



NATALIE A. HUBLEY
PRESIDENT

COMMONWEALTH AUTOMOBILE REINSURERS

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

RECORDS OF MEETING

LOSS RESERVING COMMITTEE –MARCH 5, 2025

Members Present

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

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

Not in Attendance:

Ms. Satomi Miyanaga, Liberty Mutual Insurance Companies

24.01 Records of Previous Meeting

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

25.04 Quality of Current Quarter Reporting

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

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

Next, the Committee was informed that eight BI claims were referred this quarter to CAR's Compliance Audit Department for additional information and verification of the reported statistics. Two property damage liability (PDL) claims were also referred. These claims were either newly reported, experienced large upward or downward reserve changes, or were paid in excess of the prior quarter reserve and were verified for accuracy with the reporting Servicing Carrier.

The Committee reviewed large loss reports for all losses greater than \$1.0 million reported for policy years 2015-2024 as of December, 2024. During the current quarter, eight new large losses were added to the report. (Docket #LR25.04, Exhibit #4, Exhibit #5, Exhibit #6). One of the eight claims was carrying a \$5.0 million (CSL), related to a policy year 2024 Zone Rated Bus NOC accident with an out of

state claim statistically reported at \$4.4 million including allocated expenses. Six claims previously included in the report dropped off after going under the \$1.0 million threshold.

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

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

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

The Committee was also informed that during the current quarter, 11 new claims were reported using the Large Loss Notification Form. Ten of the 11 claims are reported with a \$1.0 million CSL, and one claim was reported with a \$5.0 million CSL. The \$5.0 million CSL claim is related to a zone rated bus accident with estimated losses of \$722,550 and current reported losses of approximately \$803,000. All had reported statistics related to these claims. (Docket #LR25.04, Exhibit #8).

25.05 Selection of Ultimate Losses

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

A.O. Bodily Injury

Accident Years 2015 - 2017:

Mr. Martin Murphy recommended using the incurred indication based on the “latest 12 unity” methodology for accident years 2015 - 2017.

Accident Years 2018 - 2020:

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

Accident Year 2021:

Mr. Murphy recommended using 50% of the prior quarter’s loss ratio of 57.4% and 50% of the incurred loss ratio of 56.2% based on the “latest 12 M-M” methodology, resulting in a loss ratio of 56.8% for accident year 2021.

Accident Year 2022:

Mr. Murphy recommended using the incurred indications based on the “latest 12 M-M” methodology for accident year 2022.

Accident Year 2022 Discussion:

Ms. Melissa Vaughn raised a concern regarding accident year 2022, saying she found the suggested ultimate loss value low despite it being the highest mechanical indication for this accident year. She further commented that large losses account for around 70% of underlying losses in accident year 2022 (in other years, it is around 50-60%) and recommended an ultimate loss of \$89 million, recognizing that the loss development for this year may likely increase in the near future. Mr. Gavin Traverso also expressed concern that the indication may be light, citing the older accident years' increases that occurred last quarter as reason to maintain a conservative approach. The Committee initiated a vote on this change to accident year 2022's ultimate loss and unanimously agreed to the following recommendation:

For Accident Year 2022, a loss ratio of 100.9% was recommended based upon an adjustment to the "Latest 12 M-M" methodology, adopting a more conservative approach the Committee deemed reasonable.

Accident Year 2023:

Mr. Murphy recommended using 75% of the prior quarter's loss ratio of 88.2% and 25% of the incurred loss ratio of 78.8% based on the "latest 12" methodology, resulting in a loss ratio of 85.9% for accident year 2023.

Accident Year 2024:

Mr. Murphy recommended using 75% of the prior quarter's loss ratio of 99.9% and 25% of the incurred loss ratio of 104.6% based on the "latest 12 M-M" methodology, resulting in loss ratio of 101.1% for accident year 2024 and an ultimate loss of \$108.8 million.

Mr. Murphy stated that there were little changes in the methodology for accident years 2015-2020. He noted accident years 2017 and 2018 were impacted by the two overstated large losses mentioned in the Data Quality portion of the meeting but found the deviations were not significant enough to make changes from the indication.

Mr. Murphy also commented on his selection for accident year 2021 in which he went halfway to the favorable 12-month min-max indication in order to maintain positive IBNR for this accident year. He noted that flat and/or negative development is not uncommon after 48 months, but considering 2021 is COVID-impacted and has a lower paid-to-incurred ratio at this point in time, a more conservative recommendation is prudent.

For accident year 2023, Mr. Murphy recognized his more cautious recommendation, noting the lower implied ultimate severity given the incurred indications and the paid-to-ultimate ratio being only 20%.

For 2024, Mr. Murphy drew attention to the prenotifications of favorable loss development data for this accident year, which drove his decision to move only a quarter of the way towards the unfavorable 12-month min-max indication. Quarter 4 is the driver of the deterioration for this accident year, with an indicated loss ratio around 130%. Additionally, Mr. Murphy made note of the large loss with a \$5 million limit. He stated that if this loss is removed and developments are recalculated, adding this loss back in shows around \$6 million in favorable development relative to the indication, hence only a quarter move to the 12-month min-max indication.

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

A.O. No Fault

Accident Years 2015 – 2023:

Mr. Jacob Sechler recommended using the incurred indications based on the “latest 12 M-M” methodology for accident years 2015 - 2023.

