/2023	2022	20234	\$1,000,000	Special Types / Motorcycle	600,000	0	8,000	608,000	MA	0	0	0
6	3/4/2024	2022	20234	\$1,000,000	ZR TTT	973,669	26,331	0	1,000,000	Out Of State	0	0	0
7	2/27/2024	2022	20233	\$1,000,000	ZR TTT	600,000	16,567	0	616,567	Out Of State	74,331	542,236	51,449
8	2/22/2024	2022	20233	\$1,000,000	ZR TTT	750,000	250,000	0	1,000,000	Out Of State	336,031	663,969	0
9	1/29/2024	2022	20232	\$5,000,000	Commercial Bus	250,000	0	3,710	253,710	Out Of State	5,115	248,595	0
10	12/6/2023	2022	20232	\$1,000,000		300,000	95,000	0	395,000	MA	461,244	(66,244)	237,494
11	12/18/2023	2022	20231	\$1,000,000	TTT	983,374	16,626	0	1,000,000	Out Of State	0	0	0
12	3/6/2024	2022	20223	\$5,000,000	Commercial Bus	2,300,000	25,000	0	2,325,000	Out Of State	349,314	1,975,686	190,397
13	2/7/2024	2020	20204	\$1,000,000	ZR TTT	750,000	0	0	750,000	Out Of State	0	0	0
14	12/18/2023	2018	20193	\$1,000,000	TTT	989,582	10,418	0	1,000,000	Out Of State	1,041,395	(41,395)	889,583
15	1/26/2024	2018	20192	\$5,000,000	Commercial Bus	300,000	0	0	300,000	Out Of State	0	0	0
16	2/7/2024	2018	20184	\$1,000,000	TTT	987,650	12,328	0	999,978	Out Of State	1,064,195	(64,217)	484,059
17	2/6/2024	2017	20181	\$5,000,000		275,000	25,000	30,000	330,000	Out Of State	0	0	0
							rent Quarte	r Updates	5				
1	8/25/2023	2022	20232	\$1,000,000	ZR TTT	925,000	4,200	0	929,200	MA	991,500	(62,300)	206,334

## Commonwealth Automobile Reinsurers Large Loss Notification Summary

LR 24.04 Exhibit #8

#### **December, 2023 Loss Reserving Committee Meeting**

**Large Loss Notifications By Policy Year** 

											Current Qtr	<u>Difference of</u>	<u>Difference of</u>
	<u>Notification</u>	<u>Policy</u>	<u>Accident</u>	Estimated \$							Stat Reported	Estimate to	Prior to Current
<u>#</u> <u>*</u>	<u>Date</u>	<u>Year</u>	Year/Qtr	<u>Liab Limit</u>	<b>Class Description</b>	<u>BI</u>	<u>PDL</u>	<u>PIP</u>	<u>Total</u>	<u>State</u>	<u>Total</u>	Current Qtr	<b>Qtr Reported Losses</b>
2	2/3/2023	2022	20224	\$5,000,000	Commercial Bus	5,000,000	0	117,939	5,117,939	MA	5,548,258	(430,319)	156,525
3	1/26/2023	2022	20224	\$1,000,000		750,000	12,000	750,000	1,512,000	MA	289,718	1,222,282	7,369
4	4/7/2022	2021	20221	\$1,000,000	ZR Bus	500,000	0	0	500,000	MA	416,536	83,464	7,593

<sup>\*</sup> Updated records that had been previously reported

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	A.O. Be	odily Injury	<b>A.O.</b> 1	No Fault	A.O. Prope	rty Damage	A.O. Lia	ability
	AY 2023	AY 2022	AY 2023	AY 2022	AY 2023	AY 2022	AY 2023	AY 2022
Ultimate Loss	84,371	91,073	2,414	2,518	34,504	29,029	121,289	122,620
Distrib Q-1	20,287	12,407	541	443	8,610	7,384		
from Q-2	21,221	38,802	634	696	8,559	6,754		
Avg. of Q-3	28,478	19,842	739	610	9,052	6,864		
Pd/Inc. Q-4	14,385	20,022	500	769	8,283	8,027		
Total	84,371	91,073	2,414	2,518	34,504	29,029		
Alternate Distribution:								
Q-1	0	0	0	0	0	0		
Q-2	0	0	0	0	0	0		
Q-3	0	0	0	0	0	0		
Q-4	0	0	0	0	0	0		
Total	0	0	0	0	0	0		
AY IBNR Q-1	8,153	949	(83)	21	1,137	(162)	9,207	808
Q-2	8,910	10,715	(111)	(47)	1,903	33	10,702	10,701
Q-3	13,151	883	(212)	(96)	2,285	(82)	15,224	705
Q-4	9,075	1,830	(59)	(148)	4,417	(171)	13,433	1,511
Total	39,289	14,377	(465)	(270)	9,742	(382)	48,566	13,725
CY Earn Prem	93,476	88,261	3,239	3,291	48,384	45,920	145,099	137,472
AY Loss Ratio	0.903	1.032	0.745	0.765	0.713	0.632	0.836	0.892
Prior Ratio	0.954	1.012	0.719	0.696	0.610	0.598	0.833	0.866
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2023	PY 2022	PY 2023	PY 2022	PY 2023	PY 2022	PY 2023	PY 2022
Q-1	1,252	7,036	(13)	(67)	175	939	1,414	7,908
Q-2	3,539	9,517	(44)	(85)	756	1,160	4,251	10,592
Q-3	8,669	5,048	(140)	(134)	1,506	726	10,035	5,640
Q-4	8,057	2,625	(52)	(137)	3,922	345	11,927	2,833
Total	21,517	24,226	(249)	(423)	6,359	3,170	27,627	26,973
Shifted Amount	2,750	1,000	275	(175)	1,000	(1,000)	4,025	(175)
Final PY IBNR	24,267	25,226	26	(598)	7,359	2,170	31,652	26,798
THAIT TENT	PY 2023	PY 2022	PY 2023	PY 2022	PY 2023	PY 2022	PY 2023	PY 2022
PY Earn Prem	50,512	88,693	1,604	3,264	25,210	46,265	77,326	138,222
PY Pd + OS Loss	18,104	71,315	1,318	3,305	12,596	27,774	32,018	102,394
PY PD/OS/IBNR	42,371	96,541	1,344	2,707	19,955	29,944	63,670	129,192
PY Loss Ratio	0.839	1.088	0.838	0.829	0.792	0.647	0.823	0.935
Prior PY Loss Ratio	0.935	1.074	0.817	0.777	0.631	0.608	0.833	0.911
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
I Elt III Italbov	3.000	3.000	3.000	3.000	3.000	3.000	3.000	0.000

