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PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

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## RECORDS OF MEETING

### LOSS RESERVING COMMITTEE –DECEMBER 4, 2024

#### Members Present

Ms. Melissa Vaughn – Chair  
Ms. Satomi Miyanaga  
Mr. Martin Murphy  
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

#### 24.01 Records of Previous Meeting

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

#### 24.04 Quality of Current Quarter Reporting

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

The Committee was notified that the review of losses in excess of the policy limit included one AOBI claim that was in excess in the amount of approximately \$575,000. The carrier advised staff that the excess losses were reported in error and that the statistical data would be corrected in the next quarter. The information was distributed and incorporated into the final accident year selection.

Next, the Committee was informed that 10 BI claims were referred this quarter to CAR's Compliance Audit Department for additional information and verification of the reported statistics. Five property damage liability (PDL) claims were 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 2015-2024 as of September, 2024. During the current quarter, 13 new large losses were added to the report. One of the 13 claims has been reported with a \$5.0 million combined single limit (CSL). This accident relates to a policy year 2023 policy for a Commercial Bus with an out of state claim with estimated losses of approximately \$3.0 million with statistically reported losses at \$1.1 million including allocated expenses. This information was considered in the ultimate loss selection. One previously included claim dropped off the report for going under the \$1.0 million threshold (Docket #LR24.04, Exhibit #28, Exhibit #29, Exhibit #30).

Also of note, a \$7.2 million claim reported last quarter relating to a Policy Year 2018 Zone Rated Bus that had approximately \$2.0 million in PIP loss had been revised to \$8.9 million for the current quarter. The newly reported loss includes a full \$5.0 million reported CSL, with a revised PIP loss of \$3.6 million. Subsequently, the claim has closed lower than reported, and a manual PIP adjustment of -\$1.27 million was forwarded to the Committee to reflect the new information in the ultimate loss selections.

To date, there are a total of 145 large claims over \$1.0 million reported during the latest 10 policy years, with \$242.3 million in total reported incurred losses. This is an increase of approximately \$9.1 million, attributed to \$15.0 million from the new large losses, offset by an overall downward development from the other existing large losses.

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

	Claims ≥\$1.0M	Current Incurred Losses	Current Reserves	Prior Incurred Losses	Change in Loss
New Claims	13	\$17.9	\$16.8	\$3.0	\$15.0
Total Claims	145	\$242.3	\$88.8	\$233.2	\$9.1

The Committee was also informed that, during the current quarter, 24 new claims were reported using the Large Loss Notification Form. Five claims are reported with a \$5.0 million CSL, 17 with a \$1.0 million CSL, and two with a \$300,000 CSL. For the claims with the \$5.0 million CSL, three claims have estimated losses under \$500,000, one claim has a \$3.6 million estimate with no statistics reported. Several accidents with no reported statistics or large differences between the estimated losses and the reported losses were referred to the Committee for consideration in the ultimate loss selections (Docket #LR24.04, Exhibit #32).

### **24.05 Selection of Ultimate Losses**

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

##### **A.O. Bodily Injury**

##### **Accident Year 2015:**

Mr. Martin Murphy recommended using the incurred indication for accident year 2015.

##### **Accident Year 2016:**

Mr. Murphy recommended using the incurred indication based on the “latest 12 unity” methodology for accident year 2016.

##### **Accident Year 2017:**

Mr. Murphy recommended retaining the prior quarter’s selected loss ratio of 89.9% for accident year 2017.

##### **Accident Year 2018 - 2020:**

Mr. Murphy recommended using the incurred indications based on the “latest 12 M-M” for accident year 2018 - 2020.

**Accident Year 2021:**

Mr. Murphy recommended using 75% of the prior quarter's loss ratio of 58.7% and 25% of the incurred indications based on the "latest 12 Unity" methodology, resulting in a loss ratio of 57.4% for accident year 2021.

**Accident Year 2022:**

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

**Accident Year 2023:**

Mr. Murphy recommended using 75% of the prior quarter's selected ultimate loss and 25% of the incurred loss indications based on the "latest 12" methodology for accident year 2023.

**Accident Year 2024:**

Mr. Murphy recommended using the incurred indication based on the "latest 8" methodology, resulting in an ultimate valuation of \$78.9 million and a loss ratio of 99.9% for accident year 2024.

Mr. Murphy elaborated upon the reasoning behind his selections, noting most importantly the significant development occurring in the large loss prenotifications and claim adjustments in the recent weeks prior to the Committee meeting that were considered in his ultimate loss selections. Among these recent developments was the claim from accident year 2017 noted in the data quality discussion, with \$575,000 in favorability that was not reflected in the data provided prior to the meeting, resulting in Mr. Murphy suggesting the prior quarter's selected loss ratio for accident year 2017. He noted that the selection's ultimate loss total would fall below the current quarter indications by several hundreds of thousands of dollars, which would factor in the favorability from the aforementioned claim adjustment.

Mr. Murphy also noted that accident year 2021, one claim had a subsequent \$1.9 million increase in incurred loss, but because Mr. Murphy selected a higher loss ratio for 2017 last quarter, he applied his weighted loss ratio calculation from the prior quarter to the current quarter (75% weight on prior quarter; 25% weight on current quarter indication). This resulted in a \$3.2 million margin between Mr. Murphy's selection and the current quarter indications based upon the "latest 12 unity" methodology, allowing room for the increase on this accident year 2021 claim.

For 2024, Mr. Murphy made his selection with the adverse development seen in the large loss prenotifications in mind, which included advanced fourth quarter 2024 loss data that will add significantly to the ultimate loss. Even without this advanced data, a \$1.7 million impact indicated in the recent prenotifications was unaccounted for in the calculations of current quarter indications. Therefore, Mr. Murphy selected a higher indication that left a margin of about \$6.5 million between the selected indication and the lowest indication, keeping the selection within the range of reasonable values while accounting for the adverse development seen in the prenotifications.

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

**A.O. No Fault****Accident Years 2015 – 2017:**

Mr. Jacob Sechler recommended using the incurred indications based on the "latest 12 M-M" methodology for accident years 2015 - 2017.

**Accident Years 2018:**

Mr. Sechler recommended using the incurred indications based on the “latest 12 M-M” methodology with an adjustment to account for adjustments forwarded to him related to the current quarter’s prenotification information for accident year 2018.

**Accident Years 2019 – 2023:**

Mr. Sechler recommended using the incurred indications based on the “latest 12” methodology for accident years 2019 - 2023.

**Accident Years 2024:**

Mr. Sechler recommended a loss ratio of 82.0%, the lowest loss ratio in the range of incurred methods for the current quarter. This results in an ultimate valuation of \$2.1 million for accident year 2024.

Mr. Sechler addressed the adjustment made to the selected indication for accident year 2018, stating that 2018 was experiencing unexpected growth in losses where negative development is typically expected for an older accident year. Offsetting this growth were the two claims that had recently settled for a combined \$1.2 million less than expected, as noted in the data quality discussion. The net favorable development was unaccounted for in the calculations of the current quarter indications, so an adjustment was made accordingly to the indication based upon the “latest 12 M-M” methodology.

Mr. Sechler also pointed out that the maximum value of the range of incurred methods for accident year 2024 had decreased since the prior quarter. However, the range was still greater than the prior quarter’s loss ratio of 80.0%, with the minimum incurred method resulting in a loss ratio of 82.0%. As a result, Mr. Sechler recommended the minimum loss ratio of 82.0% for accident year 2024 to bring the selection into the range of reasonable values, despite the favorable development due to the claim adjustments.

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

**A.O. Property Damage Liability****Accident Years 2015 – 2019:**

Ms. Satomi Miyanaga recommended using the incurred loss projections based on the “incurred 8 M-M” methodology for accident years 2015 - 2019.

**Accident Years 2020 – 2022:**

Ms. Miyanaga recommended using the incurred loss projections based on the “latest 8” methodology for accident years 2020 - 2022.

**Accident Year 2023:**

Ms. Miyanaga recommended retaining the prior quarter’s loss ratio of 74.5% for accident year 2023.

**Accident Year 2024:**

Ms. Miyanaga recommended using the incurred loss projections based on the “latest 8” methodology, resulting in an ultimate valuation of \$29.2 million and a loss ratio of 75.4% for accident year 2024.

Ms. Miyanaga justified her reasoning for the accident year 2023 selection by noting the large loss that was reported during the third quarter of 2024, resulting in her decision to maintain the prior quarter’s loss ratio above the current quarter incurred methods. Furthermore, Ms. Miyanaga selected one of the

higher indications for accident year 2024 with knowledge of advanced data not yet accounted for in these indications showing an incoming large loss that will impact the accident year's incurred losses.