Accident Years 2024:

Mr. Sechler recommended using the incurred indications based on the “latest 12 M-M” methodology resulting in a loss ratio of 87.1%, the lowest loss ratio in the range of incurred methods for the current quarter. This results in an ultimate valuation of \$3.0 million for accident year 2024.

Mr. Sechler noted that the two large loss claims from accident year 2018 with losses around \$1.2 million brought up during last quarter’s meeting impacted ultimate loss development methodologies that do not account for the min-max. Since the adjustments made for said losses inflate the link ratios for these methodologies, skew the true loss development, and create an inaccurate reflection of the accident years’ loss activity, Mr. Sechler employed the “latest 12 M-M” methodology to alleviate the inflated ultimate development.

Mr. Sechler stated that the indications and methodologies have been on the low end for accident year 2024. For this quarter, he noted that the methodologies excluding the min-max are higher due to the adjustment for accident year 2018 and the inflated link ratios, so to stay on the low end, he recommended using the 12-month min-max methodology.

Mr. Murphy noted using the latest 8-month methodologies provided more leverage. Mr. Sechler concurred with this but found the consistency and consideration of longer-term links provided by the latest 12-month methodologies to be reasonable in this scenario.

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

A.O. Property Damage Liability

Ms. Miyanaga was not present at the meeting but had forwarded her ultimate loss selections prior to the meeting.

Accident Years 2015 – 2020:

Ms. Miyanaga recommended using the incurred loss projections based on the “incurred 8 M-M” methodology for accident years 2015 - 2020.

Accident Years 2021 – 2023:

Ms. Miyanaga recommended using the incurred loss projections based on the “latest 8” methodology for accident years 2021 - 2023.

Accident Year 2024:

Ms. Miyanaga recommended using the incurred loss projections based on the “latest 8” methodology, resulting in an ultimate valuation of \$38.5 million and a loss ratio of 73.1% for accident year 2024.

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	75.6	4.5	36.3	116.4	88.1
2018	85.0	7.7	35.7	128.3	90.2
2019	90.4	3.9	36.3	130.6	88.1
2020	48.3	1.7	24.5	74.4	57.0
2021	49.4	1.7	26.6	77.6	56.8
2022	89.0	2.5	30.8	122.4	89.0
2023	80.2	2.6	36.9	119.7	82.6
2024	108.8	3.0	38.5	150.3	91.8

All Other Collision and Other Than Collision

A.O. Collision

Accident Years 2015 – 2018:

Mr. Traverso recommended using the paid indications for accident years 2015 – 2018.

Accident Year 2019:

Mr. Traverso recommended using the incurred loss projections based on the “latest 8 M-M” methodology for accident year 2019.

Accident Year 2020:

Mr. Traverso recommended using the paid indications for accident year 2020.

Accident Years 2021-2022:

Mr. Traverso recommended using the incurred loss projections based on the “latest 8 M-M” methodology for accident years 2021-2022.

Accident Year 2023:

Mr. Traverso recommended retaining the previous quarter’s loss ratio of 64.4% for accident year 2023.

Accident Year 2024:

Mr. Traverso recommended selecting a loss ratio of 56.3%, using 50% of the current quarter indicated loss ratio of 55.0% and 50% of the prior quarter’s selected loss ratio of 57.6%. This results in an ultimate valuation of \$27.6 million for accident year 2024.

Mr. Traverso noted minimal development in prior years, with accident year 2022 having about \$100,000 in adverse development. He stated that the loss ratio for accident year 2024 has been decreasing each quarter and the current quarter is near Covid levels. To stay cautious, he recommended going halfway to the prior quarter’s selected loss ratio, which is still about \$400,000 higher than the highest indicated method.

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 12” 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 retaining the previous quarter’s selected loss ratio of 80.8% for accident year 2023.

Accident Year 2024:

Mr. Traverso recommended a loss ratio of 68.3%, using 50% of the previous quarter’s selection of 73.0% and 50% of the current quarter’s indicated loss ratio of 63.7%, resulting in an ultimate valuation of \$10.1 million.

Mr. Traverso noted minimal development in the prior years. For accident year 2024, he pointed out that the loss ratio is low, and similarly to AO Collision, he decided to stay cautious and go halfway to the selected loss ratio for the previous quarter, which is about \$600,000 above the highest method.

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
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	7.0	27.4	61.1
2022	24.8	9.7	34.6	73.6
2023	25.3	9.8	35.0	68.3
2024	27.6	10.1	37.7	59.1

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	\$3,500,000 from PY 2024 to PY 2021
AO Bodily Injury	\$1,000,000 from PY 2024 to PY 2022

AO Bodily Injury	\$12,000,000 from PY 2024 to PY 2023
AO PDL	\$300,000 from PY 2023 to PY 2024
AO No Fault	\$100,000 from PY 2023 to PY 2022
AO No Fault	\$60,000 from PY 2023 to PY 2024
AO Collision	\$200,000 from PY 2022 to PY 2024
AO Collision	\$50,000 from PY 2023 to PY 2024
AO OTC	\$130,000 from PY 2021 to PY 2024
AO OTC	\$50,000 from PY 2023 to PY 2024

The final version of the Policy Year Deficit and Loss Ratio reports of the Loss Reserving Committee to the Governing Committee are attached. (Docket #LR25.06, Exhibit #1) and (Docket #LR25.05, Exhibit #17)

25.07 Latest Valuation of Ultimate Projections

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

Commercial (Deficit) / + Surplus (In Millions)

	Current <u>Quarter</u>	Prior <u>Quarter</u>
2022	(\$22.6)	(\$24.5)
2023	(\$6.9)	(\$7.7)
2024	(\$12.2)	(\$13.5)

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

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

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

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

Additional details related to all policy year deficits are attached. (Docket #LR25.07, Exhibit #3)

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 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 \$100,000 from the prior quarter.

