

***FACILITY ASSOCIATION RESIDUAL MARKET***  
***AUGUST 2024 PARTICIPATION REPORT***  
**QUARTERLY FINANCIAL INSIGHTS**

Related Bulletin: [FARM Participation Report](#)

Related Operating Results: [Summary of Operations](#)

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**QUARTERLY FINANCIAL INSIGHTS**  
**RESIDUAL MARKET**  
**PARTICIPATION REPORT**  
**AUGUST 2024**

**TABLE OF CONTENTS**

<b>1</b>	<b>Summary .....</b>	<b>2</b>
1.1	Valuation Schedule (Fiscal Year 2024).....	3
1.2	New Valuation .....	3
1.2a	Valuation Results.....	6
1.2b	Valuation Implementation.....	7
1.3	Appointed Actuary and Hybrid Actuarial Services Model .....	10
1.4	Consideration of Recent Legal Decisions and Changes in Legislation / Regulation .....	10
1.5	Current Provision Summary.....	11
<b>2</b>	<b>Activity since Previous Valuation Implementation .....</b>	<b>14</b>
2.1	Recorded Premium and Claims Activity .....	14
2.1.a	Actual vs. Projected (AvsP): Earned Premium .....	15
2.1.b	AvsP: Recorded Indemnity.....	16
2.1.c	AvsP: Paid Indemnity .....	18
2.2	Actuarial Provisions .....	20
<b>3</b>	<b>Ultimate Loss Ratio Matching Method .....</b>	<b>21</b>
<b>4</b>	<b>Calendar Year-to-Date Results .....</b>	<b>21</b>
<b>5</b>	<b>Updated FARM Outlook Projection for CY2024 &amp; Preliminary Outlook for CY 2025 .....</b>	<b>22</b>
<b>6</b>	<b>Current Participation Report – Additional Exhibits.....</b>	<b>25</b>
<b>7</b>	<b>EXHIBITS .....</b>	<b>26</b>

## 1 Summary

Note to members: The next report will be available in December 2024, for reporting month October 2024 and in line with the valuation implementation schedule. Please contact us with any questions or concerns in regards to this matter.

### Key Takeaways

- The projected **2024 Premium Written** is **\$532.5 million**, an increase of \$8.7 million from the 2023 year-end of \$523.7 million; the projected **Combined Operating Ratio (COR)** is **86.6% for 2024**, an increase of 3.0% from 2023 year-end of 83.7%.
  - The estimated premium and COR include consideration of approved rate changes, portfolio mix changes related to recent growth in FARM volumes across jurisdictions and certain classes of vehicles, following from discussions with Facility Association’s Actuarial team, Underwriting team and Servicing Carriers (note that CORs for FARM do not include all expenses like premium taxes, where such expenses are the direct responsibility of FA members);
- The implementation of the 2024 Q2 Valuation, generated \$25.4 million favourable impact on the LIC (there is no loss component assumed for the 2024 cohort) for the month decreasing the August year-to-date COR by 7.4 percentage points. The key changes are:
  - Discounted IBNR with risk adjustment is \$286.0 million, including valuation adjustment decrease of \$25.4 million (or 8.7 percentage points). Undiscounted IBNR is \$316.8 million, including valuation adjustment decrease of \$24.4 million (or 7.6 percentage points). *See exhibit G.1 and G.2 for further breakdown*
  - Updated loss ratio for current accident year-to-date is 60.0%, slightly up by 0.6 percentage points.
  - Discount rate update has an unfavourable impact of \$0.7 million on the LIC due to decrease in yield curve between 2024 Q1 to 2024 Q2 (approx. 3-6 basis points)
- The preliminary Calendar Year 2025 projected combined operating ratio is 90.7%, higher than the Calendar Year 2024 projected combined operating ratio by 4.1%.

### 1.1 Valuation Schedule (Fiscal Year 2024)

The August 2024 Participation Report incorporates the results of an updated valuation (as at June 30, 2024). The impact of the implementation of the valuation is discussed in section 1.2. The following table summarizes the implemented valuations for fiscal year 2024.