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	A.O.	Collision	A.O. Con	nprehensive	A.O. Physic	cal Damage	Total All	Other
	AY 2023	AY 2022	AY 2023	AY 2022	AY 2023	AY 2022	AY 2023	AY 2022
	04.054	04.007	10.510	0.000	05.404	04.007	450.450	450.047
Ultimate Loss	24,654	24,667	10,510	9,660	35,164	34,327	156,453	156,947
Distrib Q-1	6,909	6,651	2,042	3,207				
from Q-2	6,253	5,736	2,502	2,386				
Avg. of Q-3	6,118	5,316	3,552	2,174				
Pd/Inc. Q-4	5,374	6,964	2,414	1,893				
Total	24,654	24,667	10,510	9,660				
Alternate Distribution:								
Q-1	0	0	0	0				
Q-2	0	0	0	0				
Q-3	0	0	0	0				
Q-4	0	0	0	0				
Total	0	0	0	0				
AY IBNR Q-1	(132)	(69)	56	16	(76)	(53)	9,131	755
Q-2	(302)	(71)	135	17	(167)	(54)	10,535	10,647
Q-3	(649)	(228)	267	(106)	(382)	(334)	14,842	371
Q-4	2,370	(27)	1,812	153	4,182	126	17,615	1,637
Total	1,287	(395)	2,270	80	3,557	(315)	52,123	13,410
CV Form Brown	20.077	20,220	40.000	40.004	E4 200	47.000	400 450	404.475
CY Earn Prem	39,277	36,339	12,083	10,664	51,360	47,003	196,459	184,475
AY Loss Ratio Prior Ratio	0.628	0.679	0.870	0.906	0.685	0.730	0.796	0.851
AY LR w/Rat Dev	0.641 0.000	0.670 0.000	0.836 0.000	0.910	0.686 0.000	0.725 0.000	0.795	0.830 0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000 0.000	0.000	0.000	0.000 0.000	0.000
P.Y. IBNR							PY 2023	PY 2022
P.T. IDINK Q-1	<u>PY 2023</u> (20)	<u>PY 2022</u> (122)	<u>PY 2023</u> 9	<u>PY 2022</u> 49	<u>PY 2023</u> (11)	PY 2022 (73)	1,403	7,835
Q-1 Q-2	(120)	(209)	54	88	(66)	(121)	4,185	10,471
Q-2 Q-3	(428)	(367)	176	23	(252)	(344)	9,783	5,296
Q-4	2,104	242	1,609	337	3,713	579	15,640	3,412
Total	1,536	(456)	1,848	497	3,384	41	31,011	27,014
Shifted Amount	300	300	(500)	500	(200)	800	3,825	625
Final PY IBNR	1,836	(156)	1,348	997	3,184	841	34,836	27,639
	PY 2023	PY 2022	PY 2023	PY 2022	PY 2023	PY 2022	PY 2023	PY 2022
PY Earn Prem	20,870	37,188	6,519	11,059	27,389	48,247	104,715	186,469
PY Pd + OS Loss	11,292	24,731	3,936	8,519	15,228	33,250	47,246	135,644
PY PD/OS/IBNR	13,128	24,575	5,284	9,516	18,412	34,091	82,082	163,283
PY Loss Ratio	0.629	0.661	0.811	0.860	0.672	0.707	0.784	0.876
Prior PY Loss Ratio	0.659	0.655	0.737	0.844	0.678	0.698	0.793	0.856
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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	A.O. Bo	odily Injury	A.O.	No Fault	A.O. Prope	rty Damage	A.O. Lia	ability
	AY 2021	AY 2020	AY 2021	AY 2020	AY 2021	AY 2020	AY 2021	AY 2020
Ultimate Loss	54,782	50,975	1,779	1,754	26,200	24,754	82,761	77,483
Distrib Q-1	10,785	15,481	430	589	4,405	7,720		
from Q-2	12,408	9,824	355	343	6,215	5,893		
Avg. of Q-3	14,836	13,749	509	421	7,670	5,679		
Pd/Inc. Q-4	16,753	11,921	485	401	7,910	5,462		
Total	54,782	50,975	1,779	1,754	26,200	24,754		
Alternate Distribution:	·		•		·	•		
Q-1	0	0	0	0	0	0		
Q-2	0	0	0	0	0	0		
Q-3	0	0	0	0	0	0		
Q-4	0	0	0	0	0	0		
Total	0	0	0	0	0	0		
AY IBNR Q-1	(301)	1,842	13	32	162	206	(126)	2,080
Q-2	3,034	101	7	19	209	(388)	3,250	(268)
Q-3	1,120	(961)	2	(7)	(256)	`151	866	(817)
Q-4	3,937	1,707	(5)	15	(198)	141	3,734	1,863
Total	7,790	2,689	17	59	(83)	110	7,724	2,858
CY Earn Prem	86,955	81,560	3,364	4,047	46,407	44,952	136,726	130,559
AY Loss Ratio	0.630	0.625	0.529	0.433	0.565	0.551	0.605	0.593
Prior Ratio	0.650	0.630	0.521	0.426	0.539	0.550	0.609	0.596
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020
Q-1	771	(28)	20	15	(116)	165	675	152
Q-2	7,752	1,888	(26)	11	101	(13)	7,827	1,886
Q-3	1,023	(185)	(33)	(3)	(190)	(1)	800	(189)
Q-4	3,639	1,995	(22)	12	(193)	96	3,424	2,103
Total	13,185	3,670	(61)	35	(398)	247	12,726	3,952
Shifted Amount	(4,750)	1,000	(100)	0	0	0	(4,850)	1,000
Final PY IBNR	8,435	4,670	(161)	35	(398)	247	7,876	4,952