Policy Year 2024

Policy year 2024 commercial ultimate premium is estimated using an average of the annual and quarterly premium development methods. The premium estimate has decreased \$600,000 from the prior quarter.

Loss Ratios

The ultimate loss ratios for all policy years were set equal to the selected policy year loss ratios from 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.

RICHARD HEATH
Actuarial/Statistical Analyst

Boston, Massachusetts
April 1, 2025

Commonwealth Automobile Reinsurers

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

Data Reported Through December, 2024

DOCKET #: LR 25.04

EXHIBIT #: 4

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

Commonwealth Automobile Reinsurers

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

DOCKET #: LR 25.04

EXHIBIT #: 4

Data Reported Through December, 2024

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

Commonwealth Automobile Reinsurers														DOCKET #: LR 25.04			
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)														EXHIBIT #: 4			
Data Reported Through December, 2024																	
Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	20	1.0 M	CSL	2020	5	TTT	1,035,920	0	21,226	1,057,146	0	1,057,146	0	0	MA	4Q 2020	4Q 2020
2	20	1.0 M	CSL	2021	9	TTT	1,056,107	0	57,730	1,113,837	0	1,113,837	0	0	MA	2Q 2021	1Q 2021
3	20	1.0 M	CSL	2020	3	TTT	784,491	0	53,123	837,614	939,743	1,022,779	-185,165	0	Out Of State	2Q 2024	2Q 2020
4	20	1.0 M	CSL	2021	1	PPT - NF	0	1,000,000	70,199	1,070,199	1,000,000	1,067,483	2,716	0	Out Of State	2Q 2021	1Q 2021
5	20	1.0 M	CSL	2021	3	Zone Rated TTT	26,254	977,947	63,069	1,067,270	977,947	1,062,844	4,426	0	MA	1Q 2022	2Q 2021
6	20	1.0 M	CSL	2021	3	Zone Rated TTT	1,025,146	0	17,498	1,042,644	0	1,042,644	0	0	Out Of State	4Q 2021	2Q 2021
7	20	1.0 M	CSL	2021	3	TTT	52,982	1,000,000	60,211	1,113,193	1,000,000	1,113,193	0	68	Out Of State	2Q 2022	3Q 2021
8	20	1.0 M	CSL	2021	5	TTT	1,037,469	0	14,737	1,052,206	0	1,052,206	0	5,242	MA	3Q 2021	1Q 2021
9	20	1.0 M	CSL	2020	2	Zone Rated TTT	852,412	0	22,888	875,300	997,588	1,065,423	-190,123	0	Out Of State	2Q 2022	4Q 2020
10	20	1.0 M	CSL	2020	1	Public Transportation Buses	1,008,000	0	1,782	1,009,782	0	1,009,782	0	8,000	MA	1Q 2022	4Q 2020
11	20	1.0 M	CSL	2021	3	Non-Owned / Special Rating	1,000,000	0	24,840	1,024,840	0	1,024,840	0	0	MA	3Q 2021	2Q 2021
12	20	5.0 M	CSL	2021	1	Commercial Bus	8,000	3,000,000	74,236	3,082,236	1,000,000	1,078,084	2,004,152	8,023	MA	4Q 2021	4Q 2021
13	20	1.0 M	CSL	2020	1	Garage	1,008,000	0	1,042	1,009,042	0	1,009,042	0	8,000	MA	4Q 2021	1Q 2021