FARM FISCAL YEAR 2024 – SCHEDULE OF VALUATIONS			
Valuation Date	Discount Rate (per annum)	Participation Report	Description of Changes
Sep. 30, 2023 (completed)	6.66%	Oct. 2023	updated valuation (roll forward): discount rate increased approximately 62 basis points based on the risk free rate plus illiquidity premium from FIERA Capital
Dec. 31, 2023 (completed)	4.89%-4.95%	Mar. 2024	updated valuation: accident year 2024 loss ratio decreased 3.1 point to 58.3%; average discount rate decreased approximately 108 basis points based on the risk free rate plus illiquidity premium from Fiera Capital; no changes to selected risk adjustment factors at coverage level; payment patterns updated
Mar. 31, 2024	5.06%-5.09%	May. 2024	updated valuation (roll forward): discount rate increased approximately 14-17 basis points based on the risk free rate plus illiquidity premium from FIERA Capital
Jun. 30, 2024	5.01%-5.04%	Aug. 2024	updated valuation: accident year to date 2024 loss ratio increased 0.6 points to 60.0%; average discount rate decreased approximately 3-6 basis points based on the risk free rate plus illiquidity premium from Fiera Capital; annual refresh of risk adjustment factors at coverage level
Sep. 30, 2024	--%	Oct. 2024	updated valuation (roll forward):

Under the proposed schedule for fiscal year 2024, the off-half valuation quarters ending March 31, 2024 and September 30, 2024 would not reflect a full valuation update of assumptions, but would rather roll-forward key assumptions from the previous valuation.

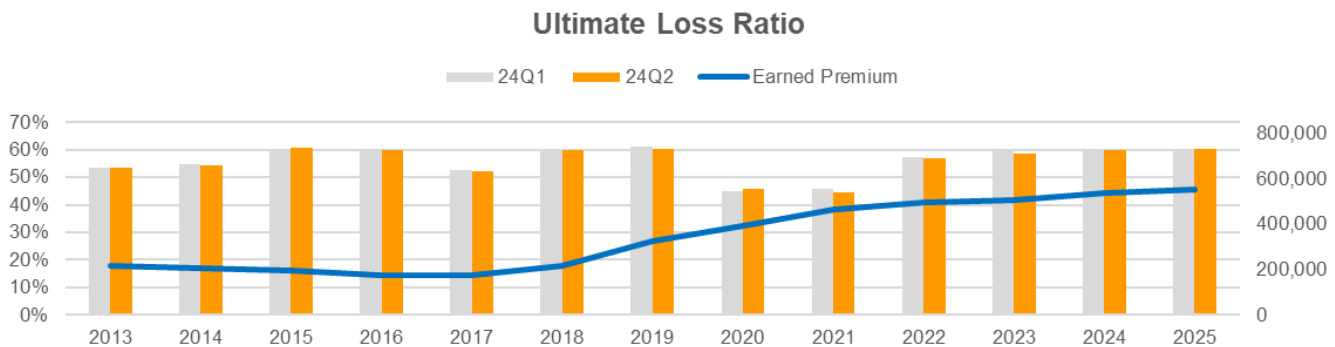
### 1.2 New Valuation

A valuation of the Facility Association Residual Market (“FARM”) as at June 30, 2024 has been completed for Private Passenger and non-Private Passenger business segments and all jurisdictions since last month’s Participation Report. The valuation was completed by the Facility Association’s internal actuarial group in conjunction with, and approved by, the Appointed Actuary, under the hybrid model for actuarial services.

The incorporation of the new valuation had an estimated **\$25.4 million favourable impact** on the month’s net result from operations, which represents an estimated 7.4% (see next page) improvement to the **year-to-date Combined Operating Ratio**. High level drivers of this valuation as follows:

- **Favourable prior accident year change** primarily due to better than expected claims emergence and a priori loss ratio update across all jurisdictions
- **Slight unfavourable current accident year change** primarily driven by Alberta Non-PPV large losses and claims emergence, partially offset by favourable Atlantic results from a priori loss ratio update to include post-pandemic data
- Yield **decreased** slightly over the quarter (approximately 3-6 basis points). This contributed approximately \$0.7 million unfavourable change in the month.

*Valuation Results as at June 30, 2024*



The graph above shows the current and prior valuation ultimate loss ratios for indemnity against earned premium by accident year.

Runoff Summary by Accident Year and Coverage												
Nominal (\$000s)	2013 & prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
TPL	95	(187)	294	65	242	(614)	(2,574)	3,449	(3,272)	(3,873)	(2,082)	(8,458)
AB	(6,689)	(242)	34	(51)	(359)	127	158	(847)	(2,826)	(363)	(755)	(11,814)
Other	2	0	-	0	(217)	24	(38)	(36)	(20)	171	(912)	(1,027)
<b>Total</b>	<b>(6,592)</b>	<b>(429)</b>	<b>328</b>	<b>14</b>	<b>(334)</b>	<b>(463)</b>	<b>(2,455)</b>	<b>2,565</b>	<b>(6,118)</b>	<b>(4,066)</b>	<b>(3,749)</b>	<b>(21,299)</b>

The table above shows the change in nominal ultimate losses for prior accident years across all jurisdictions as at the current valuation period by government line (Third Party Liability, Accident Benefits, and Other).