	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020
PY Earn Prem	87,530	81,290	3,302	3,479	46,574	44,421	137,406	129,190
PY Pd + OS Loss	54,067	51,266	1,907	1,715	27,997	23,012	83,971	75,993
PY PD/OS/IBNR	62,502	55,936	1,746	1,750	27,599	23,259	91,847	80,945
PY Loss Ratio	0.714	0.688	0.529	0.503	0.593	0.524	0.668	0.627
Prior PY Loss Ratio	0.734	0.688	0.509	0.500	0.563	0.516	0.670	0.624
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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	A.O.	Collision	A.O. Con	nprehensive	A.O. Physic	cal Damage	Total All	l Other
	AY 2021	AY 2020	AY 2021	AY 2020	AY 2021	AY 2020	AY 2021	AY 2020
Ultimate Loss	20,463	17,993	6,940	6,148	27,403	24,141	110,164	101,624
Distrib Q-1	4,519	5,473	1,364	1,758				
from Q-2	4,467	3,916	1,810	1,674				
Avg. of Q-3	5,726	4,137	1,613	1,259				
Pd/Inc. Q-4	5,751	4,467	2,153	1,457				
Total	20,463	17,993	6,940	6,148				
Alternate Distribution:	_	_	_	_				
Q-1	0	0	0	0				
Q-2	0	0	0	0				
Q-3	0	0	0	0				
Q-4	0	0	0	0				
Total	0	0	0	0				
AY IBNR Q-1	(10)	0	3	2	(7)	2	(133)	2,082
Q-2	(18)	0	5	2	(13)	2	3,237	(266)
Q-3	(31)	(4)	0	(2)	(31)	(6)	835	(823)
Q-4	(21)	(4)	11	4	(10)	0	3,724	1,863
Total	(80)	(8)	19	6	(61)	(2)	7,663	2,856
CY Earn Prem	34,619	34,626	10,236	10,824	44,855	45,450	181,581	176,009
AY Loss Ratio	0.591	0.520	0.678	0.568	0.611	0.531	0.607	0.577
Prior Ratio	0.591	0.520	0.671	0.569	0.609	0.531	0.609	0.579
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020
Q-1	(60)	(9)	14	3	(46)	(6)	629	146
Q-2	(51)	(11)	12	4	(39)	(7)	7,788	1,879
Q-3	(102)	(13)	(38)	(1)	(140)	(14)	660	(203)
Q-4	(21)	(6)	29	4	8	(2)	3,432	2,101
Total	(234)	(39)	17	10	(217)	(29)	12,509	3,923
Shifted Amount	(600)	0	0	0	(600)	0	(5,450)	1,000
Final PY IBNR	(834)	(39)	17	10	(817)	(29)	7,059	4,923
	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020	PY 2021	PY 2020
PY Earn Prem	35,545	33,291	10,417	10,161	45,962	43,452	183,368	172,642
PY Pd + OS Loss	23,242	18,440	9,293	5,944	32,535	24,384	116,506	100,377
PY PD/OS/IBNR	22,408	18,401	9,310	5,954	31,718	24,355	123,565	105,300
PY Loss Ratio	0.630	0.553	0.894	0.586	0.690	0.561	0.674	0.610
Prior PY Loss Ratio	0.631	0.552	0.888	0.587	0.689	0.560	0.675	0.608
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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	A.O. Bo	odily Injury	A.O.	No Fault	A.O. Prope	rty Damage	A.O. Lia	ability
	AY 2019	AY 2018	AY 2019	AY 2018	AY 2019	AY 2018	AY 2019	AY 2018
Ultimate Loss	90,317	82,400	3,983	6,120	36,263	35,689	130,563	124,209
Distrib Q-1	19,867	18,159	1,270	765	9,406	8,422		
from Q-2	17,455	18,685	814	2,887	8,288	8,715		
Avg. of Q-3	33,987	19,361	1,032	1,183	9,395	8,127		
Pd/Inc. Q-4	19,008	26,195	867	1,285	9,174	10,425		
Total	90,317	82,400	3,983	6,120	36,263	35,689		
Alternate Distribution:		·	•	·	·	•		
Q-1	0	0	0	0	0	0		
Q-2	0	0	0	0	0	0		
Q-3	0	0	0	0	0	0		
Q-4	0	0	0	0	0	0		
Total	0	0	0	0	0	0		
AY IBNR Q-1	(282)	352	28	7	12	(26)	(242)	333
Q-2	531	(1,478)	19	28	35	20	585	(1,430)
Q-3	(1,388)	782	(17)	(1)	2	17	(1,403)	798
Q-4	818	361	63	28	14	24	895	413
Total	(321)	17	93	62	63	35	(165)	114
CY Earn Prem	92,501	88,034	5,187	5,660	50,575	48,533	148,263	142,227
AY Loss Ratio	0.976	0.936	0.768	1.081	0.717	0.735	0.881	0.873
Prior Ratio	0.994	0.936	0.760	1.062	0.718	0.736	0.892	0.873
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018
Q-1	1,577	(200)	31	26	181	8	1,789	(166)
Q-2	262	(237)	19	23	(234)	30	47	(184)
Q-3	(1,242)	(10)	(14)	(7)	58	12	(1,198)	(5)
Q-4	936	427	56	33	31	23	1,023	483
Total	1,533	(20)	92	75	36	73	1,661	128
Shifted Amount	0	0	0	0	0	0	0	0
Final PY IBNR	1,533	(20)	92	75	36	73	1,661	128