14	20	1.0 M	CSL	2021	3	Zone Rated TTT	43,475	956,525	105,126	1,105,126	956,525	1,075,126	30,000	0	Out Of State	1Q 2024	2Q 2021
15	20	1.0 M	CSL	2020	3	Zone Rated TTT	1,020,372	0	106,042	1,126,414	0	1,126,414	0	0	Out Of State	3Q 2020	2Q 2020
							9,958,628	6,934,472	693,749	17,586,849	6,871,803	15,920,843	1,666,006	29,333			
1	19	1.0 M	CSL	2019	1	TTT	1,000,000	0	33,462	1,033,462	0	1,033,462	0	0	Out Of State	3Q 2020	3Q 2020
2	19	1.0 M	CSL	2020	2	TTT	1,000,000	0	25,382	1,025,382	0	1,025,382	0	0	MA	3Q 2022	1Q 2020
3	19	1.0 M	CSL	2019	8	TTT	1,093,233	0	0	1,093,233	0	1,093,233	0	0	MA	4Q 2019	3Q 2019
4	19	1.0 M	CSL	2019	2	TTT	999,999	0	19,096	1,019,095	0	1,019,095	0	0	MA	1Q 2023	2Q 2019
5	19	1.0 M	CSL	2019	1	TTT	0	1,000,000	71,257	1,071,257	1,000,000	1,068,679	2,578	0	MA	2Q 2024	4Q 2019
6	19	5.0 M	CSL	2020	11	TTT	1,764,503	271,353	42,413	2,078,269	289,553	2,079,178	-909	0	MA	2Q 2020	2Q 2020
7	19	1.0 M	CSL	2019	3	TTT	32,130	975,870	80,617	1,088,617	975,870	1,086,404	2,213	8,000	MA	4Q 2021	2Q 2019
8	19	1.0 M	BI	2019	3	Non-Owned / Special Rating	975,000	0	77,532	1,052,532	0	1,052,532	0	0	Not Reported	3Q 2021	2Q 2020
9	19	1.0 M	CSL	2019	5	TTT	1,000,000	0	6,071	1,006,071	0	1,006,071	0	0	MA	4Q 2022	4Q 2019
10	19	1.0 M	CSL	2019	2	TTT	1,027,641	0	18	1,027,659	0	1,027,659	0	0	MA	2Q 2022	4Q 2019
11	19	1.0 M	CSL	2019	2	TTT	1,000,000	0	576	1,000,576	0	1,000,576	0	0	MA	4Q 2019	3Q 2019
12	19	1.0 M	CSL	2020	2	TTT	0	1,003,750	125,145	1,128,895	1,003,750	1,128,895	0	3,875	MA	4Q 2020	3Q 2020
13	19	1.0 M	CSL	2020	7	TTT	1,063,469	0	34,120	1,097,589	0	1,097,589	0	0	Out Of State	3Q 2022	1Q 2020
14	19	1.0 M	CSL	2019	2	Zone Rated TTT	75,000	500,000	75,000	650,000	1,000,000	1,100,000	-450,000	0	Out Of State	4Q 2022	4Q 2019
15	19	5.0 M	CSL	2019	7	Zone Rated Bus	1,689,274	0	96,527	1,785,801	0	1,785,801	0	65,595	Out Of State	1Q 2020	4Q 2019
16	19	5.0 M	CSL	2020	4	Zone Rated Bus	2,803,454	0	145,697	2,949,151	0	2,949,151	0	100,000	Out Of State	3Q 2020	1Q 2020
17	19	1.0 M	CSL	2019	7	Zone Rated TTT	1,045,357	0	18,256	1,063,613	0	1,063,613	0	0	MA	4Q 2020	3Q 2019
18	19	1.5 M	CSL	2019	6	Commercial Bus	1,116,830	0	50,712	1,167,542	0	1,167,542	0	109,801	Out Of State	3Q 2019	3Q 2019
19	19	1.0 M	CSL	2020	5	Zone Rated TTT	1,036,871	0	34,790	1,071,661	0	1,071,661	0	0	Out Of State	3Q 2020	2Q 2020
20	19	5.0 M	CSL	2019	13	Zone Rated Bus	2,352,518	0	61,779	2,414,297	0	2,414,297	0	43,307	Out Of State	4Q 2019	3Q 2019
21	19	1.0 M	CSL	2019	6	TTT	1,030,550	0	10,784	1,041,334	0	1,041,334	0	42	MA	1Q 2020	4Q 2019
							22,105,829	3,750,973	1,009,234	26,866,036	4,269,173	27,312,154	-446,118	330,620			