After the discussion, 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
2015	48.4	4.0	28.7	81.2	76.3
2016	86.1	5.5	30.0	121.5	101.1
2017	75.3	4.5	36.3	116.1	87.9
2018	84.1	6.5	35.7	126.2	88.7
2019	92.1	3.9	36.3	132.3	89.2
2020	49.5	1.7	24.5	75.7	58.0
2021	49.9	1.7	26.6	78.2	57.2
2022	91.1	2.5	30.9	124.4	90.5
2023	82.4	2.6	36.0	120.9	83.4
2024	78.9	2.1	29.2	110.2	91.6

**All Other Collision and Other Than Collision**

**A.O. Collision**

**Accident Years 2015 – 2022:**

Mr. Gavin Traverso recommended using the paid indications for accident years 2015 – 2022.

**Accident Year 2023:**

Mr. Traverso recommended using the incurred loss projections based on the “latest 12” methodology for accident year 2023.

**Accident Year 2024:**

Mr. Traverso recommended selecting a loss ratio of 57.6%, a calculated average between the current quarter indication loss ratio and the prior quarter's selected loss ratio. This results in an ultimate valuation of \$20.5 million for accident year 2024.

Ms. Melissa Vaughn inquired about accident year 2024, asking Mr. Traverso if he had calculated his selection to maintain a responsible loss ratio despite indications falling below the recommended selection. Mr. Traverso confirmed this reasoning, noting that despite favorable development in the A.O. Collision coverage, the adverse development across the market gave him reason to maintain caution with his current year selection. Ms. Vaughn concurred with this notion and supported his recommendation.

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

**A.O. Other Than Collision**

**Accident Years 2015 – 2017:**

Mr. Traverso recommended using the paid indications for accident years 2015 – 2017.

**Accident Year 2018:**

Mr. Traverso recommended using the incurred indication based on the “latest 8” methodology for accident year 2018.

**Accident Years 2019 – 2022:**

Mr. Traverso recommended using the paid indications for accident years 2019 – 2022.

**Accident Year 2023:**

Mr. Traverso recommended using the incurred indication based on the “latest 8” methodology for accident year 2023.

**Accident Year 2024:**

Mr. Traverso recommended a loss ratio of 73.0% for accident year 2024, resulting in an ultimate valuation of \$7.9 million.

Mr. Traverso reiterated his point from earlier regarding his accident year 2024 selection for AO Collision, stating that the same reasoning applied to his A.O. Comprehensive selection.

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	AOTC	TOTAL	AY LR
2015	21.5	7.9	29.5	87.3
2016	25.5	9.0	34.5	86.2
2017	29.3	9.4	38.7	89.6
2018	29.2	10.7	39.9	84.4
2019	26.2	7.7	33.9	68.0
2020	18.0	6.1	24.1	53.1
2021	20.4	6.9	27.4	61.1
2022	24.9	9.7	34.7	73.8
2023	25.3	9.8	35.0	68.3
2024	20.5	7.9	28.4	61.2

**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 2023 to PY 2020
AO Bodily Injury	\$100,000 from PY 2024 to PY 2020
AO Bodily Injury	\$1,250,000 from PY 2024 to PY 2021
AO Bodily Injury	\$150,000 from PY 2024 to PY 2022
AO PDL	\$400,000 from PY 2023 to PY 2022
AO No Fault	\$80,000 from PY 2023 to PY 2022
AO No Fault	\$95,000 from PY 2023 to PY 2024
AO Collision	\$200,000 from PY 2022 to PY 2024

AO Collision	\$450,000 from PY 2023 to PY 2024
AO OTC	\$130,000 from PY 2021 to PY 2023

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 #4) and (Docket #LR24.05, Exhibit #76)

## **24.07 Latest Valuation of Ultimate Projections**

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

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

	Current <u>Quarter</u>	Prior <u>Quarter</u>
2022	(\$24.5)	(\$23.4)
2023	(\$7.7)	(\$7.5)
2024	(\$13.5)	N/A

The Committee estimated a policy year 2022 deficit of \$24.5 million with an ultimate loss ratio of 88.5%, resulting in a \$1.1 million deterioration from the prior quarter's projected deficit of \$23.4 million.

The Committee estimated a policy year 2023 deficit of \$7.7 million with an ultimate loss ratio of 79.8%. The estimate results in a \$209,000 deterioration from the prior quarter's projected deficit of \$7.5 million.

The Committee estimated a policy year 2024 deficit of \$13.5 million with an ultimate loss ratio of 81.3%. This is the first estimate for the policy year 2024 deficit.

Additional details related to all policy year deficits are attached. (Docket #LR24.07, Exhibit #11)

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

### **Premium Projections**

#### **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 increased \$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 decreased \$300,000 from the prior quarter.

#### **Policy Year 2024**

Mr. Timothy Galligan informed the Committee that the policy year 2024 commercial ultimate premium is estimated to be \$246.0 million. Mr. Galligan reviewed the results of several premium projection methods as follows:

- 1) Traditional method – using a projected total market premium of \$1.362 billion, and a cession rate of 18.31%, based on prior years development. Applying ultimate development factors to the 12-month ceded premium estimate of \$249.4 million results in ultimate premium of \$245.8 million.
- 2) Actual reported data with estimates – using actual reported policy year 2024 data (January-October) and estimated rate adjusted and trended premium for November and December based on 2023 to estimate a 12-month ceded premium. The trend for 2024 to 2023 varied significantly amongst the policy effective months, so several iterations were modeled Applying ultimate development factors to the different 12-month ceded premium estimates resulted in ultimate premiums in the range of \$244.6 million to \$248.2 million.
- 3) Annual premium development method – established methodology of the committee using policy year 2024 data at 9 months and projected using historical development factors. This results in an ultimate premium of \$245.6 million.

Mr. Galligan informed the Committee that a final ultimate premium of \$246.0 million was selected based on the results from the three methodologies used for consideration.

### **Loss Ratios**

The ultimate loss ratios for all policy years are set equal to the selected loss ratios from the meeting.

### **Expense Ratios**

#### **Policy Years 2022 and 2023**

Policy years 2022 and 2023 expense ratios are set equal to the latest reported value, which reflects all true-up adjustments to date.

#### **Policy Year 2024**

The policy year 2024 ultimate expense ratio of 24.17 is based on the expense allowance of 13.53%, the approved expense allowance for 2024. In addition, it includes 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  
January 21, 2025