	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018
PY Earn Prem	88,367	91,126	4,711	5,521	48,491	50,035	141,569	146,682
PY Pd + OS Loss	66,673	97,281	2,645	6,520	32,851	35,853	102,169	139,654
PY PD/OS/IBNR	68,206	97,261	2,737	6,595	32,887	35,926	103,830	139,782
PY Loss Ratio	0.772	1.067	0.581	1.195	0.678	0.718	0.733	0.953
Prior PY Loss Ratio	0.791	1.066	0.574	1.174	0.678	0.719	0.745	0.952
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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	A.O.	Collision	A.O. Con	prehensive	A.O. Physic	cal Damage	Total All	Other
	AY 2019	AY 2018	AY 2019	AY 2018	AY 2019	AY 2018	AY 2019	AY 2018
Ultimate Loss	26,249	29,187	7,669	10,791	33,918	39,978	164,481	164,187
Distrib Q-1	6,442	7,963	2,343	3,116				
from Q-2	7,014	6,460	1,784	1,962				
Avg. of Q-3	5,767	7,048	1,886	3,159				
Pd/Inc. Q-4	7,026	7,716	1,656	2,554				
Total	26,249	29,187	7,669	10,791				
Alternate Distribution:								
Q-1	0	0	0	0				
Q-2	0	0	0	0				
Q-3	0	0	0	0				
Q-4	0	0	0	0				
Total	0	0	0	0				
AY IBNR Q-1	0	0	0	0	0	0	(242)	333
Q-2	0	0	0	0	0	0	585	(1,430)
Q-3	0	0	0	0	0	0	(1,403)	798
Q-4	0	0	0	0	0	0	895	413
Total	0	0	0	0	0	0	(165)	114
	ŭ	ŭ	ŭ	9	ŭ	ŭ	(100)	
CY Earn Prem	36,991	34,178	12,872	13,076	49,863	47,254	198,126	189,481
AY Loss Ratio	0.710	0.854	0.596	0.825	0.680	0.846	0.830	0.867
Prior Ratio	0.710	0.854	0.596	0.825	0.680	0.846	0.838	0.866
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018
Q-1	0	0	2	0	2	0	1,791	(166)
Q-2	0	0	1	0	1	0	48	(184)
Q-3	(2)	0	(1)	0	(3)	0	(1,201)	(5)
Q-4	(1)	0	1	0	0	0	1,023	483
Total	(3)	0	3	0	0	0	1,661	128
Shifted Amount	0	0	0	0	0	0	0	0
Final PY IBNR	(3)	0	3	0	0	0	1,661	128
	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018	PY 2019	PY 2018
PY Earn Prem	36,822	35,909	11,893	13,367	48,715	49,276	190,284	195,958
PY Pd + OS Loss	22,305	28,618	6,585	10,016	28,890	38,634	131,059	178,288
PY PD/OS/IBNR	22,302	28,618	6,588	10,016	28,890	38,634	132,720	178,416
PY Loss Ratio	0.606	0.797	0.554	0.749	0.593	0.784	0.697	0.910
Prior PY Loss Ratio	0.606	0.797	0.554	0.750	0.593	0.784	0.706	0.909
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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	A.O. Bo	odily Injury	<b>A.O.</b> 1	No Fault	A.O. Prope	rty Damage	A.O. Lia	ability
	AY 2017	AY 2016	AY 2017	AY 2016	AY 2017	AY 2016	AY 2017	AY 2016
Ultimate Loss	76,987	86,206	4,633	5,467	36,208	30,035	117,828	121,708
Distrib Q-1	21,448	23,179	1,204	1,412	8,807	7,059		
from Q-2	16,708	19,952	1,249	1,504	8,668	7,460		
Avg. of Q-3	21,058	22,739	1,069	1,155	9,892	7,642		
Pd/Inc. Q-4	17,773	20,336	1,111	1,396	8,841	7,874		
Total	76,987	86,206	4,633	5,467	36,208	30,035		
Alternate Distribution:	·	·	•	·	·	•		
Q-1	0	0	0	0	0	0		
Q-2	0	0	0	0	0	0		
Q-3	0	0	0	0	0	0		
Q-4	0	0	0	0	0	0		
Total	0	0	0	0	0	0		
AY IBNR Q-1	860	120	13	1	(9)	7	864	128
Q-2	(653)	101	15	(4)	7	8	(631)	105
Q-3	(1,390)	118	2	1	8	(5)	(1,380)	114
Q-4	1,347	(232)	(22)	4	12	(10)	1,337	(238)
Total	164	107	8	2	18	0	190	109
CY Earn Prem	83,764	77,239	5,401	5,082	42,914	37,924	132,079	120,245
AY Loss Ratio	0.919	1.116	0.858	1.076	0.844	0.792	0.892	1.012
Prior Ratio	0.924	1.115	0.867	1.074	0.845	0.792	0.896	1.012
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016
Q-1	1,165	120	19	1	(32)	7	1,152	128
Q-2	(1,561)	101	32	(4)	19	8	(1,510)	105
Q-3	(1,106)	118	2	1	14	(5)	(1,090)	114
Q-4	1,396	(232)	(18)	4	15	(10)	1,393	(238)
Total	(106)	107	35	2	16	0	(55)	109
Shifted Amount	0	0	0	0	0	0	0	0
Final PY IBNR	(106)	107	35	2	16	0	(55)	109
	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016
PY Earn Prem	85,070	82,168	5,705	5,321	46,913	39,993	137,688	127,482
PY Pd + OS Loss	63,383	91,017	3,833	5,083	36,379	33,168	103,595	129,268