Commonwealth Automobile Reinsurers															DOCKET #: LR 25.04 EXHIBIT #: 4			
Large Loss Detail By Policy Year (Large Losses \$1.0 Million and Greater)																		
Data Reported Through December, 2024																		
Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd	
	1	18	5.0 M	CSL	2019	1	Non-Owned / Special Rating	-2,550	1,000,000	50,001	1,047,451	1,000,000	1,047,450	1	0	MA	2Q 2024	3Q 2023
	2	18	1.5 M	CSL	2019	2	Commercial Bus	383,000	1,133,000	133,553	1,649,553	1,508,000	1,649,552	1	16,009	MA	4Q 2019	3Q 2019
	3	18	1.0 M	CSL	2018	4	TTT	1,094,953	0	32,112	1,127,065	0	1,127,065	0	0	Out Of State	3Q 2019	2Q 2018
	4	18	1.0 M	CSL	2018	8	TTT	1,183,229	0	17,741	1,200,970	0	1,200,970	0	0	Out Of State	4Q 2018	4Q 2018
	5	18	1.0 M	CSL	2018	6	TTT	1,250,286	0	28,724	1,279,010	0	1,279,010	0	0	MA	3Q 2020	4Q 2018
	6	18	1.0 M	CSL	2019	2	TTT	1,079,123	0	4,331	1,083,454	0	1,083,454	0	0	Out Of State	1Q 2019	1Q 2019
	7	18	1.0 M	CSL	2019	2	Commercial Bus	8,005	993,940	94,204	1,096,149	993,940	1,092,251	3,898	0	MA	3Q 2021	3Q 2019
	8	18	1.0 M	CSL	2018	2	Non-Owned / Special Rating	1,000,000	0	135,006	1,135,006	0	1,135,006	0	0	Not Reported	2Q 2020	2Q 2018
	9	18	1.0 M	CSL	2018	5	TTT	1,018,277	0	49,319	1,067,596	0	1,065,423	2,173	0	Out Of State	4Q 2023	4Q 2018
	10	18	1.0 M	CSL	2019	2	Garage	1,013,028	0	5,071	1,018,099	0	1,018,099	0	0	MA	2Q 2019	2Q 2019
	11	18	1.0 M	CSL	2018	4	TTT	1,095,599	0	39,901	1,135,500	0	1,135,500	0	0	Out Of State	3Q 2020	4Q 2018
	12	18	1.0 M	CSL	2019	16	Zone Rated TTT	1,024,688	0	78,550	1,103,238	0	1,103,238	0	0	Out Of State	2Q 2019	2Q 2019
	13	18	1.0 M	CSL	2018	2	TTT	34,184	1,000,000	8,700	1,042,884	1,000,000	1,042,145	739	0	MA	4Q 2018	4Q 2018
	14	18	1.0 M	CSL	2019	3	TTT	936,720	0	78,441	1,015,161	989,583	1,076,395	-61,234	0	Out Of State	4Q 2023	3Q 2019
	15	18	1.0 M	CSL	2018	3	Zone Rated TTT	960,890	0	68,594	1,029,484	0	1,029,484	0	35,083	Out Of State	2Q 2020	4Q 2018
	16	18	5.0 M	CSL	2018	9	Zone Rated Bus	1,643,965	0	61,010	1,704,975	0	1,704,975	0	32,938	Out Of State	3Q 2020	4Q 2018
	17	18	5.0 M	CSL	2019	14	Zone Rated Bus	1,000,644	0	45,901	1,046,545	0	1,046,545	0	25,198	Out Of State	4Q 2019	3Q 2019
	18	18	1.0 M	CSL	2019	2	Zone Rated TTT	28,466	998,440	75,144	1,102,050	998,440	1,102,050	0	26,906	Out Of State	2Q 2022	2Q 2019
	19	18	5.0 M	CSL	2019	59	Zone Rated Bus	5,026,954	726,643	406,672	6,160,269	726,643	6,160,232	37	376,660	Out Of State	1Q 2019	1Q 2019
	20	18	5.0 M	CSL	2018	1	Zone Rated Bus	5,000,000	0	29,419	5,029,419	0	5,029,419	0	21	Out Of State	1Q 2019	4Q 2018
	21	18	5.0 M	CSL	2019	4	Zone Rated Bus	5,000,000	0	209,896	5,209,896	0	5,209,896	0	0	Out Of State	3Q 2019	3Q 2019
	22	18	5.0 M	CSL	2018	33	Zone Rated Bus	5,851,377	365,603	90,055	6,307,035	5,000,000	5,099,440	1,207,595	0	Out Of State	3Q 2024	3Q 2024
	23	18	5.0 M	CSL	2018	72	Zone Rated Bus	2,820,552	0	950,165	3,770,717	1,279,675	3,816,786	-46,069	3,520,362	Out Of State	2Q 2018	2Q 2018
							38,451,390	6,217,626	2,692,510	47,361,526	13,496,281	46,254,385	1,107,141	4,033,177				
	1	17	1.0 M	CSL	2017	8	TTT	1,136,433	0	3,762	1,140,195	0	1,140,195	0	4,100	MA	4Q 2017	3Q 2017
	2	17	1.0 M	CSL	2018	1	Commercial Bus	1,000,000	0	11,874	1,011,874	0	1,011,874	0	0	MA	3Q 2022	3Q 2022
	3	17	1.0 M	CSL	2018	6	TTT	1,002,713	0	78,737	1,081,450	0	1,081,450	0	2,783	MA	2Q 2019	1Q 2018
	4	17	5.0 M	CSL	2017	4	Zone Rated Bus	2,511,460	0	54,552	2,566,012	0	2,566,012	0	0	Out Of State	2Q 2021	4Q 2017
	5	17	1.0 M	CSL	2017	1	Non-Owned / Special Rating	1,000,000	0	3,456	1,003,456	0	1,003,456	0	0	Out Of State	1Q 2018	4Q 2017
	6	17	5.0 M	CSL	2017	2	Zone Rated TTT	1,087,500	0	59,374	1,146,874	0	1,146,874	0	0	Out Of State	3Q 2022	3Q 2022
	7	17	1.0 M	CSL	2017	2	Commercial Bus	1,020,493	0	1,692	1,022,185	0	1,022,185	0	0	MA	3Q 2017	3Q 2017
	8	17	1.0 M	CSL	2018	2	TTT	1,000,000	0	133,648	1,133,648	0	1,133,648	0	0	MA	4Q 2018	4Q 2018
	9	17	1.0 M	CSL	2018	2	TTT	1,009,645	0	7,085	1,016,730	0	1,016,730	0	0	MA	3Q 2018	2Q 2018
							10,768,244	0	354,180	11,122,424	0	11,122,424	0	6,883				