Commonwealth Automobile Reinsurers															LR 24.04 Exhibit # 28		
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)																	
Data Reported Through September, 2024																	
Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	24	1.0 M	CSL	2024	3	TTT	25,628	1,013,000	7,716	1,046,344	1,013,000	1,045,169	1,175	8,000	Out Of State	2Q 2024	2Q 2024
2	24	1.0 M	CSL	2024	3	TTT	25,853	1,000,000	50,000	1,075,853	0	0	1,075,853	0	Out Of State	3Q 2024	3Q 2024
3	24	1.0 M	CSL	2024	1	TTT	0	1,004,400	75,395	1,079,795	254,400	254,525	825,270	4,525	Out Of State	3Q 2024	2Q 2024
4	24	1.0 M	CSL	2024	5	Zone Rated Bus	7,500	1,142,900	50,501	1,200,901	549,700	599,826	601,075	18,100	Out Of State	3Q 2024	2Q 2024
5	24	1.0 M	CSL	2024	4	TTT	0	1,000,000	50,435	1,050,435	0	0	1,050,435	0	MA	3Q 2024	3Q 2024
							58,981	5,160,300	234,047	5,453,328	1,817,100	1,899,520	3,553,808	30,625			
1	23	1.0 M	CSL	2023	1	Non-Owned / Special Rating	0	1,000,000	4,501	1,004,501	1,000,000	1,004,501	0	0	MA	1Q 2024	3Q 2023
2	23	OTHE R	BI	2024	1	Non-Owned / Special Rating	0	1,000,000	5,004	1,005,004	0	0	1,005,004	0	MA	3Q 2024	3Q 2024
3	23	1.0 M	CSL	2023	9	Zone Rated TTT	59,142	1,000,000	58,309	1,117,451	1,000,000	1,114,701	2,750	0	Out Of State	2Q 2023	2Q 2023
4	23	5.0 M	CSL	2023	1	TTT	1,835,041	3,164,960	169,548	5,169,549	3,276,506	5,171,434	-1,885	0	MA	2Q 2024	2Q 2024
5	23	1.0 M	CSL	2023	1	TTT	0	1,002,200	0	1,002,200	0	0	1,002,200	2,200	MA	3Q 2024	3Q 2023
6	23	5.0 M	CSL	2023	2	Commercial Bus	16,150	1,033,850	35,527	1,085,527	1,034,408	1,085,527	0	50,499	Out Of State	1Q 2024	4Q 2023
7	23	1.0 M	CSL	2023	4	TTT	530,453	578,941	200,006	1,309,400	609,204	1,309,399	1	0	MA	2Q 2023	1Q 2023
8	23	1.0 M	CSL	2023	4	Zone Rated TTT	192,221	974,318	90,045	1,256,584	1,112,493	1,253,207	3,377	142,000	Out Of State	1Q 2024	3Q 2023
9	23	1.0 M	CSL	2024	2	Zone Rated TTT	0	1,100,000	90,375	1,190,375	99,000	99,300	1,091,075	100,375	Out Of State	3Q 2024	2Q 2024
10	23	1.0 M	CSL	2024	5	TTT	0	990,000	66,000	1,056,000	990,000	1,056,000	0	0	Out Of State	2Q 2024	1Q 2024
11	23	1.0 M	CSL	2023	3	Zone Rated TTT	17,574	1,045,851	87,327	1,150,752	976,450	1,070,351	80,401	56,950	Out Of State	2Q 2024	4Q 2023
12	23	5.0 M	CSL	2023	1	Commercial Bus	15,082	1,000,000	61,558	1,076,640	300,000	376,640	700,000	0	Out Of State	3Q 2024	3Q 2023
							2,665,663	13,890,120	868,200	17,423,983	10,398,061	13,541,060	3,882,923	352,024			
1	22	1.0 M	CSL	2023	1	Garage	0	1,000,000	43,440	1,043,440	1,000,000	1,030,002	13,438	0	MA	2Q 2024	1Q 2023
2	22	1.0 M	CSL	2022	1	Special Types / Motorcycle	0	1,000,000	75,567	1,075,567	250,000	282,515	793,052	1,260	MA	3Q 2024	4Q 2022
3	22	5.0 M	CSL	2022	37	Commercial Bus	5,468,446	266	357,107	5,825,819	5,002,765	5,935,213	-109,394	110,725	MA	4Q 2022	4Q 2022
4	22	1.0 M	CSL	2023	5	Zone Rated TTT	51,322	929,200	46,460	1,026,982	929,200	991,500	35,482	0	MA	3Q 2024	2Q 2023
5	22	1.0 M	CSL	2022	3	TTT	230,394	750,000	37,500	1,017,894	750,000	1,017,894	0	0	MA	4Q 2023	1Q 2023
6	22	1.0 M	CSL	2023	4	TTT	1,190,318	0	25,685	1,216,003	1,000,000	1,252,513	-36,510	6,768	Out Of State	1Q 2023	1Q 2023
7	22	1.0 M	CSL	2023	1	TTT	2,000	1,000,500	50,025	1,052,525	1,002,500	1,052,625	-100	2,525	MA	2Q 2024	2Q 2024
8	22	1.0 M	CSL	2022	1	Garage	169,166	830,834	52,117	1,052,117	1,000,000	1,045,388	6,729	0	MA	1Q 2023	2Q 2022
9	22	1.0 M	CSL	2022	3	Garage	229,757	1,000,000	98,592	1,328,349	1,000,000	1,328,349	0	0	MA	4Q 2022	4Q 2022
10	22	1.0 M	CSL	2022	4	PPT - NF	57,287	978,076	14,348	1,049,711	125,000	191,831	857,880	0	MA	3Q 2024	3Q 2022
11	22	1.5 M	CSL	2022	2	Commercial Bus	29,105	1,020,895	99,306	1,149,306	1,000,762	1,128,924	20,382	51,008	Out Of State	4Q 2022	4Q 2022
12	22	5.0 M	CSL	2022	6	Commercial Bus	137,536	5,040,628	145,979	5,324,143	5,013,652	5,290,612	33,531	180,939	Out Of State	1Q 2023	3Q 2022
13	22	5.0 M	CSL	2022	12	Zone Rated Bus	54,294	2,925,000	265,415	3,244,709	2,325,000	2,644,453	600,256	55,122	Out Of State	1Q 2024	4Q 2022
14	22	1.0 M	CSL	2022	2	TTT	13,001	1,000,000	70,187	1,083,188	1,000,000	1,083,188	0	8,187	MA	3Q 2023	3Q 2022
15	22	1.0 M	CSL	2022	3	Non-Owned / Special Rating	0	1,000,000	91,196	1,091,196	1,000,000	1,026,498	64,698	0	Out Of State	4Q 2023	3Q 2023
16	22	1.0 M	CSL	2023	4	Zone Rated TTT	0	1,150,000	75,445	1,225,445	1,150,000	1,225,445	0	150,375	Out Of State	4Q 2023	2Q 2023
17	22	1.0 M	CSL	2023	2	TTT	14,167	1,035,833	45,153	1,095,153	989,933	1,049,253	45,900	50,125	Out Of State	2Q 2024	2Q 2023
18	22	1.0 M	CSL	2023	1	TTT	0	983,374	49,948	1,033,322	983,374	1,033,322	0	0	Out Of State	1Q 2024	2Q 2023
19	22	1.0 M	CSL	2022	3	Zone Rated TTT	150,000	490,000	40,003	680,003	980,000	1,046,865	-366,862	0	Out Of State	3Q 2023	2Q 2022
20	22	1.0 M	CSL	2022	3	Zone Rated TTT	12,942	987,058	50,001	1,050,001	987,058	1,050,001	0	0	Out Of State	2Q 2023	3Q 2022
21	22	1.0 M	CSL	2022	1	Zone Rated TTT	4,141	1,010,840	90,153	1,105,134	1,010,840	1,105,134	0	15,106	Out Of State	2Q 2023	3Q 2022
22	22	1.0 M	CSL	2022	4	Zone Rated TTT	1,153,619	0	30,302	1,183,921	0	1,183,921	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	70,036	1,195,782	1,000,001	1,195,782	0	106,415	Out Of State	3Q 2023	1Q 2023
24	22	5.0 M	CSL	2023	25	Zone Rated Bus	141,128	5,088,425	223,157	5,452,710	5,078,581	5,272,550	180,160	161,898	Out Of State	3Q 2023	3Q 2023
25	22	1.0 M	CSL	2022	7	TTT	106,400	1,000,000	35,005	1,141,405	1,000,000	1,126,405	15,000	0	Out Of State	4Q 2022	4Q 2022
							9,340,768	31,220,930	2,182,127	42,743,825	35,578,666	40,590,183	2,153,642	1,050,253			