PY PD/OS/IBNR	63,277	91,124	3,868	5,085	36,395	33,168	103,540	129,377
PY Loss Ratio	0.744	1.109	0.678	0.956	0.776	0.829	0.752	1.015
Prior PY Loss Ratio	0.743	1.113	0.686	0.954	0.778	0.829	0.752	1.017
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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	A.O.	Collision	A.O. Con	nprehensive	A.O. Physic	cal Damage	Total All	Other
	AY 2017	AY 2016	AY 2017	AY 2016	AY 2017	AY 2016	AY 2017	AY 2016
Ultimate Loss	29,353	25,492	9,353	8,921	38,706	34,413	156,534	156,121
Distrib Q-1	7,911	6,840	2,663	2,231				
from Q-2	6,026	5,808	2,039	1,885				
Avg. of Q-3	7,416	6,115	2,321	2,426				
Pd/Inc. Q-4	8,000	6,729	2,330	2,379				
Total	29,353	25,492	9,353	8,921				
Alternate Distribution:								
Q-1	0	0	0	0				
Q-2	0	0	0	0				
Q-3	0	0	0	0				
Q-4	0	0	0	0				
Total	0	0	0	0				
AY IBNR Q-1	0	0	0	0	0	0	864	128
Q-2	0	0	0	0	0	0	(631)	105
Q-3	0	0	(3)	(3)	(3)	(3)	(1,383)	111
Q-4	0	0	3	3	3	3	1,340	(235)
Total	0	0	0	0	0	0	190	109
CY Earn Prem	30,656	28,467	12,535	11,513	43,191	39,980	175,270	160,225
AY Loss Ratio	0.957	0.895	0.746	0.775	0.896	0.861	0.893	0.974
Prior Ratio	0.958	0.896	0.746	0.775	0.896	0.861	0.896	0.974
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016
Q-1	0	0	0	0	0	0	1,152	128
Q-2	0	0	0	0	0	0	(1,510)	105
Q-3	0	0	(3)	(3)	(3)	(3)	(1,093)	111
Q-4	0	0	3	3	3	3	1,396	(235)
Total	0	0	0	0	0	0	(55)	109
Shifted Amount	0	0	0	0	0	0	0	0
Final PY IBNR	0	0	0	0	0	0	(55)	109
	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016	PY 2017	PY 2016
PY Earn Prem	32,305	29,557	12,597	12,102	44,902	41,659	182,590	169,141
PY Pd + OS Loss	28,413	27,673	9,850	9,569	38,263	37,242	141,858	166,510
PY PD/OS/IBNR	28,413	27,673	9,850	9,569	38,263	37,242	141,803	166,619
PY Loss Ratio	0.880	0.936	0.782	0.791	0.852	0.894	0.777	0.985
Prior PY Loss Ratio	0.880	0.936	0.782	0.791	0.852	0.894	0.777	0.987
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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	A.O. Bo	odily Injury	<b>A.O.</b> 1	No Fault	A.O. Prope	rty Damage	A.O. Lia	ability
	AY 2015	AY 2014	AY 2015	AY 2014	AY 2015	AY 2014	AY 2015	AY 2014
Ultimate Loss	48,540	54,443	4,036	3,716	28,704	22,634	81,280	80,793
Distrib Q-1	12,295	16,284	1,197	965	7,731	5,346		
from Q-2	10,522	17,820	706	919	6,387	5,517		
Avg. of Q-3	16,163	9,626	1,015	878	6,975	5,715		
Pd/Inc. Q-4	9,560	10,713	1,118	954	7,611	6,056		
Total	48,540	54,443	4,036	3,716	28,704	22,634		
Alternate Distribution:								
Q-1	0	0	0	0	0	0		
Q-2	0	0	0	0	0	0		
Q-3	0	0	0	0	0	0		
Q-4	0	0	0	0	0	0		
Total	0	0	0	0	0	0		
AY IBNR Q-1	(41)	(57)	0	0	0	0	(41)	(57)
Q-2	`48	158	0	0	0	0	`48	158 <sup>°</sup>
Q-3	(40)	99	0	(1)	0	0	(40)	98
Q-4	43	(199)	0	Ò	0	0	43	(199)
Total	10	` <u>í</u>	0	(1)	0	0	10	Ò
CY Earn Prem	68,068	60,262	4,431	3,783	33,834	27,818	106,333	91,863
AY Loss Ratio	0.713	0.903	0.911	0.982	0.848	0.814	0.764	0.879
Prior Ratio	0.715	0.896	0.911	0.982	0.848	0.814	0.766	0.875
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014
Q-1	(41)	(57)	0	0	0	0	(41)	(57)
Q-2	48	158	0	0	0	0	48	158
Q-3	(40)	99	0	(1)	0	0	(40)	98
Q-4	43	(199)	0	0	0	0	43	(199)
Total	10	1	0	(1)	0	0	10	0
Shifted Amount	0	0	0	0	0	0	0	0
Final PY IBNR	10	1	0	(1)	0	0	10	0
	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014
PY Earn Prem	73,046	63,761	4,776	4,038	35,968	30,639	113,790	98,438
PY Pd + OS Loss	63,060	48,025	4,874	3,879	29,250	25,445	97,184	77,349
PY PD/OS/IBNR	63,070	48,026	4,874	3,878	29,250	25,445	97,194	77,349
PY Loss Ratio	0.863	0.753	1.021	0.960	0.813	0.830	0.854	0.786
Prior PY Loss Ratio	0.863	0.755	1.020	0.961	0.813	0.830	0.854	0.787
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