- ➔ AY2013 & prior favourable driven by Loss Transfer recovery of ON PPV Accident Benefit latent claim
- ➔ AY2021 favourable driven by Nova Scotia large loss favourable development and updates to the IU bulk IBNR provision in Alberta Non-PPV
- ➔ AY2022 & AY2023 favourable driven primarily by the aging of methods & a priori loss ratio for Atlantic PPV TPL coverages

Summary of Impact of Implementing Result of Valuation as at June 30, 2024<sup>1</sup>

FARM (in \$000s)	LIC Impact	LRC Impact	Total Impact	Impact on YTD COR
PAY (2023 & prior)	(26,903)	-	(26,903)	(7.8%)
CAY (2024)	1,462	-	1,462	0.4%
<b>Total</b>	<b>(25,441)</b>		<b>(25,441)</b>	<b>(7.4%)</b>

(negative values are favorable)

IMPACT from changes in:						
\$000s	nominal [1]	apv adj. [2]	sub-tot [3]	dsct rate [4]	margins [5]	TOTAL [6]
PAYs	(26,601)	2,100	(24,501)	1,189	(3,590)	(26,903)
CAY loss component	2,146	(126)	2,020	(477)	(81)	1,462
	-	-	-	-	-	-
<b>TOTAL</b>	<b>(24,455)</b>	<b>1,974</b>	<b>(22,481)</b>	<b>712</b>	<b>(3,671)</b>	<b>(25,441)</b>

(negative values are favorable)

The valuation results and associated implementation impacts are discussed in more detail in the next two sections.

<sup>1</sup>In these tables, “PAYs” refers to prior accident years, “CAY” refers to the current accident year, “FtAY” refers to future accident year and “LIC” refers to the liability for incurred claims. “Nominal” refers to changes excluding any impact to discounting and risk adjustment, whereas “apv adj.” refers to actuarial present value adjustments. The columns labeled [1] and [2] reflect the impact of changes in the valuation selected ultimates (i.e. based on an unchanged selection of discount rates and risk adjustment). Column [4] reflects the impact of the change in the selected discount rate and claims payment patterns, and column [5] reflects the impact of changes in the selected risk adjustment.

## 1.2a Valuation Results

The key results of the valuation by jurisdiction and business segment are summarized in the following table (for nominal indemnity only). This shows an overall favourable 2023 & prior accident year change of \$21.3 million (3.7% of the beginning unpaid indemnity).