Commonwealth Automobile Reinsurers															LR 24.04 Exhibit # 28		
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)																	
Data Reported Through September, 2024																	
Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	21	1.0 M	CSL	2021	1	Special Types / Motorcycle	1,000,000	0	73,029	1,073,029	0	1,073,029	0	0	MA	1Q 2024	1Q 2022
2	21	1.0 M	CSL	2022	4	TTT	45,838	1,000,000	30,768	1,076,606	1,000,000	1,076,606	0	0	MA	1Q 2023	3Q 2022
3	21	1.0 M	CSL	2022	4	Non-Owned / Special Rating	41,626	998,000	43,451	1,083,077	1,000,000	1,068,785	14,292	0	Out Of State	2Q 2022	2Q 2022
4	21	1.0 M	CSL	2021	8	TTT	134,914	970,000	89,103	1,194,017	970,000	1,188,935	5,082	0	MA	1Q 2022	4Q 2021
5	21	5.0 M	CSL	2022	4	TTT	152,390	2,608,400	175,893	2,936,683	2,608,400	2,931,991	4,692	0	MA	1Q 2022	1Q 2022
6	21	1.0 M	CSL	2022	3	Zone Rated TTT	352,000	629,263	31,828	1,013,091	147,503	181,331	831,760	0	Out Of State	3Q 2024	4Q 2022
7	21	5.0 M	CSL	2022	1	Zone Rated Bus	4,900,000	0	84,893	4,984,893	0	4,984,893	0	0	Out Of State	3Q 2022	3Q 2022
8	21	5.0 M	CSL	2022	17	Commercial Bus	1,737,192	2,072,698	158,600	3,968,490	2,107,310	3,850,600	117,890	259,245	Out Of State	4Q 2022	2Q 2022
9	21	1.0 M	CSL	2021	2	TTT	1,030,884	0	4,959	1,035,843	0	1,035,843	0	8,000	MA	4Q 2021	4Q 2021
10	21	1.0 M	CSL	2021	5	TTT	184,745	1,000,000	60,441	1,245,186	1,000,000	1,245,186	0	0	MA	4Q 2023	4Q 2021
							9,579,589	9,278,361	752,965	19,610,915	8,833,213	18,637,199	973,716	267,245			
1	20	1.0 M	CSL	2020	5	TTT	1,035,920	0	21,226	1,057,146	0	1,057,146	0	0	MA	4Q 2020	4Q 2020
2	20	1.0 M	CSL	2021	9	TTT	1,056,107	0	57,730	1,113,837	0	1,113,270	567	0	MA	2Q 2021	1Q 2021
3	20	1.0 M	CSL	2020	3	TTT	34,491	939,743	48,545	1,022,779	939,743	1,016,696	6,083	0	Out Of State	2Q 2024	2Q 2020
4	20	1.0 M	CSL	2021	1	PPT - NF	0	1,000,000	67,483	1,067,483	1,000,000	1,067,483	0	0	Out Of State	2Q 2021	1Q 2021
5	20	1.0 M	CSL	2021	3	Zone Rated TTT	26,254	977,947	58,643	1,062,844	977,947	1,058,532	4,312	0	MA	1Q 2022	2Q 2021
6	20	1.0 M	CSL	2021	3	Zone Rated TTT	1,025,146	0	17,498	1,042,644	0	1,042,644	0	0	Out Of State	4Q 2021	2Q 2021
7	20	1.0 M	CSL	2021	3	TTT	52,982	1,000,000	60,211	1,113,193	1,000,000	1,111,595	1,598	68	Out Of State	2Q 2022	3Q 2021
8	20	1.0 M	CSL	2021	5	TTT	1,037,469	0	14,737	1,052,206	0	1,052,206	0	5,242	MA	3Q 2021	1Q 2021
9	20	1.0 M	CSL	2020	2	Zone Rated TTT	2,412	997,588	65,423	1,065,423	997,588	1,060,546	4,877	0	Out Of State	2Q 2022	4Q 2020
10	20	1.0 M	CSL	2020	1	Public Transportation Buses	1,008,000	0	1,782	1,009,782	0	1,009,782	0	8,000	MA	1Q 2022	4Q 2020
11	20	1.0 M	CSL	2021	3	Non-Owned / Special Rating	1,000,000	0	24,840	1,024,840	0	1,024,840	0	0	MA	3Q 2021	2Q 2021
12	20	5.0 M	CSL	2021	1	Commercial Bus	8,000	1,000,000	70,084	1,078,084	1,000,000	1,072,005	6,079	8,023	MA	4Q 2021	4Q 2021
13	20	1.0 M	CSL	2020	1	Garage	1,008,000	0	1,042	1,009,042	0	1,009,042	0	8,000	MA	4Q 2021	1Q 2021
14	20	1.0 M	CSL	2021	3	Zone Rated TTT	43,475	956,525	75,126	1,075,126	974,009	1,075,084	42	0	Out Of State	1Q 2024	2Q 2021
15	20	1.0 M	CSL	2020	3	Zone Rated TTT	1,020,372	0	106,042	1,126,414	0	1,126,414	0	0	Out Of State	3Q 2020	2Q 2020
							8,358,628	6,871,803	690,412	15,920,843	6,889,287	15,897,285	23,558	29,333			

Commonwealth Automobile Reinsurers  
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)  
Data Reported Through September, 2024

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Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	19	1.0 M	CSL	2019	1	TTT	1,000,000	0	33,462	1,033,462	0	1,033,462	0	0	Out Of State	3Q 2020	3Q 2020
2	19	1.0 M	CSL	2020	2	TTT	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	68,679	1,068,679	1,000,000	1,065,964	2,715	0	MA	2Q 2024	4Q 2019
6	19	5.0 M	CSL	2020	11	TTT	1,746,302	289,553	43,323	2,079,178	321,503	2,080,777	-1,599	0	MA	2Q 2020	2Q 2020
7	19	1.0 M	CSL	2019	3	TTT	32,130	975,870	78,404	1,086,404	975,870	1,082,298	4,106	8,000	MA	4Q 2021	2Q 2019
8	19	1.0 M	BI	2019	3	Non-Owned / Special Rating	975,000	0	77,532	1,052,532	0	1,052,532	0	0	Not Reported	3Q 2021	2Q 2020
9	19	1.0 M	CSL	2019	5	TTT	1,000,000	0	6,071	1,006,071	0	1,006,071	0	0	MA	4Q 2022	4Q 2019
10	19	1.0 M	CSL	2019	2	TTT	1,027,641	0	18	1,027,659	0	1,027,659	0	0	MA	2Q 2022	4Q 2019
11	19	1.0 M	CSL	2019	2	TTT	1,000,000	0	576	1,000,576	0	1,000,576	0	0	MA	4Q 2019	3Q 2019
12	19	1.0 M	CSL	2020	2	TTT	0	1,003,750	125,145	1,128,895	1,003,750	1,128,895	0	3,875	MA	4Q 2020	3Q 2020
13	19	1.0 M	CSL	2020	7	TTT	1,063,469	0	34,120	1,097,589	0	1,097,589	0	0	Out Of State	3Q 2022	1Q 2020
14	19	1.0 M	CSL	2019	2	Zone Rated TTT	0	1,000,000	100,000	1,100,000	1,000,000	1,100,000	0	0	Out Of State	4Q 2022	4Q 2019
15	19	5.0 M	CSL	2019	7	Zone Rated Bus	1,689,274	0	96,527	1,785,801	750,000	2,545,261	-759,460	65,595	Out Of State	1Q 2020	4Q 2019
16	19	5.0 M	CSL	2020	4	Zone Rated Bus	2,803,454	0	145,697	2,949,151	0	2,949,151	0	100,000	Out Of State	3Q 2020	1Q 2020
17	19	1.0 M	CSL	2019	7	Zone Rated TTT	1,045,357	0	18,256	1,063,613	0	1,063,613	0	0	MA	4Q 2020	3Q 2019
18	19	1.5 M	CSL	2019	6	Commercial Bus	1,116,830	0	50,712	1,167,542	0	1,167,542	0	109,801	Out Of State	3Q 2019	3Q 2019
19	19	1.0 M	CSL	2020	5	Zone Rated TTT	1,036,871	0	34,790	1,071,661	0	1,071,661	0	0	Out Of State	3Q 2020	2Q 2020
20	19	5.0 M	CSL	2019	13	Zone Rated Bus	2,352,518	0	61,779	2,414,297	0	2,414,297	0	43,307	Out Of State	4Q 2019	3Q 2019
21	19	1.0 M	CSL	2019	6	TTT	1,030,550	0	10,784	1,041,334	0	1,041,334	0	42	MA	1Q 2020	4Q 2019
							22,012,628	4,269,173	1,030,353	27,312,154	5,051,123	28,066,392	-754,238	330,620			

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

LR 24.04  
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Data Reported Through September, 2024

Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	18	5.0 M	CSL	2019	1	Non-Owned / Special Rating	-2,550	1,000,000	50,000	1,047,450	2,500,000	2,547,450	-1,500,000	0	MA	2Q 2024	3Q 2023
2	18	1.5 M	CSL	2019	2	Commercial Bus	8,000	1,508,000	133,552	1,649,552	1,508,000	1,649,552	0	16,009	MA	4Q 2019	3Q 2019
3	18	1.0 M	CSL	2018	4	TTT	1,094,953	0	32,112	1,127,065	0	1,127,065	0	0	Out Of State	3Q 2019	2Q 2018
4	18	1.0 M	CSL	2018	8	TTT	1,183,229	0	17,741	1,200,970	0	1,200,970	0	0	Out Of State	4Q 2018	4Q 2018
5	18	1.0 M	CSL	2018	6	TTT	1,250,286	0	28,724	1,279,010	0	1,279,010	0	0	MA	3Q 2020	4Q 2018
6	18	1.0 M	CSL	2019	2	TTT	1,079,123	0	4,331	1,083,454	0	1,083,454	0	0	Out Of State	1Q 2019	1Q 2019
7	18	1.0 M	CSL	2019	2	Commercial Bus	8,005	993,940	90,306	1,092,251	993,940	1,090,095	2,156	0	MA	3Q 2021	3Q 2019
8	18	1.0 M	CSL	2018	2	Non-Owned / Special Rating	1,000,000	0	135,006	1,135,006	0	1,135,006	0	0	Not Reported	2Q 2020	2Q 2018
9	18	1.0 M	CSL	2018	5	TTT	1,018,277	0	47,146	1,065,423	0	1,045,711	19,712	0	Out Of State	4Q 2023	4Q 2018
10	18	1.0 M	CSL	2019	2	Garage	1,013,028	0	5,071	1,018,099	0	1,018,099	0	0	MA	2Q 2019	2Q 2019
11	18	1.0 M	CSL	2018	4	TTT	1,095,599	0	39,901	1,135,500	0	1,135,500	0	0	Out Of State	3Q 2020	4Q 2018
12	18	1.0 M	CSL	2019	16	Zone Rated TTT	1,024,688	0	78,550	1,103,238	0	1,103,238	0	0	Out Of State	2Q 2019	2Q 2019
13	18	1.0 M	CSL	2018	2	TTT	34,184	1,000,000	7,961	1,042,145	1,000,000	1,048,875	-6,730	0	MA	4Q 2018	4Q 2018
14	18	1.0 M	CSL	2019	3	TTT	11,720	989,583	75,092	1,076,395	989,583	1,076,395	0	0	Out Of State	4Q 2023	3Q 2019
15	18	1.0 M	CSL	2018	3	Zone Rated TTT	960,890	0	68,594	1,029,484	0	1,029,484	0	35,083	Out Of State	2Q 2020	4Q 2018
16	18	5.0 M	CSL	2018	9	Zone Rated Bus	1,643,965	0	61,010	1,704,975	0	1,704,975	0	32,938	Out Of State	3Q 2020	4Q 2018
17	18	5.0 M	CSL	2019	14	Zone Rated Bus	1,000,644	0	45,901	1,046,545	0	1,046,545	0	25,198	Out Of State	4Q 2019	3Q 2019
18	18	1.0 M	CSL	2019	2	Zone Rated TTT	28,466	998,440	75,144	1,102,050	998,440	1,102,050	0	26,906	Out Of State	2Q 2022	2Q 2019
19	18	5.0 M	CSL	2019	59	Zone Rated Bus	5,026,954	726,643	406,635	6,160,232	726,643	6,160,232	0	376,623	Out Of State	1Q 2019	1Q 2019
20	18	5.0 M	CSL	2018	1	Zone Rated Bus	5,000,000	0	29,419	5,029,419	0	5,029,419	0	21	Out Of State	1Q 2019	4Q 2018
21	18	5.0 M	CSL	2019	4	Zone Rated Bus	5,000,000	0	209,896	5,209,896	0	5,209,896	0	0	Out Of State	3Q 2019	3Q 2019
22	18	5.0 M	CSL	2018	72	Zone Rated Bus	1,597,192	1,279,675	939,919	3,816,786	5,003,500	7,324,826	-3,508,040	3,572,616	Out Of State	2Q 2018	2Q 2018
23	18	5.0 M	CSL	2018	33	Zone Rated Bus	0	5,000,000	99,440	5,099,440	0	0	5,099,440	0	Out Of State	3Q 2024	3Q 2024
							30,076,653	13,496,281	2,681,451	46,254,385	13,720,106	46,147,847	106,538	4,085,394			
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			

Commonwealth Automobile Reinsurers															LR 24.04 Exhibit # 28		
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)																	
Data Reported Through September, 2024																	
Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	16	1.0 M	CSL	2017	3	Garage	1,068,595	0	24,217	1,092,812	0	1,092,812	0	8,000	Out Of State	1Q 2018	2Q 2017
2	16	5.0 M	CSL	2016	1	Commercial Bus	5,000,000	0	51,479	5,051,479	0	5,051,479	0	0	Out Of State	3Q 2016	3Q 2016
3	16	1.0 M	CSL	2017	2	Non-Owned / Special Rating	1,000,000	0	17	1,000,017	0	1,000,017	0	0	Out Of State	3Q 2017	2Q 2017
4	16	1.0 M	CSL	2016	1	Commercial Bus	1,007,000	0	118,457	1,125,457	0	1,125,457	0	2,000	MA	1Q 2020	3Q 2016
5	16	5.0 M	CSL	2017	4	Commercial Bus	3,550,031	0	78,378	3,628,409	0	3,628,409	0	50,337	Out Of State	4Q 2018	2Q 2017
6	16	1.0 M	CSL	2016	3	Zone Rated TTT	1,003,220	0	39,530	1,042,750	0	1,042,750	0	0	Out Of State	3Q 2018	4Q 2016
7	16	5.0 M	CSL	2017	27	Commercial Bus	1,914,802	4,195,612	609,736	6,720,150	5,000,000	6,094,933	625,217	72,935	Out Of State	4Q 2017	3Q 2017
8	16	5.0 M	CSL	2016	1	Commercial Bus	3,250,000	0	384,547	3,634,547	0	3,634,547	0	0	MA	4Q 2018	4Q 2016
9	16	1.0 M	CSL	2016	2	Non-Owned / Special Rating	1,000,000	0	45	1,000,045	0	1,000,045	0	0	Not Reported	1Q 2017	3Q 2016
10	16	1.0 M	CSL	2016	10	TTT	1,013,500	0	52,275	1,065,775	0	1,065,775	0	0	MA	2Q 2018	4Q 2016
11	16	1.0 M	CSL	2016	1	PPT Fleet	1,050,000	0	100,493	1,150,493	0	1,150,493	0	50,025	Out Of State	4Q 2016	3Q 2016
12	16	1.0 M	CSL	2017	4	TTT	994,060	0	9,918	1,003,978	0	1,003,978	0	0	MA	2Q 2020	4Q 2017
13	16	1.0 M	CSL	2016	4	Non-Owned / Special Rating	1,000,000	0	109,214	1,109,214	0	1,109,214	0	0	Not Reported	4Q 2017	3Q 2017
14	16	5.0 M	CSL	2017	12	Zone Rated Bus	1,366,396	0	197,474	1,563,870	0	1,563,870	0	46,964	Out Of State	4Q 2018	3Q 2017
15	16	5.0 M	CSL	2017	2	Zone Rated Bus	0	900,000	125,095	1,025,095	900,000	1,025,095	0	0	Out Of State	1Q 2024	2Q 2017
16	16	1.0 M	CSL	2017	18	Garage	1,000,000	0	255,133	1,255,133	800,542	2,291,457	-1,036,324	0	MA	2Q 2017	2Q 2017
17	16	1.5 M	CSL	2016	4	Commercial Bus	1,497,944	0	57,951	1,555,895	0	1,555,895	0	39,509	Out Of State	2Q 2017	2Q 2016
18	16	1.0 M	CSL	2017	17	Garage	1,000,000	0	0	1,000,000	812,599	1,814,099	-814,099	0	MA	2Q 2017	2Q 2017
							27,715,548	5,095,612	2,213,959	35,025,119	7,513,141	36,250,325	-1,225,206	269,770			
1	15	1.0 M	CSL	2016	2	TTT	1,016,000	0	12,957	1,028,957	0	1,028,957	0	16,000	MA	4Q 2016	4Q 2016
2	15	5.0 M	CSL	2016	76	Zone Rated Bus	5,560,777	0	872,180	6,432,957	0	6,432,957	0	330,558	Out Of State	4Q 2016	1Q 2016
3	15	1.0 M	CSL	2016	3	TTT	999,999	0	86,581	1,086,580	0	1,086,580	0	0	Out Of State	1Q 2018	2Q 2017
4	15	5.0 M	CSL	2016	31	Non-Owned / Special Rating	5,000,000	0	76,786	5,076,786	0	5,076,786	0	0	Out Of State	2Q 2018	4Q 2016
5	15	5.0 M	CSL	2016	5	Non-Owned / Special Rating	1,842,823	0	146,584	1,989,407	0	1,989,407	0	0	MA	1Q 2016	1Q 2016
6	15	1.0 M	CSL	2016	2	TTT	1,000,000	0	40,716	1,040,716	0	1,040,716	0	0	Out Of State	1Q 2019	2Q 2016
7	15	1.0 M	CSL	2016	3	Zone Rated TTT	1,001,356	0	172,598	1,173,954	0	1,173,954	0	0	Out Of State	4Q 2018	1Q 2016
8	15	1.0 M	CSL	2015	3	Public Transportation Buses	1,006,295	0	489	1,006,784	0	1,006,784	0	6,380	MA	1Q 2016	3Q 2015
9	15	5.0 M	CSL	2016	15	Zone Rated Bus	2,954,996	0	312,059	3,267,055	0	3,267,055	0	55,845	Out Of State	3Q 2016	2Q 2016
							20,382,246	0	1,720,950	22,103,196	0	22,103,196	0	408,783			

**Commonwealth Automobile Reinsurers**  
**Large Loss Summary By Range**  
**Data Reported through September, 2024**  
**Policy Year Large Losses \$300,000 or Greater**