	A.O.	Collision	A.O. Con	prehensive	A.O. Physic	cal Damage	Total All	Other
	AY 2015	AY 2014	AY 2015	AY 2014	AY 2015	AY 2014	AY 2015	AY 2014
Ultimate Loss	21,547	14,553	7,921	7,014	29,468	21,567	110,748	102,360
Distrib Q-1	5,463	3,766	2,390	1,825				
from Q-2	4,335	3,089	1,615	1,792				
Avg. of Q-3	5,650	3,436	2,461	1,753				
Pd/Inc. Q-4	6,099	4,262	1,455	1,644				
Total Alternate Distribution:	21,547	14,553	7,921	7,014				
Q-1	0	0	0	0				
Q-2	0	0	0	0				
Q-3	0	0	0	0				
Q-4	0	0	0	0				
Total	0	0	0	0				
AY IBNR Q-1	0	0	0	0	0	0	(41)	(57)
Q-2	0	0	0	0	0	0	48	158
Q-2 Q-3	0	0	0	0	0	0	(40)	98
Q-4	0	0	0	0	0	0	43	(199)
Total	0	0	0	0	0	0	10	(199)
· Gtal	O	O	Ü	O .	Ü	Ü	10	Ü
CY Earn Prem	23,793	17,659	9,940	8,321	33,733	25,980	140,066	117,843
AY Loss Ratio	0.906	0.824	0.797	0.843	0.874	0.830	0.791	0.869
Prior Ratio	0.906	0.824	0.797	0.843	0.874	0.830	0.792	0.865
AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior AY LR w/Rat Dev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P.Y. IBNR	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014
Q-1	0	0	0	0	0	0	(41)	(57)
Q-2	0	0	0	0	0	0	48	158
Q-3	0	0	0	0	0	0	(40)	98
Q-4	0	0	0	0	0	0	43	(199)
Total	0 0	0	0	0	0	0	10	0
Shifted Amount	Ü	0	0	0	0	0	0	0
Final PY IBNR	0	0	0	0	0	0	10	0
	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014	PY 2015	PY 2014
PY Earn Prem	26,776	20,350	10,873	9,149	37,649	29,499	151,439	127,937
PY Pd + OS Loss	24,788	17,137	8,240	7,224	33,028	24,361	130,212	101,710
PY PD/OS/IBNR	24,788	17,137	8,240	7,224	33,028	24,361	130,222	101,710
PY Loss Ratio	0.926	0.842	0.758	0.790	0.877	0.826	0.860	0.795
Prior PY Loss Ratio	0.926	0.842	0.758	0.790	0.877	0.826	0.860	0.796
PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prior PY LR w/ RatDev	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