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

DOCKET #: LR 25.04
EXHIBIT #: 4

Row	Eff Yr	Liab Lim	Lim Id	Accdt Year	Clm	Class Desc	ITD Paid Loss	Current Reserve	ALAE ITD	ITD Total Loss	Prior Reserves	Prior Qtr Tot Loss	Change Tot Loss	PIP Loss	State	Qtr First > \$1.0M	First Rptd
1	16	1.0 M	CSL	2017	3	Garage	1,068,595	0	24,217	1,092,812	0	1,092,812	0	8,000	Out Of State	1Q 2018	2Q 2017
2	16	5.0 M	CSL	2016	1	Commercial Bus	5,000,000	0	51,479	5,051,479	0	5,051,479	0	0	Out Of State	3Q 2016	3Q 2016
3	16	1.0 M	CSL	2017	2	Non-Owned / Special Rating	1,000,000	0	17	1,000,017	0	1,000,017	0	0	Out Of State	3Q 2017	2Q 2017
4	16	1.0 M	CSL	2016	1	Commercial Bus	1,007,000	0	118,457	1,125,457	0	1,125,457	0	2,000	MA	1Q 2020	3Q 2016
5	16	5.0 M	CSL	2017	4	Commercial Bus	3,550,031	0	78,378	3,628,409	0	3,628,409	0	50,337	Out Of State	4Q 2018	2Q 2017
6	16	1.0 M	CSL	2016	3	Zone Rated TTT	1,003,220	0	39,530	1,042,750	0	1,042,750	0	0	Out Of State	3Q 2018	4Q 2016
7	16	5.0 M	CSL	2017	27	Commercial Bus	2,784,201	3,326,214	609,736	6,720,151	4,195,612	6,720,150	1	72,935	Out Of State	4Q 2017	3Q 2017
8	16	5.0 M	CSL	2016	1	Commercial Bus	3,250,000	0	384,547	3,634,547	0	3,634,547	0	0	MA	4Q 2018	4Q 2016
9	16	1.0 M	CSL	2016	2	Non-Owned / Special Rating	1,000,000	0	45	1,000,045	0	1,000,045	0	0	Not Reported	1Q 2017	3Q 2016
10	16	1.0 M	CSL	2016	10	TTT	1,013,500	0	52,275	1,065,775	0	1,065,775	0	0	MA	2Q 2018	4Q 2016
11	16	1.0 M	CSL	2016	1	PPT Fleet	1,050,000	0	100,493	1,150,493	0	1,150,493	0	50,025	Out Of State	4Q 2016	3Q 2016
12	16	1.0 M	CSL	2017	4	TTT	994,060	0	9,918	1,003,978	0	1,003,978	0	0	MA	2Q 2020	4Q 2017
13	16	1.0 M	CSL	2016	4	Non-Owned / Special Rating	1,000,000	0	109,214	1,109,214	0	1,109,214	0	0	Not Reported	4Q 2017	3Q 2017
14	16	5.0 M	CSL	2017	12	Zone Rated Bus	1,366,396	0	197,474	1,563,870	0	1,563,870	0	46,964	Out Of State	4Q 2018	3Q 2017
15	16	5.0 M	CSL	2017	2	Zone Rated Bus	0	900,000	150,095	1,050,095	900,000	1,025,095	25,000	0	Out Of State	1Q 2024	2Q 2017
16	16	1.0 M	CSL	2017	18	Garage	1,000,000	0	255,133	1,255,133	0	1,255,133	0	0	MA	2Q 2017	2Q 2017
17	16	1.5 M	CSL	2016	4	Commercial Bus	1,497,944	0	57,951	1,555,895	0	1,555,895	0	39,509	Out Of State	2Q 2017	2Q 2016
18	16	1.0 M	CSL	2017	17	Garage	1,000,000	0	0	1,000,000	0	1,000,000	0	0	MA	2Q 2017	2Q 2017
							28,584,947	4,226,214	2,238,959	35,050,120	5,095,612	35,025,119	25,001	269,770			
1	15	1.0 M	CSL	2016	2	TTT	1,016,000	0	12,957	1,028,957	0	1,028,957	0	16,000	MA	4Q 2016	4Q 2016
2	15	5.0 M	CSL	2016	76	Zone Rated Bus	5,560,777	0	872,207	6,432,984	0	6,432,957	27	330,585	Out Of State	4Q 2016	1Q 2016
3	15	1.0 M	CSL	2016	3	TTT	999,999	0	86,581	1,086,580	0	1,086,580	0	0	Out Of State	1Q 2018	2Q 2017
4	15	5.0 M	CSL	2016	31	Non-Owned / Special Rating	5,000,000	0	76,786	5,076,786	0	5,076,786	0	0	Out Of State	2Q 2018	4Q 2016
5	15	5.0 M	CSL	2016	5	Non-Owned / Special Rating	1,842,823	0	146,584	1,989,407	0	1,989,407	0	0	MA	1Q 2016	1Q 2016
6	15	1.0 M	CSL	2016	2	TTT	1,000,000	0	40,716	1,040,716	0	1,040,716	0	0	Out Of State	1Q 2019	2Q 2016
7	15	1.0 M	CSL	2016	3	Zone Rated TTT	1,001,356	0	172,598	1,173,954	0	1,173,954	0	0	Out Of State	4Q 2018	1Q 2016
8	15	1.0 M	CSL	2015	3	Public Transportation Buses	1,006,295	0	489	1,006,784	0	1,006,784	0	6,380	MA	1Q 2016	3Q 2015
9	15	5.0 M	CSL	2016	15	Zone Rated Bus	2,954,996	0	312,059	3,267,055	0	3,267,055	0	55,845	Out Of State	3Q 2016	2Q 2016
							20,382,246	0	1,720,977	22,103,223	0	22,103,196	27	408,810			