### June 30, 2024 Valuation Summary (Indemnity Only, Nominal Basis)

Jurisdiction	2023 & Prior	2023 & Prior	% of	2024	Change	Change against	2025	Change	Change against
	Beginning	Accident Year							
	Unpaid (000s)	Change (000s)	Unpaid	Loss Ratio	Valuation	Prem (000s)	Loss Ratio	Valuation	Earned Prem (000s)
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
Ontario	227,479	(11,562)	(5.1%)	55.3%	0.1%	233	56.4%	0.5%	1,221
PPV	78,568	(7,896)	(10.0%)	77.5%	2.3%	1,088	75.2%	3.1%	1,586
Non-PPV	148,911	(3,666)	(2.5%)	49.2%	(0.5%)	(855)	51.1%	(0.2%)	(365)
Alberta	197,274	(1,762)	(0.9%)	68.1%	5.9%	10,024	66.3%	3.0%	5,030
PPV	9,077	(11)	(0.1%)	61.4%	(10.0%)	(790)	67.4%	10.3%	949
Non-PPV	188,197	(1,751)	(0.9%)	68.4%	6.7%	10,813	66.2%	2.6%	4,081
Atlantics	151,805	(7,684)	(5.1%)	59.0%	(4.9%)	(6,890)	61.5%	(3.6%)	(5,267)
PPV	73,217	(330)	(0.5%)	55.0%	(5.3%)	(4,026)	57.3%	(2.7%)	(2,141)
Non-PPV	78,588	(7,354)	(9.4%)	63.8%	(4.5%)	(2,864)	66.5%	(4.7%)	(3,127)
Newfoundland & Labrador	47,999	(1,463)	(3.0%)	61.1%	(3.8%)	(1,578)	60.9%	(1.7%)	(722)
PPV	33,683	(1,424)	(4.2%)	61.1%	(4.2%)	(1,177)	61.1%	(1.0%)	(280)
Non-PPV	14,316	(39)	(0.3%)	61.0%	(2.9%)	(401)	60.5%	(3.0%)	(442)
New Brunswick	38,098	(3,228)	(8.5%)	54.9%	(9.4%)	(3,267)	59.9%	(8.3%)	(2,884)
PPV	15,623	264	1.7%	44.4%	(9.3%)	(1,301)	48.2%	(6.6%)	(824)
Non-PPV	22,475	(3,492)	(15.5%)	61.9%	(9.4%)	(1,966)	66.4%	(9.2%)	(2,061)
Nova Scotia	58,141	(3,036)	(5.2%)	62.0%	(3.6%)	(1,993)	64.5%	(2.8%)	(1,679)
PPV	19,988	794	4.0%	55.2%	(5.0%)	(1,513)	58.4%	(3.0%)	(1,055)
Non-PPV	38,153	(3,830)	(10.0%)	70.1%	(1.9%)	(481)	73.1%	(2.5%)	(624)
Prince Edward Island	7,567	43	0.6%	45.4%	(0.7%)	(52)	48.3%	0.2%	18
PPV	3,923	36	0.9%	46.3%	(1.0%)	(36)	48.8%	0.5%	18
Non-PPV	3,644	7	0.2%	44.6%	(0.4%)	(17)	48.0%	0.0%	-
Combined Territories	3,695	(291)	(7.9%)	37.2%	(0.9%)	(91)	38.6%	(0.3%)	(25)
PPV	1,609	(293)	(18.2%)	43.9%	(5.3%)	(183)	47.4%	(0.4%)	(14)
Non-PPV	2,086	2	0.1%	33.5%	1.5%	92	33.7%	(0.2%)	(11)
Yukon Territory	961	(74)	(7.7%)	31.8%	(1.5%)	(50)	33.7%	0.1%	4
PPV	209	(91)	(43.5%)	46.1%	(11.9%)	(28)	50.8%	10.2%	15
Non-PPV	752	17	2.3%	30.8%	(0.7%)	(23)	33.0%	(0.3%)	(11)
Northwest Territories	1,953	(224)	(11.5%)	41.2%	(4.7%)	(230)	44.2%	(1.2%)	(64)
PPV	1,347	(165)	(12.2%)	47.0%	(5.4%)	(155)	51.1%	(1.0%)	(30)
Non-PPV	606	(59)	(9.7%)	32.7%	(3.8%)	(75)	35.2%	(1.5%)	(34)
Nunavut	781	7	0.9%	36.5%	14.3%	189	26.0%	3.7%	35
PPV	53	(37)	(69.8%)	16.2%	(0.1%)	(0)	17.1%	0.3%	1
Non-PPV	728	44	6.0%	43.7%	19.4%	190	32.3%	6.1%	33
<b>Total</b>	<b>580,253</b>	<b>(21,299)</b>	<b>(3.7%)</b>	<b>60.0%</b>	<b>0.6%</b>	<b>3,275</b>	<b>60.4%</b>	<b>0.2%</b>	<b>957</b>

In the preceding table, the columns [1] through [3] highlight the changes in prior accident years' results. Changes to the 2024 accident year indemnity loss ratios are summarized in columns [4] through [6]. Finally, columns [7] through [9] summarize the changes in the 2025 indemnity loss ratios.

The valuation process continues to rely on five main actuarial methodologies – the expected loss ratio method, the loss development method<sup>2</sup>, the Bornhuetter-Ferguson method, the Benktander method, and

<sup>2</sup>Also referred to as the chain ladder method or link ratio method.

the weighted method. The valuation triangles are split by business segment (i.e. private passenger<sup>3</sup> and non-private passenger), following Member Sharing as per the Plan of Operation. The valuation triangles are directly reconcilable to accident year / calendar year results for the FARM.

In general, the valuation data triangles are used directly in development factor selections by coverage for each jurisdiction and each business segment. However, where the data is not deemed credible or is deemed too volatile or for other considerations, development factors may be based on data from another jurisdiction (for example, using Alberta factors for the northern territories), or from industry data (via the loss development triangle data available from the General Insurance Statistical Agency (“GISA”).

Final selection of IBNR was made at the coverage/accident-quarter level, after consideration of the results of the five methods identified above. This is consistent with the process followed for the prior FARM valuation.