## REPORT OF THE LOSS RESERVING COMMITTEE

QUARTER ENDING: DECEMBER 31, 2023

CAR DOCKET # LR 24.06 EXHIBIT # 1 PAGE 1 Of 2

All Other LIABILITY	PY 2023	PY 2022	PY 2021	PY 2020
	@12 Mos	@24 Mos		
Written Premium	155,220	138,222	137,407	129,191
Written Premium Accrued	0	0	0	0
Unearned Premium Current	77,893	0	0	0
Total Earned Premium	77,327	138,222	137,407	129,191
Reported Losses	32,018	102,396	83,970	75,994
I.B.N.R. Reserve	31,652	26,798	7,876	4,952
Total Incurred Losses	63,670	129,194	91,846	80,946
Loss Ratio	0.823	0.935	0.668	0.627
Ceding Expenses & Commissions	37,099	32,667	27,330	27,795
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	18,617	0	0	0
Expense Ratio to Earned Premium C.A.R. Underwriting Deficit	0.239 (4,825)	0.236 (23,639)	0.199 18,231	0.215 20,450
All Other PHYSICAL DAMAGE	PY 2023	PY 2022	PY 2021	PY 2020
All Other I III Globe Dallinge	@12 Mos	@24 Mos	1 1 2021	1 1 2020
Written Premium	55,968	48,247	45,963	43,453
Written Premium Accrued	0	0	0	0
Unearned Premium Current	28,578	0	0	0
Total Earned Premium	27,390	48,247	45,963	43,453
Reported Losses	15,228	33,250	32,536	24,384
I.B.N.R. Reserve	3,184	841	(817)	(29)
Total Incurred Losses	18,412	34,091	31,719	24,355
Loss Ratio	0.672	0.707	0.690	0.560
Ceding Expenses & Commissions	13,376	11,405	9,107	9,325
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	6,829	0	0	0
Expense Ratio to Earned Premium	0.239	0.236	0.198	0.215
C.A.R. Underwriting Deficit	2,431	2,751	5,137	9,773
All Other ALL	PY 2023	PY 2022	PY 2021	PY 2020
	@12 Mos	@24 Mos		
Written Premium	211,188	186,469	183,370	172,644
Written Premium Accrued	. 0	0	0	, O
Unearned Premium Current	106,471	0	0	0
Total Earned Premium	104,717	186,469	183,370	172,644
Reported Losses	47,246	135,646	116,506	100,378
I.B.N.R. Reserve	34,836	27,639	7,059	4,923
Total Incurred Losses	82,082	163,285	123,565	105,301
Loss Ratio	0.784	0.876	0.674	0.610
Ceding Expenses & Commissions	50,475	44,072	36,437	37,120
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	25,446	0	0	0
Expense Ratio to Earned Premium	0.239	0.236	0.199	0.215
C.A.R. Underwriting Deficit	(2,394)	(20,888)	23,368	30,223

## REPORT OF THE LOSS RESERVING COMMITTEE

CAR DOCKET # LR 24.06 EXHIBIT # 1

QUARTER ENDING: DECEMBER 31, 2023 EXHIBIT # 1
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All Other LIABILITY	PY 2019	PY 2018	PY 2017	PY 2016
Written Premium Written Premium Accrued Unearned Premium Current Total Earned Premium Reported Losses I.B.N.R. Reserve Total Incurred Losses	141,569	146,682	137,689	127,482
	0	0	0	0
	0	0	0	0
	141,569	146,682	137,689	127,482
	102,167	139,654	103,593	129,268
	1,661	128	(55)	109
	103,828	139,782	103,538	129,377
Loss Ratio	0.733	0.953	0.752	1.015
Ceding Expenses & Commissions	30,833	34,408	34,430	32,579
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs Expense Ratio to Earned Premium C.A.R. Underwriting Deficit	0	0	0	0
	0.218	0.235	0.250	0.256
	6,908	(27,508)	(279)	(34,474)
All Other PHYSICAL DAMAGE	PY 2019	PY 2018	PY 2017	PY 2016
Written Premium Written Premium Accrued Unearned Premium Current Total Earned Premium Reported Losses I.B.N.R. Reserve Total Incurred Losses	48,715	49,276	44,902	41,659
	0	0	0	0
	0	0	0	0
	48,715	49,276	44,902	41,659
	28,891	38,633	38,264	37,243
	0	0	0	0
	28,891	38,633	38,264	37,243
Loss Ratio	0.593	0.784	0.852	0.894
Ceding Expenses & Commissions	10,546	11,519	11,256	10,708
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs Expense Ratio to Earned Premium C.A.R. Underwriting Deficit	0	0	0	0
	0.216	0.234	0.251	0.257
	9,278	(876)	(4,618)	(6,292)
All Other ALL	PY 2019	PY 2018	PY 2017	PY 2016
Written Premium Written Premium Accrued Unearned Premium Current Total Earned Premium Reported Losses I.B.N.R. Reserve Total Incurred Losses	190,284	195,958	182,591	169,141
	0	0	0	0
	0	0	0	0
	190,284	195,958	182,591	169,141
	131,058	178,287	141,857	166,511
	1,661	128	(55)	109
	132,719	178,415	141,802	166,620
Loss Ratio	0.697	0.910	0.777	0.985
Ceding Expenses & Commissions	41,379	45,927	45,686	43,287
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs Expense Ratio to Earned Premium C.A.R. Underwriting Deficit	0	0	0	0
	0.217	0.234	0.250	0.256
	16,186	(28,384)	(4,897)	(40,766)

## COMMERCIAL ULTIMATE POLICY YEAR DEFICIT PROJECTIONS BASED ON DATA REPORTED THROUGH QUARTER ENDING DECEMBER 2023 (000's OMITTED)