LR 24.04  
Exhibit #29

Loss Range		2015			2016			2017			2018		
>=	<	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot
5.0 M	+	2	11,509,743	8.8%	2	11,771,629	7.1%	0	0	0.0%	4	21,498,987	11.8%
2.5 M	5.0 M	1	3,267,055	2.5%	2	7,262,956	4.4%	1	2,566,012	1.8%	1	3,816,786	2.1%
2.0 M	2.5 M	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%
1.5 M	2.0 M	1	1,989,407	1.5%	2	3,119,765	1.9%	0	0	0.0%	2	3,354,527	1.8%
1.0 M	1.5 M	5	5,336,991	4.1%	12	12,870,769	7.8%	8	8,556,412	6.0%	16	17,584,085	9.7%
<b>Policies &gt; 1.0 M</b>		<b>9</b>	<b>22,103,196</b>	<b>17.0%</b>	<b>18</b>	<b>35,025,119</b>	<b>21.2%</b>	<b>9</b>	<b>11,122,424</b>	<b>7.8%</b>	<b>23</b>	<b>46,254,385</b>	<b>25.4%</b>
500,000	1.0 M	11	6,541,249	5.0%	26	17,215,014	10.4%	13	8,458,116	5.9%	24	16,521,551	9.1%
300,000	500,000	9	3,319,139	2.6%	17	6,446,426	3.9%	29	11,085,883	7.8%	23	8,568,917	4.7%
<b>Sum of Large Losses</b>		<b>29</b>	<b>31,963,584</b>	<b>24.5%</b>	<b>61</b>	<b>58,686,559</b>	<b>35.5%</b>	<b>51</b>	<b>30,666,423</b>	<b>21.5%</b>	<b>70</b>	<b>71,344,853</b>	<b>39.2%</b>
<b>Prior Qtr</b>		<b>29</b>	<b>31,963,584</b>	<b>24.5%</b>	<b>61</b>	<b>59,901,469</b>	<b>36.0%</b>	<b>50</b>	<b>30,014,259</b>	<b>21.1%</b>	<b>69</b>	<b>71,386,796</b>	<b>39.3%</b>
<b>Total Incurred Losses</b>			<b>130,262,894</b>			<b>165,225,969</b>			<b>142,371,403</b>			<b>181,907,308</b>	
Loss Range		2019			2020			2021			2022		
>=	<	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot
5.0 M	+	0	0	0.0%	0	0	0.0%	0	0	0.0%	3	16,602,672	10.8%
2.5 M	5.0 M	1	2,949,151	2.3%	0	0	0.0%	3	11,890,066	10.0%	1	3,244,709	2.1%
2.0 M	2.5 M	2	4,493,475	3.4%	0	0	0.0%	0	0	0.0%	0	0	0.0%
1.5 M	2.0 M	1	1,785,801	1.4%	0	0	0.0%	0	0	0.0%	0	0	0.0%
1.0 M	1.5 M	17	18,083,727	13.8%	15	15,920,843	15.7%	7	7,720,849	6.5%	20	22,227,080	14.4%
<b>Policies &gt; 1.0 M</b>		<b>21</b>	<b>27,312,154</b>	<b>20.8%</b>	<b>15</b>	<b>15,920,843</b>	<b>15.7%</b>	<b>10</b>	<b>19,610,915</b>	<b>16.5%</b>	<b>24</b>	<b>42,074,461</b>	<b>27.3%</b>
500,000	1.0 M	16	10,673,363	8.1%	18	11,874,180	11.7%	14	10,584,944	8.9%	24	15,503,581	10.1%
300,000	500,000	22	7,643,314	5.8%	15	5,177,486	5.1%	20	7,401,922	6.2%	22	7,977,487	5.2%
<b>Sum of Large Losses</b>		<b>59</b>	<b>45,628,831</b>	<b>34.8%</b>	<b>48</b>	<b>32,972,509</b>	<b>32.6%</b>	<b>44</b>	<b>37,597,781</b>	<b>31.7%</b>	<b>70</b>	<b>65,555,529</b>	<b>42.6%</b>
<b>Prior Qtr</b>		<b>59</b>	<b>46,338,604</b>	<b>35.1%</b>	<b>49</b>	<b>32,825,550</b>	<b>32.5%</b>	<b>43</b>	<b>35,497,592</b>	<b>30.3%</b>	<b>62</b>	<b>58,991,563</b>	<b>39.5%</b>
<b>Total Incurred Losses</b>			<b>131,205,917</b>			<b>101,271,492</b>			<b>118,745,503</b>			<b>153,965,084</b>	
Loss Range		2023			2024			Total					
>=	<	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot			
5.0 M	+	1	5,169,549	4.1%	0	0	0.0%	12	66,552,580	5.2%			
2.5 M	5.0 M	0	0	0.0%	0	0	0.0%	10	34,996,735	2.7%			
2.0 M	2.5 M	0	0	0.0%	0	0	0.0%	2	4,493,475	0.4%			
1.5 M	2.0 M	0	0	0.0%	0	0	0.0%	6	10,249,500	0.8%			
1.0 M	1.5 M	11	12,254,462	9.8%	5	5,453,328	18.8%	116	126,008,546	9.9%			
<b>Policies &gt; 1.0 M</b>		<b>12</b>	<b>17,424,011</b>	<b>13.9%</b>	<b>5</b>	<b>5,453,328</b>	<b>18.8%</b>	<b>146</b>	<b>242,300,836</b>	<b>18.9%</b>			
500,000	1.0 M	17	12,035,927	9.6%	1	535,163	1.8%	164	109,943,088	8.6%			
300,000	500,000	12	4,731,858	3.8%	3	980,300	3.4%	172	63,332,732	5.0%			
<b>Sum of Large Losses</b>		<b>41</b>	<b>34,191,796</b>	<b>27.3%</b>	<b>9</b>	<b>6,968,791</b>	<b>24.0%</b>	<b>482</b>	<b>415,576,656</b>	<b>32.5%</b>			
<b>Prior Qtr</b>		<b>35</b>	<b>28,417,699</b>	<b>26.6%</b>	<b>2</b>	<b>1,644,995</b>	<b>15.5%</b>	<b>459</b>	<b>396,982,111</b>	<b>32.1%</b>			
<b>Total Incurred Losses</b>			<b>125,175,973</b>			<b>29,058,722</b>			<b>1,279,190,265</b>				

% Tot = Large Loss / Total Incurred Losses

## Commonwealth Automobile Reinsurers

LR 24.04  
Exhibit # 30

## Large Loss by Policy Year

## Change by Quarter

Data Reported through September, 2024

## Summary of Losses Over 1.0 Million

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2024	5	5,160,300	5,453,328	1,899,520	3,553,808
2023	12	13,890,120	17,423,983	13,541,060	3,882,923
2022	24	30,730,930	42,063,822	39,543,318	2,520,504
2021	10	9,278,361	19,610,915	18,637,199	973,716
2020	15	6,871,803	15,920,843	15,897,285	23,558
2019	21	4,269,173	27,312,154	28,066,392	(754,238)
2018	22	13,496,281	46,254,385	46,147,847	106,538
2017	9	0	11,122,424	11,122,424	0
2016	18	5,095,612	35,025,119	36,250,325	(1,225,206)
2015	9	0	22,103,196	22,103,196	0
<b>Subtotal</b>	<b>145</b>	<b>88,792,580</b>	<b>242,290,169</b>	<b>233,208,566</b>	<b>9,081,603</b>

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

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2022	1	490,000	680,003	1,046,865	(366,862)
<b>Subtotal</b>	<b>1</b>	<b>490,000</b>	<b>680,003</b>	<b>1,046,865</b>	<b>(366,862)</b>
<b>Total All</b>	<b>146</b>	<b>89,282,580</b>	<b>242,970,172</b>	<b>234,255,431</b>	<b>8,714,741</b>

## New to Report: Incurred Losses Over 1.0 Million

Policy Year	# Policies	Current Reserves	Current Incurred Loss	Prior Incurred Loss	Change in Loss
2024	4	4,147,300	4,406,984	854,351	3,552,633
2023	4	4,102,200	4,274,219	475,940	3,798,279
2022	3	2,907,276	3,152,260	1,465,846	1,686,414
2021	1	629,263	1,013,091	181,331	831,760
2018	1	5,000,000	5,099,440	0	5,099,440
<b>Subtotal</b>	<b>13</b>	<b>16,786,039</b>	<b>17,945,994</b>	<b>2,977,468</b>	<b>14,968,526</b>

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Commonwealth Automobile Reinsurers

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Large Loss Notification Summary