### 1.2b Valuation Implementation

The implementation impact associated with this latest valuation is summarized in the following table (Table A) (**total impact is favourable by \$25.4 million**, or 2.8% of the \$904.1 million total member statement insurance contract liabilities as posted in the previous month’s Participation Reports). The valuation focused separately on nominal results for indemnity (see column [1]) and the allowed claims adjustment expenses for excess legal and for specific professional fees (see column [3]). As the retroactive adjustments for Servicing Carrier claims fees are derived directly from accident year indemnity ratios to earned premium, these adjustments were updated to reflect the valuation results as well (see column [2]).

Changes in nominal values will generate changes in actuarial present value adjustments, even if the discount rate and/or risk adjustment are not changed. **The selected risk adjustment** is updated annually in Q2 (this is reflected in column [3] allowed claims expenses below). **The selected discount rate** is updated at the jurisdiction / business segment / coverage / accident quarter level. The total changes in actuarial present value adjustments with the valuation implementation are shown in column [5], and are mainly driven by favorable prior accident year change.

Implementation Summary Table A (\$000s)

\$000s	indemnity [1]	retroactive claims fee [2]	allowed claims expenses [3]	nominal total [4]	actuarial present value [5]	grand total [6]
prior accident years	(20,600)	(408)	(5,593)	(26,601)	(302)	(26,903)
current accident year	2,142	(388)	392	2,146	(684)	1,462
loss component	-	-	-	-	-	-
<b>TOTAL</b>	<b>(18,458)</b>	<b>(796)</b>	<b>(5,201)</b>	<b>(24,455)</b>	<b>(986)</b>	<b>(25,441)</b>

*(negative values are favorable)*

The “nominal” impacts (total in column [4] of the preceding table) reflect changes in the selected ultimate loss ratio (i.e. for each accident year, it is the product of life-to-date earned premium for the accident year and the change in the selected ultimate loss ratio for indemnity and for the allowed claims expenses for the liabilities for incurred claims; ultimate loss ratios and projected expenses are also taken into account in determining the loss component). Based on current indications, none of the FARM segments are expected to be onerous. We will continue to monitor to determine if any segments become onerous and require a loss component.

<sup>3</sup>As per the Plan of Operation, the residual market business (i.e. not part of a Risk Sharing Pool or Uninsured Automobile Fund) is segmented into “private passenger non-fleet” and “all other”. For convenience, the former is referred to as “private passenger”.



Changes in selected nominal ultimate indemnity (updated quarterly) for the most recent five prior accident years will generate changes to the retroactive claims fees adjustments to Servicing Carriers (see column [2] of the preceding table).

The selected ultimate ratio levels for allowed claims expenses (“excess legal”) are reviewed annually with the June 30 valuation and generated a favourable change of \$5.6 million (see column [3]).

In addition to the changes in the actuarial present value adjustments directly related to the changes in selected nominal values, indemnity payment cash flows were updated using the selected payment pattern and discounted with the risk-free curve plus illiquidity premium calculated monthly by the Fiera Capital Corporation<sup>4</sup>. It is assumed that the FARM cash flows are relatively illiquid. This means a yield curve with a higher illiquidity premium is used for the discounting calculations (the selected yield curve is anchored with the valuation date).

The following “Implementation Summary Table B” summarizes, by jurisdiction, the information shown in Table A (the preceding table). In relating the two tables, the total for Table A column [4] matches the total for Table B column [7], the total for Table A column [5] matches the sum of the total for Table B columns [8] and [9] and [10], and the total for Table A column [6] matches the total for Table B column [11].

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<sup>4</sup> <https://www.fieracapital.com/en/institutional-markets/cia-ifrs-17-curves>

Implementation Summary Table B (\$000s)