Commonwealth Automobile Reinsurers

Large Loss Summary By Range

Data Reported through December, 2024

Policy Year Large Losses \$300,000 or Greater

DOCKET #: LR 25.04

EXHIBIT #: 5

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	11,509,770	8.8%	2	11,771,630	7.1%	0	0	0.0%	4	22,706,619	12.5%
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	3,770,717	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	3,354,528	1.8%
1.0 M	1.5 M	5	5,336,991	4.1%	12	12,895,769	7.8%	8	8,556,412	6.0%	16	17,529,662	9.6%
Policies > 1.0 M		9	22,103,223	17.0%	18	35,050,120	21.2%	9	11,122,424	7.8%	23	47,361,526	26.0%
500,000	1.0 M	11	6,541,249	5.0%	27	18,051,534	10.9%	13	8,558,076	6.0%	24	16,307,419	9.0%
300,000	500,000	9	3,319,139	2.6%	15	5,732,512	3.5%	28	10,736,548	7.6%	22	8,278,419	4.6%
Sum of Large Losses		29	31,963,611	24.5%	60	58,834,166	35.6%	50	30,417,048	21.4%	69	71,947,364	39.5%
Prior Qtr		29	31,963,584	24.5%	61	58,686,559	35.5%	51	30,666,423	21.5%	70	71,344,853	39.2%
Total Incurred Losses			130,239,612			165,494,117			142,226,566			182,042,948	
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	17,066,298	11.1%
2.5 M	5.0 M	1	2,949,151	2.3%	1	3,082,236	3.0%	3	11,005,034	9.4%	1	3,244,709	2.1%
2.0 M	2.5 M	2	4,492,566	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	16	16,988,518	13.0%	12	12,791,699	12.4%	6	6,779,968	5.8%	19	21,121,878	13.7%
Policies > 1.0 M		20	26,216,036	20.1%	13	15,873,935	15.4%	9	17,785,002	15.1%	23	41,432,885	26.9%
500,000	1.0 M	17	11,339,575	8.7%	20	13,641,473	13.3%	16	12,032,939	10.2%	24	15,120,942	9.8%
300,000	500,000	22	7,672,606	5.9%	15	5,253,672	5.1%	21	7,935,812	6.7%	22	8,298,280	5.4%
Sum of Large Losses		59	45,228,217	34.6%	48	34,769,080	33.8%	46	37,753,753	32.1%	69	64,852,107	42.0%
Prior Qtr		59	45,628,831	34.8%	48	32,972,509	32.6%	44	37,597,781	31.7%	70	65,555,529	42.6%
Total Incurred Losses			130,560,993			102,930,158			117,710,430			154,254,364	
Loss Range		2023			2024			Total					
>=	<	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot	Policies	Inc Loss	% Tot			
5.0 M	+	1	5,155,967	3.7%	0	0	0.0%	12	68,210,284	5.1%			
2.5 M	5.0 M	0	0	0.0%	1	4,433,437	7.0%	12	41,581,307	3.1%			
2.0 M	2.5 M	0	0	0.0%	0	0	0.0%	2	4,492,566	0.3%			
1.5 M	2.0 M	0	0	0.0%	0	0	0.0%	6	10,249,501	0.8%			
1.0 M	1.5 M	13	14,300,141	10.3%	9	9,782,661	15.4%	116	126,083,699	9.5%			
Policies > 1.0 M		14	19,456,108	14.1%	10	14,216,098	22.4%	148	250,617,357	18.9%			
500,000	1.0 M	19	13,119,864	9.5%	9	5,699,043	9.0%	180	120,412,114	9.1%			
300,000	500,000	22	8,338,831	6.0%	5	1,635,028	2.6%	181	67,200,847	5.1%			
Sum of Large Losses		55	40,914,803	29.6%	24	21,550,169	33.9%	509	438,230,318	33.0%			
Prior Qtr		41	34,191,796	27.3%	9	6,968,791	24.0%	482	415,576,656	32.5%			
Total Incurred Losses			138,408,158			63,525,004			1,327,392,350				

% Tot = Large Loss / Total Incurred Losses

Commonwealth Automobile Reinsurers

DOCKET #: LR 25.04
EXHIBIT #: 6

Large Loss by Policy Year

Change by Quarter

Data Reported through December, 2024

Summary of Losses Over 1.0 Million

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

Losses that went under 1.0 Million (Remain on Report)

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

New to Report: Incurred Losses Over 1.0 Million

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

Page 1 of 2

Large Loss Notification Summary

December, 2024 Loss Reserving Committee Meeting

Large Loss Notifications By Policy Year

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

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

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

* Updated records that had been previously reported

QUARTER ENDING: DECEMBER 31, 2024

EXHIBIT # 1

(Final)