DOCKET#: LR 24.07

EXHIBIT #: 2 PAGE: 1 of 4

SUMMARY EXHIBIT

Policy Year 2022 Policy Year 2021 Policy Year 2023 Dollars % Prem Dollars % Prem Dollars % Prem 100.0% 186,300 100.0% 100.0% Premium 183,400 206,600 Losses Incurred and ALAE 123,612 67.4% 163,199 87.6% 161,974 78.4% Underwriting Expenses 36,443 19.9% 44,032 23.6% 49,377 23.9% **Underwriting Result** 23,345 12.7% (20,931)-11.2% (4,751)-2.3%

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

DOCKET #: LR 24.07 EXHIBIT #: 2 PAGE: 2 of 4

#### Policy Year 2023

	Prior Qtr	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent	
Premium	205,478	100.0%	206,600	100.0%	1,122	0.5%	
Losses Incurred and ALAE	162,944	79.3%	161,974	78.4%	(970)	-0.6%	
Underwriting Expenses	49,109	23.9%	49,377	23.9%	268	0.5%	
Underwriting Result	(6,575)	-3.2%	(4,751)	-2.3%	1,824	-27.7%	
		F	Policy Year 2022				
	Prior Qtr	Estimate	Current Qt	r Estimate	Varia	ance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent	
Premium	186,400	100.0%	186,300	100.0%	(100)	-0.1%	
Losses Incurred and ALAE	159,558	85.6%	163,199	87.6%	3,641	2.3%	
Underwriting Expenses	44,056	23.6%	44,032	23.6%	(24)	-0.1%	
Underwriting Result	(17,214)	-9.2%	(20,931)	-11.2%	(3,717)	21.6%	
		F	Policy Year 2021				
	Prior Qtr	Estimate	Current Qt	r Estimate	Varia	ance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent	
Premium	183,400	100.0%	183,400	100.0%	0	0.0%	
Losses Incurred and ALAE	123,795	67.5%	123,612	67.4%	(183)	-0.1%	
Underwriting Expenses	36,444	19.9%	36,443	19.9%	` (1)́	0.0%	
Underwriting Result	23,161	12.6%	23,345	12.7%	184	0.8%	

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

DOCKET#: LR 24.07 EXHIBIT#: 2 PAGE: 3 of 4

#### Policy Year 2020

	Prior Qtr I	Estimate	Current Qt	r Estimate	Varia	ance
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	172,644	100.0%	172,644	100.0%	0	0.0%
Losses Incurred and ALAE	104,965	60.8%	105,300	61.0%	335	0.3%
Underwriting Expenses	37,120	21.5%	37,120	21.5%	0	0.0%
Underwriting Result	30,559	17.7%	30,224	17.5%	(335)	-1.1%
		P	olicy Year 2019			
	Prior Qtr I	Estimate	Current Qt	r Estimate	Varia	ance
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	190,284	100.0%	190,284	100.0%	0	0.0%
Losses Incurred and ALAE	134,389	70.6%	132,720	69.7%	(1,669)	-1.2%
Underwriting Expenses	41,379	21.7%	41,379	21.7%	0	0.0%
Underwriting Result	14,516	7.6%	16,185	8.5%	1,669	11.5%
		P	olicy Year 2018			
	Prior Qtr I	Estimate	Current Qt	r Estimate	Varia	ance
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	195,958	100.0%	195,958	100.0%	0	0.0%
Losses Incurred and ALAE	178,219	90.9%	178,416	91.0%	197	0.1%
Underwriting Expenses	45,927	23.4%	45,927	23.4%	0	0.0%
Underwriting Result	(28,188)	-14.4%	(28,385)	-14.5%	(197)	0.7%

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

DOCKET#: LR 24.07 EXHIBIT#: 2 PAGE: 4 of 4

#### PY 2017

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium Losses Incurred and ALAE Underwriting Expenses	182,591 141,850 45,686	100.0% 77.7% 25.0%	182,591 141,803 45,686	100.0% 77.7% 25.0%	0 (47) 0	0.0% 0.0% 0.0%
Underwriting Result	(4,945)	-2.7%	(4,898)	-2.7%	47	-1.0%
		PY 20	16			
	Prior Qtr E	Estimate	Current Qtr	- Estimate	Varia	ance
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium Losses Incurred and ALAE Underwriting Expenses	169,141 166,954 43,287	100.0% 98.7% 25.6%	169,141 166,619 43,287	100.0% 98.5% 25.6%	0 (335) 0	0.0% -0.2% 0.0%
Underwriting Result	(41,100)	-24.3%	(40,765)	-24.1%	335	-0.8%

#### LOSS RESERVING COMMITTEE MEETING MEETING ATTENDEES MARCH 6, 2024

### Individual's Name

## Company / Agency

#### PLEASE PRINT

Melissa Vaughn	Safety Insurance Company		
Jacob Sechler	The Hanover Insurance Company		
Satomi Miyanaga	Liberty Mutual Insurance Companies		
Martin Murphy	Plymouth Rock Assurance Corporation		
Gavin Traverso	MAPFRE U.S.A. Corporation		
Shannon Chiu	CAR Staff		
Timothy Galligan	CAR Staff		
Katy Proctor	CAR Staff		
Evan Ross	CAR Staff		
Robin Tigges	CAR Staff		