Jurisdiction / Business Segment	Total				TOTAL [11]
	updates LRs, retros, exp [7]	apv adj. [8]	dsct rate [9]	margins [10]	
<b>Ontario</b>	<b>(16,197)</b>	<b>1,804</b>	<b>632</b>	<b>(1,310)</b>	<b>(15,072)</b>
PPV	(8,419)	1,623	211	(581)	(7,167)
Non-PPV	(7,778)	182	421	(729)	(7,904)
<b>Alberta</b>	<b>6,338</b>	<b>(416)</b>	<b>543</b>	<b>(1,559)</b>	<b>4,907</b>
PPV	(642)	50	1	(54)	(645)
Non-PPV	6,980	(466)	542	(1,505)	5,552
<b>New Brunswick</b>	<b>(6,154)</b>	<b>410</b>	<b>(150)</b>	<b>(291)</b>	<b>(6,184)</b>
PPV	(997)	94	(53)	(161)	(1,116)
Non-PPV	(5,157)	316	(97)	(130)	(5,068)
<b>Nova Scotia</b>	<b>(4,822)</b>	<b>150</b>	<b>(50)</b>	<b>(736)</b>	<b>(5,458)</b>
PPV	(430)	30	(17)	(205)	(621)
Non-PPV	(4,392)	120	(33)	(531)	(4,836)
<b>Prince Edward Island</b>	<b>18</b>	<b>8</b>	<b>(19)</b>	<b>(80)</b>	<b>(73)</b>
PPV	19	13	18	(64)	(15)
Non-PPV	(1)	(5)	(37)	(16)	(58)
<b>Newfoundland &amp; Labrador</b>	<b>(3,369)</b>	<b>121</b>	<b>50</b>	<b>(64)</b>	<b>(3,261)</b>
PPV	(2,823)	100	276	(126)	(2,572)
Non-PPV	(546)	21	(226)	62	(689)
<b>Yukon</b>	<b>(31)</b>	<b>(19)</b>	<b>(4)</b>	<b>9</b>	<b>(45)</b>
PPV	(92)	(0)	0	1	(91)
Non-PPV	61	(18)	(4)	7	46
<b>Northwest Territories</b>	<b>(396)</b>	<b>5</b>	<b>(29)</b>	<b>8</b>	<b>(412)</b>
PPV	(285)	10	(23)	5	(292)
Non-PPV	(112)	(5)	(6)	3	(121)
<b>Nunavut</b>	<b>158</b>	<b>(91)</b>	<b>(260)</b>	<b>351</b>	<b>157</b>
PPV	(36)	2	(1)	3	(32)
Non-PPV	194	(93)	(259)	348	189
<b>Total</b>	<b>(24,455)</b>	<b>1,974</b>	<b>712</b>	<b>(3,671)</b>	<b>(25,441)</b>

(negative values are favorable)

The impact of the valuation on a **nominal basis** (that is, prior to actuarial present value adjustments), is presented in Table A column [4] and Table B column [7], indicating a **total favourable** impact of **\$25.4 million**, and includes the impacts of updated indemnity valuation (updated quarterly) and allowed claims expense valuation (updated annually, at the June 30<sup>th</sup> valuation).

With respect to the **actuarial present value adjustments prior to updating the discount rate and margins**, projected indemnity payment cash flows were updated for all jurisdictions and business segments, using claim payment activity as at the current valuation date and ultimate selections from the latest applicable valuations – these changes contributed an estimated **unfavourable impact of \$1.9 million** (see Table B, column [8]).

Based on updated yield curve and the updated projected cash flows, the **selected discount rate was decreased by 3-6 basis points** from a range of 5.06%-5.09%, to **5.01%-5.04%**, resulting in an estimated

unfavourable impact of \$0.7 million (see Table B, column [9]).

Finally, the **selected risk adjustment was updated** at the coverage / accident quarter level with this valuation and generated a decrease of \$3.7 million on the LIC for unpaid claims.

### 1.3 Appointed Actuary and Hybrid Actuarial Services Model

At the FA Annual General Meeting, held March 6<sup>th</sup>, 2024, the members of Facility Association (“FA”) appointed Mr. Cosimo Pantaleo as the Appointed Actuary for the 2024 fiscal year reporting period.

Facility Association operates under a hybrid model in relation to the management and provision of actuarial services. Under this model, actuarial services are performed by both Facility Association’s internal staff and its external actuarial consulting firm. The hybrid model approach maximizes the efficiency of resource allocation while providing access to additional expertise and capacity as needed.

### 1.4 Consideration of Recent Legal Decisions and Changes in Legislation / Regulation<sup>5</sup>

Consideration and assessment of potential impacts of legal decisions and changes in legislation / regulation constitutes a regular part of the valuation process. Descriptions of some of the more recent (i.e. within the last five years) changes are provided below.

There has been one update to this section since last month’s report pertaining to the **Jackson v. Cooper** case.

On **January 26<sup>th</sup>, 2023, the Provincial government of Alberta** decided to freeze insurance rate filings for private passenger vehicles for the duration of calendar year 2023. In response to the policy decision by the government of Alberta, FA has been working to adjust projected rate levels to account for the impact of the rate pause on future premiums and working with member companies to revise estimates of projected risk sharing pool volumes in light of the potential impacts to business volume due to the policy decision.