PAGE 1 Of 2

All Other LIABILITY	<u>PY 2024</u>	<u>PY 2023</u>	<u>PY 2022</u>	<u>PY 2021</u>
	@ 12 Mos	@ 24 Mos		
Written Premium	178,366	152,844	138,143	137,407
Written Premium Accrued	0	0	0	0
Unearned Premium Current	90,407	0	0	0
Total Earned Premium	87,959	152,844	138,143	137,407
Reported Losses	50,029	101,558	120,594	85,057
I.B.N.R. Reserve	31,481	26,177	10,817	3,135
Total Incurred Losses	81,510	127,735	131,411	88,192
Loss Ratio	0.927	0.836	0.951	0.642
Ceding Expenses & Commissions	43,111	36,538	32,648	27,330
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	21,851	0	0	0
Expense Ratio to Earned Premium	0.242	0.239	0.236	0.199
C.A.R. Underwriting Deficit	(14,811)	(11,429)	(25,916)	21,885
All Other PHYSICAL DAMAGE	<u>PY 2024</u>	<u>PY 2023</u>	<u>PY 2022</u>	<u>PY 2021</u>
	@ 12 Mos	@ 24 Mos		
Written Premium	70,674	55,651	48,203	45,963
Written Premium Accrued	0	0	0	0
Unearned Premium Current	35,259	0	0	0
Total Earned Premium	35,415	55,651	48,203	45,963
Reported Losses	13,504	37,126	33,706	32,577
I.B.N.R. Reserve	4,704	772	(245)	(129)
Total Incurred Losses	18,208	37,898	33,461	32,448
Loss Ratio	0.514	0.681	0.694	0.706
Ceding Expenses & Commissions	17,081	13,304	11,394	9,107
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	8,521	0	0	0
Expense Ratio to Earned Premium	0.242	0.239	0.236	0.198
C.A.R. Underwriting Deficit	8,647	4,449	3,348	4,408
All Other ALL	<u>PY 2024</u>	<u>PY 2023</u>	<u>PY 2022</u>	<u>PY 2021</u>
	@ 12 Mos	@ 24 Mos		
Written Premium	249,040	208,495	186,346	183,370
Written Premium Accrued	0	0	0	0
Unearned Premium Current	125,666	0	0	0
Total Earned Premium	123,374	208,495	186,346	183,370
Reported Losses	63,533	138,684	154,300	117,634
I.B.N.R. Reserve	36,185	26,949	10,572	3,006
Total Incurred Losses	99,718	165,633	164,872	120,640
Loss Ratio	0.808	0.794	0.885	0.658
Ceding Expenses & Commissions	60,192	49,842	44,042	36,437
Ceding Expenses Accrued	0	0	0	0
Deferred Acquisition Costs	30,372	0	0	0
Expense Ratio to Earned Premium	0.242	0.239	0.236	0.199
C.A.R. Underwriting Deficit	(6,164)	(6,980)	(22,568)	26,293

QUARTER ENDING: DECEMBER 31, 2024

EXHIBIT # 1

(Final)

PAGE 2 Of 2

All Other LIABILITY	<u>PY 2020</u>	<u>PY 2019</u>	<u>PY 2018</u>	<u>PY 2017</u>
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	78,630	101,675	144,013	103,973
I.B.N.R. Reserve	47	179	(629)	2
Total Incurred Losses	78,677	101,854	143,384	103,975
Loss Ratio	0.609	0.719	0.978	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	22,719	8,882	(31,110)	(716)
All Other PHYSICAL DAMAGE	<u>PY 2020</u>	<u>PY 2019</u>	<u>PY 2018</u>	<u>PY 2017</u>
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	24,317	28,892	38,496	38,257
I.B.N.R. Reserve	7	5	34	4
Total Incurred Losses	24,324	28,897	38,530	38,261
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	9,804	9,272	(773)	(4,615)
All Other ALL	<u>PY 2020</u>	<u>PY 2019</u>	<u>PY 2018</u>	<u>PY 2017</u>
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	102,947	130,567	182,509	142,230
I.B.N.R. Reserve	54	184	(595)	6
Total Incurred Losses	103,001	130,751	181,914	142,236
Loss Ratio	0.597	0.687	0.928	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	32,523	18,154	(31,883)	(5,331)

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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

DOCKET #: LR 25.07
 EXHIBIT #: 3
 PAGE: 1 of 4

SUMMARY EXHIBIT

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

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

DOCKET #: LR 25.07

EXHIBIT #: 3

PAGE: 2 of 4

Policy Year 2024

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

Policy Year 2023

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

Policy Year 2022

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

Policy Year 2021

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

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

DOCKET #: LR 25.07

EXHIBIT #: 3

PAGE: 3 of 4

Policy Year 2020

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

Policy Year 2019

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	190,284	100.0%	190,284	100.0%	0	0.0%
Losses Incurred and ALAE	132,007	69.4%	130,752	68.7%	(1,255)	-1.0%
Underwriting Expenses	41,379	21.7%	41,379	21.7%	0	0.0%
Underwriting Result	16,898	8.9%	18,153	9.5%	1,255	7.4%

Policy Year 2018

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	195,958	100.0%	195,958	100.0%	0	0.0%
Losses Incurred and ALAE	180,766	92.2%	181,915	92.8%	1,149	0.6%
Underwriting Expenses	45,927	23.4%	45,927	23.4%	0	0.0%
Underwriting Result	(30,735)	-15.7%	(31,884)	-16.3%	(1,149)	3.7%

Policy Year 2017

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	182,591	100.0%	182,591	100.0%	0	0.0%
Losses Incurred and ALAE	142,252	77.9%	142,235	77.9%	(17)	0.0%
Underwriting Expenses	45,686	25.0%	45,686	25.0%	0	0.0%
Underwriting Result	(5,347)	-2.9%	(5,330)	-2.9%	17	-0.3%

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

DOCKET #: LR 25.07

EXHIBIT #: 3

PAGE: 4 of 4

Policy Year 2016

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	169,141	100.0%	169,141	100.0%	0	0.0%
Losses Incurred and ALAE	165,234	97.7%	165,503	97.8%	269	0.2%
Underwriting Expenses	43,287	25.6%	43,287	25.6%	0	0.0%
Underwriting Result	(39,380)	-23.3%	(39,649)	-23.4%	(269)	0.7%

Policy Year 2015

	Prior Qtr Estimate		Current Qtr Estimate		Variance	
	Dollars	% Prem	Dollars	% Prem	Dollars	Percent
Premium	151,439	100.0%	151,439	100.0%	0	0.0%
Losses Incurred and ALAE	130,204	86.0%	130,183	86.0%	(21)	0.0%
Underwriting Expenses	38,778	25.6%	38,778	25.6%	0	0.0%
Underwriting Result	(17,543)	-11.6%	(17,522)	-11.6%	21	-0.1%