September, 2024 Loss Reserving Committee Meeting

LR 24.04  
Exhibit # 32

Large Loss Notifications By Policy Year

											Current Qtr	Difference of	Difference of	
											Stat Reported	Estimate to	Prior to Current	
#	*	Notification Date	Policy Year	Accident Year/Qtr	Liab Limit	Class Description	BI	PDL	PIP	Total	State	Total	Current Qtr	Qtr Reported Losses
Prior Quarter Loss Notifications														
1		8/19/2024	2024	20243	\$5,000,000	ZR Bus	300,000	6,250	0	306,250	Out Of State	331,250	(25,000)	331,250
2		8/12/2024	2024	20242	\$1,000,000	Special Types / Motorcycle	500,000	0	8,000	508,000	MA	535,163	(27,163)	280,538
3		8/12/2024	2024	20242	\$1,000,000	ZR TTT	1,000,000	0	4,400	1,004,400	Out Of State	1,079,795	(75,395)	825,270
4		8/12/2024	2024	20242	\$1,000,000	PPT - NF	300,000	5,450	0	305,450	MA	330,462	(25,012)	74,912
5		8/21/2024	2023	20242	\$1,000,000	TTT	250,000	5,450	0	255,450	Out Of State	292,435	(36,985)	254,995
6		8/11/2024	2023	20242	\$1,000,000	TTT	750,000	4,200	2,500	756,700	MA	794,435	(37,735)	(100)
7		8/12/2024	2023	20241	\$1,000,000	ZR TTT	991,000	9,000	100,000	1,100,000	Out Of State	1,190,375	(90,375)	1,091,075
8		7/8/2024	2023	20234	\$1,000,000	ZR TTT	920,000	10,808	56,451	987,259	Out Of State	1,150,752	(163,493)	80,401
9		7/8/2024	2023	20233	\$5,000,000	Commercial Bus	1,000,000	15,082	0	1,015,082	Out Of State	1,076,640	(61,558)	700,000
10		8/12/2024	2022	20233	\$1,000,000	PPT - NF	300,000	0	5,698	305,698	MA	323,098	(17,400)	67,697
11		8/12/2024	2022	20231	\$1,000,000	TTT	1,000,000	0	2,500	1,002,500	MA	1,052,525	(50,025)	(100)
12		8/11/2024	2022	20231	\$1,000,000	Taxi	600,000	0	8,000	608,000	MA	638,020	(30,020)	262,500
13		7/8/2024	2022	20231	\$5,000,000	ZR Bus	475,000	5,450	13,200	493,650	Out Of State	624,025	(130,375)	520,150
14		8/11/2024	2022	20223	\$1,000,000	TTT	600,000	0	0	600,000	Out Of State	634,185	(34,185)	367,860
15		8/11/2024	2022	20223	\$1,000,000		750,000	0	0	750,000	MA	1,075,567	(325,567)	793,052
16		7/24/2024	2022	20223	\$1,000,000		22,000	978,000	0	1,000,000	Out Of State	1,049,711	(49,711)	857,880
17		8/22/2024	2021	20223	\$1,000,000		998,000	2,000	0	1,000,000	Out Of State	1,013,091	(13,091)	831,760
18		8/20/2024	2021	20221	\$1,000,000	TTT	750,000	6,375	0	756,375	Out Of State	796,837	(40,462)	578,237
19		8/11/2024	2020	20214	\$1,000,000	TTT	650,000	0	0	650,000	Out Of State	683,302	(33,302)	53,302
20		8/11/2024	2020	20204	\$1,000,000	TTT	500,000	18,186	2,100	520,286	Out Of State	554,420	(34,134)	110,748
21		8/8/2024	2018	20184	\$1,000,000		300,000	0	0	300,000	Out Of State	317,741	(17,741)	303,477
22		7/31/2024	2017	20184	\$1,000,000		300,000	1,870	0	301,870	Out Of State	314,830	(12,960)	286,886
Current Quarter Loss Notifications														
1		11/11/2024	2024	20244	\$5,000,000	Commercial Bus	3,550,000	10,000	0	3,560,000	Out Of State	0	0	0
2		10/15/2024	2024	20244	\$1,000,000	TTT	285,000	15,000	0	300,000	MA	0	0	0
3		10/10/2024	2024	20243	\$5,000,000	TTT	0	250,000	0	250,000	MA	244,116	5,884	244,116



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

											Current Qtr	Difference of	Difference of	
											Stat Reported	Estimate to	Prior to Current	
#	*	Notification	Policy	Accident	Estimated \$							Total	Current Qtr	Qtr Reported Losses
		Date	Year	Year/Qtr	Liab Limit	Class Description	BI	PDL	PIP	Total	State			
4		10/8/2024	2024	20243	\$1,000,000	TTT	0	1,000,000	0	1,000,000	MA	0	0	0
5		10/8/2024	2024	20243	\$1,000,000	TTT	995,800	4,200	0	1,000,000	Out Of State	1,075,853	(75,853)	1,075,853
6		9/24/2024	2024	20243	\$1,000,000	TTT	600,000	25,450	0	625,450	MA	1,050,435	(424,985)	1,050,435
7		10/22/2024	2024	20242	\$1,000,000	Special Types / Motorcycle	250,000	9,250	0	259,250	MA	87,312	171,938	33,132
8		10/15/2024	2024	20242	\$5,000,000	ZR Bus	75,000	9,245	4,400	88,645	Out Of State	44,036	44,609	8,486
9		10/10/2024	2024	20242	\$300,000	PPT - NF	285,000	15,000	0	300,000	MA	68,175	231,825	(6,263)
10		10/10/2024	2023	20243	\$1,000,000	Special Types / Motorcycle	750,000	0	0	750,000	MA	780,000	(30,000)	780,000
11		10/8/2024	2023	20243	\$1,000,000	TTT	250,000	0	4,400	254,400	Out Of State	348,297	(93,897)	348,297
12		9/23/2024	2023	20242	\$1,000,000		1,000,000	15,000	8,000	1,023,000	MA	1,005,004	17,996	1,005,004
13		9/10/2024	2023	20242	\$5,000,000	Commercial Bus	350,000	6,000	8,000	364,000	Out Of State	373,826	(9,826)	278,476
14		10/31/2024	2023	20241	\$1,000,000		400,000	0	0	400,000	Out Of State	12,820	387,180	2,795
15		10/22/2024	2023	20241	\$1,000,000	ZR TTT	250,000	5,300	0	255,300	Out Of State	35,416	219,884	0
16		9/24/2024	2023	20241	\$1,000,000	Car Service	250,000	0	8,000	258,000	MA	255,352	2,648	255,352
17		9/19/2024	2023	20233	\$1,000,000		1,000,000	0	0	1,000,000	MA	1,002,200	(2,200)	1,002,200
18		10/8/2024	2020	20204	\$1,000,000	PPT - NF	501,973	8,256	0	510,229	MA	551,287	(41,058)	319,456
19		9/23/2024	2020	20203	\$1,000,000		380,000	3,500	50,000	433,500	Out Of State	475,102	(41,602)	145,000
Current Quarter Updates														
1		12/20/2021	2020	20214	\$5,000,000	ZR TTT	3,000,000	0	8,000	3,008,000	MA	1,078,084	1,929,916	6,079