In **Jackson v. Cooper, 2022 ABKB 609**, the decision, released on September 9, 2022, clarified the interest rates to be used in the calculation of pre-judgment interest awards on pecuniary damages. As described above, Bill 41 (effective December 9, 2020) amended calculation of pre-judgment interest on non-pecuniary damages in s. 585.2(2) of the Insurance Act. Up for debate was the question of whether this change applied retroactively. The court concluded it does not apply retroactively, and awarded pre-judgment interest at the old rate (4%) from the date of the accident up to the coming into force of s. 585.2(2) (December 9, 2020), and thereafter pre-judgment interest in accordance with section 4(2) of the Judgment Interest Act. In August 2024, this appeal was dismissed.

It is unclear whether the estimated impact of Bill 41 (preliminary estimate of 18% reduction to loss cost for Bodily Injury claims, which was recently re-estimated as 13.9% reduction<sup>6</sup>) is affected by this decision. At this time, no changes have been made in our estimates to reflect this until we can assess whether this ruling represents a material change in the underlying Bill 41 impact assumptions.

Amendments to the **Alberta Automobile Accident Insurance Benefits Regulation, Diagnostic and Treatment Protocols Regulation, and Minor Injury Regulation** came into force effective November 1, 2020, amending definitions and various benefit maximums defined in these regulations. **Alberta Bill 41** (Insurance (Enhancing

<sup>5</sup>This url to a pdf is to a helpful guide on how bills become laws: <https://www.ola.org/sites/default/files/common/how-bills-become-law-en.pdf>.

<sup>6</sup>[Semi-Annual Review of Industry Experience – Final Report PPV AIRB](#) (see page 42)

Driver Affordability and Care) Amendment Act, 2020) **received royal assent on December 9, 2020**. Bill 41 amends the Insurance Act to: 1) control the use of expert witnesses in Court of Queen’s Bench proceedings where damages for bodily injury or death arising from use or operation of a motor vehicle as defined in the Traffic Safety Act are claimed; 2) introduce direct compensation for property damage (DCPD) into the province; 3) amend the calculation of pre-judgment interest on damages awarded for bodily injury or death arising directly or indirectly from the use or operation of an automobile; and 4) amend provisions regarding the regulation of auto insurance rates by the Alberta Automobile Insurance Rate Board. At the current time, no explicit adjustments have been made to our valuation estimates or views based on the amendments to the various Regulations and introduction of Bill 41. The impact of this has been included in this valuation. There is an estimated 18% reduction to loss costs for Bodily Injury claims in Alberta, as well as an estimated 8% increase in accident benefits loss costs, effective Jan. 1, 2021.

**Newfoundland Bill 47** (An Act to Amend the Insurance Companies Act, 2023) **received royal assent on November 16<sup>th</sup>, 2023**. Bill 47 prohibits Facility Association from including a profit provision in automobile insurance rates. This will adversely impact our projected rate levels and, consequently, our loss ratios in Newfoundland FARM.

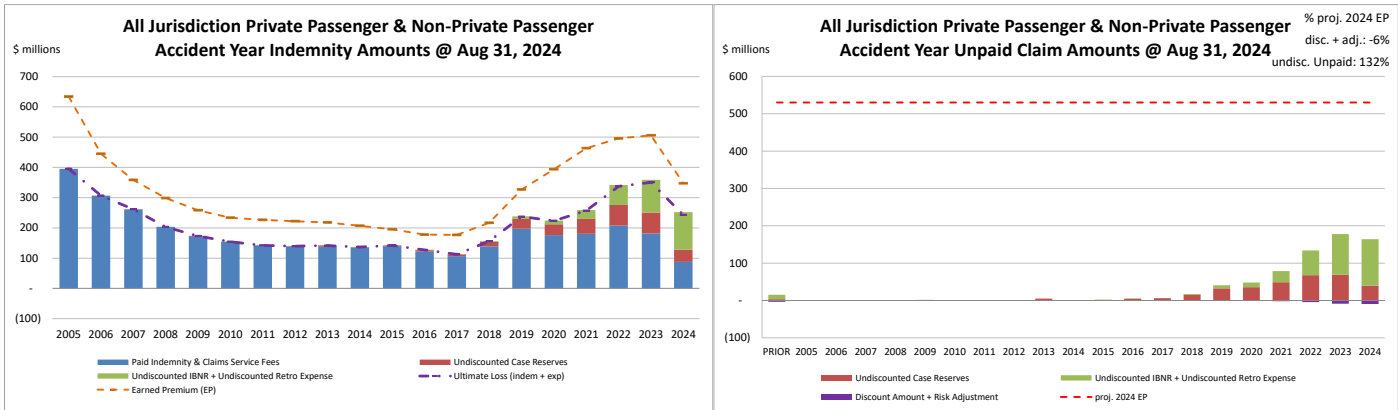
## 1.5 Current Provision Summary

The following charts show the current levels of **indemnity and retro expense**<sup>7</sup> claims amounts booked by