\* Updated records that had been previously reported

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<b>All Other LIABILITY</b>	<b><u>PY 2024</u></b>	<b><u>PY 2023</u></b>	<b><u>PY 2022</u></b>	<b><u>PY 2021</u></b>
	@09 Mos	@21 Mos		
Written Premium	133,039	152,948	138,163	137,407
Written Premium Accrued	0	0	0	0
Unearned Premium Current	83,726	4,816	0	0
Total Earned Premium	49,313	148,132	138,163	137,407
Reported Losses	22,755	91,576	120,321	86,015
I.B.N.R. Reserve	23,046	33,184	13,163	2,685
Total Incurred Losses	45,801	124,760	133,484	88,700
Loss Ratio	0.929	0.842	0.966	0.646
Ceding Expenses & Commissions	32,155	36,563	32,653	27,330
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	20,236	1,151	0	0
Expense Ratio to Earned Premium	0.242	0.239	0.236	0.199
C.A.R. Underwriting Deficit	(8,407)	(12,040)	(27,974)	21,377
<b>All Other PHYSICAL DAMAGE</b>	<b><u>PY 2024</u></b>	<b><u>PY 2023</u></b>	<b><u>PY 2022</u></b>	<b><u>PY 2021</u></b>
	@09 Mos	@21 Mos		
Written Premium	53,333	55,669	48,206	45,963
Written Premium Accrued	0	0	0	0
Unearned Premium Current	33,343	1,843	0	0
Total Earned Premium	19,990	53,826	48,206	45,963
Reported Losses	6,303	33,876	33,690	32,654
I.B.N.R. Reserve	4,219	2,614	(325)	(157)
Total Incurred Losses	10,522	36,490	33,365	32,497
Loss Ratio	0.526	0.678	0.692	0.707
Ceding Expenses & Commissions	12,890	13,308	11,395	9,107
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	8,058	440	0	0
Expense Ratio to Earned Premium	0.242	0.239	0.236	0.198
C.A.R. Underwriting Deficit	4,636	4,468	3,446	4,359
<b>All Other ALL</b>	<b><u>PY 2024</u></b>	<b><u>PY 2023</u></b>	<b><u>PY 2022</u></b>	<b><u>PY 2021</u></b>
	@09 Mos	@21 Mos		
Written Premium	186,372	208,617	186,369	183,370
Written Premium Accrued	0	0	0	0
Unearned Premium Current	117,069	6,659	0	0
Total Earned Premium	69,303	201,958	186,369	183,370
Reported Losses	29,058	125,452	154,011	118,669
I.B.N.R. Reserve	27,265	35,798	12,838	2,528
Total Incurred Losses	56,323	161,250	166,849	121,197
Loss Ratio	0.813	0.798	0.895	0.661
Ceding Expenses & Commissions	45,045	49,871	44,048	36,437
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	28,294	1,591	0	0
Expense Ratio to Earned Premium	0.242	0.239	0.236	0.199
C.A.R. Underwriting Deficit	(3,771)	(7,572)	(24,528)	25,736

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<b>All Other LIABILITY</b>	<b><u>PY 2020</u></b>	<b><u>PY 2019</u></b>	<b><u>PY 2018</u></b>	<b><u>PY 2017</u></b>
Written Premium	129,191	141,569	146,682	137,689
Written Premium Accrued	0	0	0	0
Unearned Premium Current	0	0	0	0
Total Earned Premium	129,191	141,569	146,682	137,689
Reported Losses	76,973	102,321	143,872	104,117
I.B.N.R. Reserve	2,340	788	(1,648)	(128)
Total Incurred Losses	79,313	103,109	142,224	103,989
Loss Ratio	0.614	0.728	0.970	0.755
Ceding Expenses & Commissions	27,795	30,833	34,408	34,430
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	0	0	0	0
Expense Ratio to Earned Premium	0.215	0.218	0.235	0.250
C.A.R. Underwriting Deficit	22,083	7,627	(29,950)	(730)
<b>All Other PHYSICAL DAMAGE</b>	<b><u>PY 2020</u></b>	<b><u>PY 2019</u></b>	<b><u>PY 2018</u></b>	<b><u>PY 2017</u></b>
Written Premium	43,453	48,715	49,276	44,902
Written Premium Accrued	0	0	0	0
Unearned Premium Current	0	0	0	0
Total Earned Premium	43,453	48,715	49,276	44,902
Reported Losses	24,314	28,891	38,501	38,257
I.B.N.R. Reserve	(2)	7	41	6
Total Incurred Losses	24,312	28,898	38,542	38,263
Loss Ratio	0.560	0.593	0.782	0.852
Ceding Expenses & Commissions	9,325	10,546	11,519	11,256
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	0	0	0	0
Expense Ratio to Earned Premium	0.215	0.216	0.234	0.251
C.A.R. Underwriting Deficit	9,816	9,271	(785)	(4,617)
<b>All Other ALL</b>	<b><u>PY 2020</u></b>	<b><u>PY 2019</u></b>	<b><u>PY 2018</u></b>	<b><u>PY 2017</u></b>
Written Premium	172,644	190,284	195,958	182,591
Written Premium Accrued	0	0	0	0
Unearned Premium Current	0	0	0	0
Total Earned Premium	172,644	190,284	195,958	182,591
Reported Losses	101,287	131,212	182,373	142,374
I.B.N.R. Reserve	2,338	795	(1,607)	(122)
Total Incurred Losses	103,625	132,007	180,766	142,252
Loss Ratio	0.600	0.694	0.922	0.779
Ceding Expenses & Commissions	37,120	41,379	45,927	45,686
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	0	0	0	0
Expense Ratio to Earned Premium	0.215	0.217	0.234	0.250
C.A.R. Underwriting Deficit	31,899	16,898	(30,735)	(5,347)

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

DOCKET #: LR 24.07  
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SUMMARY EXHIBIT

	Policy Year 2022		Policy Year 2023		Policy Year 2024	
	Dollars	% Prem	Dollars	% Prem	Dollars	% Prem
Premium	186,400	100.0%	208,300	100.0%	246,000	100.0%
Losses Incurred and ALAE	166,828	89.5%	166,223	79.8%	199,998	81.3%
Underwriting Expenses	44,055	23.6%	49,795	23.9%	59,458	24.17%
Underwriting Result	(24,483)	-13.1%	(7,718)	-3.7%	(13,456)	-5.5%

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

DOCKET #: LR 24.07

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Policy Year 2024

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium			246,000	100.0%		
Losses Incurred and ALAE			199,998	81.3%		
Underwriting Expenses			59,458	24.17%		
Underwriting Result			(13,456)	-5.5%		

Policy Year 2023

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	208,600	100.0%	208,300	100.0%	(300)	-0.1%
Losses Incurred and ALAE	166,254	79.7%	166,223	79.8%	(31)	0.0%
Underwriting Expenses	49,855	23.9%	49,795	23.9%	(60)	-0.1%
Underwriting Result	(7,509)	-3.6%	(7,718)	-3.7%	(209)	2.8%

Policy Year 2022

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	186,300	100.0%	186,400	100.0%	100	0.1%
Losses Incurred and ALAE	165,621	88.9%	166,828	89.5%	1,207	0.7%
Underwriting Expenses	44,032	23.6%	44,055	23.6%	24	0.1%
Underwriting Result	(23,353)	-12.5%	(24,483)	-13.1%	(1,131)	4.8%

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	122,308	66.7%	121,199	66.1%	(1,109)	-0.9%
Underwriting Expenses	36,437	19.9%	36,437	19.9%	0	0.0%
Underwriting Result	24,625	13.4%	25,734	14.0%	1,109	4.5%

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

DOCKET #: LR 24.07

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Policy Year 2020

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	172,642	100.0%	172,644	100.0%	2	0.0%
Losses Incurred and ALAE	103,671	60.0%	103,624	60.0%	(47)	0.0%
Underwriting Expenses	37,120	21.5%	37,120	21.5%	0	0.0%
Underwriting Result	31,851	18.4%	31,900	18.5%	49	0.2%

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	131,187	68.9%	132,007	69.4%	820	0.6%
Underwriting Expenses	41,379	21.7%	41,379	21.7%	0	0.0%
Underwriting Result	17,718	9.3%	16,898	8.9%	(820)	-4.6%

Policy Year 2018

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	195,958	100.0%	195,958	100.0%	0	0.0%
Losses Incurred and ALAE	180,675	92.2%	180,766	92.2%	91	0.1%
Underwriting Expenses	45,927	23.4%	45,927	23.4%	0	0.0%
Underwriting Result	(30,644)	-15.6%	(30,735)	-15.7%	(91)	0.3%

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	140,466	76.9%	142,252	77.9%	1,786	1.3%
Underwriting Expenses	45,686	25.0%	45,686	25.0%	0	0.0%
Underwriting Result	(3,561)	-2.0%	(5,347)	-2.9%	(1,786)	50.2%



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

DOCKET #: LR 24.07  
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Policy Year 2016

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	169,141	100.0%	169,141	100.0%	0	0.0%
Losses Incurred and ALAE	164,650	97.3%	165,234	97.7%	584	0.4%
Underwriting Expenses	43,287	25.6%	43,287	25.6%	0	0.0%
Underwriting Result	(38,796)	-22.9%	(39,380)	-23.3%	(584)	1.5%

Policy Year 2015

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	151,439	100.0%	151,439	100.0%	0	0.0%
Losses Incurred and ALAE	130,204	86.0%	130,204	86.0%	0	0.0%
Underwriting Expenses	38,778	25.6%	38,778	25.6%	0	0.0%
Underwriting Result	(17,543)	-11.6%	(17,543)	-11.6%	0	0.0%

**LOSS RESERVING COMMITTEE MEETING  
MEETING ATTENDEES  
DECEMBER 4, 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
Richard Heath	CAR Staff
Katy Proctor	CAR Staff
Evan Ross	CAR Staff
Robin Tigges	CAR Staff