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<sup>7</sup>Servicing Carriers for the FARM are compensated via an initial claims fee paid as a percentage of earned premium. This fee is retroactively adjusted and settled at age 72 months for each accident year based on the formula as laid out in the Plan of Operation. The claims fee is meant to cover Servicing Carrier costs for claims management and adjudication except for certain categories of claims expenses (first party legal and

accident year<sup>8</sup>. The left chart displays life-to-date indemnity and expense payments, case reserves, and IBNR against accident year earned premium. The right chart shows the associated dollar amounts for the components of the unpaid claims liabilities and the current projected amount of 2024 full year earned premium (the red hash-mark line) to provide some perspective.



*"M/S" refers to "Member Statement" values – that is, actuarial present value adjustments at the selected discount rate.*

liability for incurred claims (\$000s)

	amt	%
undisc. case	333,885	50.0%
undisc. ibnr (indem)	316,759	47.5%
undisc. retro claims	48,133	7.2%
disc. + risk adj.	(31,355)	(4.7%)
LIC	667,423	100.0%

The current actuarial present value adjustments balance associated with indemnity and retro expense (\$31.4 million – see following table) represents -6% of the earned premium projected for the full year 2024 (see the upper right corner of the preceding chart on the right).

The table to the (top left) breaks down Liability for Incurred Claims (i.e. LIC for unpaid claims) into its component parts. The unpaid claims fees and allowed claims expenses liability is shown in the row labelled "undisc. retro claims" (see footnote 7) and the total discount and risk adjustment are labelled "disc. + risk adj."

The following tables summarize the liability for remaining coverage (i.e. LRC) and insurance contract liabilities. Based on current indications, none of the FARM segments are expected to be onerous. We will continue to monitor to determine if any segments become onerous and require a loss component.

liability for remaining coverage (\$000s)

	amt	%
LRC excl. disc. LC	216,417	100.0%
undisc. LC	-	-
disc. amt	-	-
LRC	216,417	100.0%

insurance contract liabilities (\$000s)

	amt	%
undiscounted LIC	698,778	79.1%
undiscounted LRC	216,417	24.5%
disc. + risk adj.	(31,355)	(3.5%)
LIC + LRC	883,840	100.0%

professional consulting fees as described in the Facility Association's "Claims Guide" manual under the "Legal & Professional Fees" section). These latter fees are reimbursable upon proof of closure of the applicable coverage of the claim, and upon verification of eligibility.

We refer to these fees/expenses collectively as "claims fees and allowed claims expenses" and these are generally NOT included in this discussion, although reference is made to them from time to time as deemed appropriate. The claims fees and allowed claims expenses may be reviewed in the valuation process and any associated changes in unpaid amounts are reflected in the Participation Report. The collective provision for the claims fees and allowed claims expenses is referred to as the "Retro Claims" provision and is presented in Exhibit C.

<sup>8</sup>The loss ratio chart has been limited to show the most recent 20 accident years; the unpaid provision chart has been limited to show the most recent 20 accident years, and show all accident years older than 20 years collectively as "PRIOR".

insurance contract liabilities (\$000s)	
total by juris (rounded at juris level)	
Ontario	356,634
Alberta	300,629
Newfoundland & Labrador	60,237
New Brunswick	56,618
Nova Scotia	88,873
Prince Edward Island	11,724
Yukon	3,114
Northwest Territories	4,417
Nunavut	1,594
<b>All Jurisdictions</b>	<b>883,840</b>

Total insurance contract liabilities (including discounting and risk adjustment) are summarized by jurisdiction in the table to the left. Ontario has the largest share of any single jurisdiction (accounting for approximately 40.4% of the total insurance contract liabilities). Alberta is second largest, accounting for approximately 34.0%.

## 2 Activity since Previous Valuation Implementation

### 2.1 Recorded Premium and Claims Activity

The following tables summarize the extent to which premiums and claims amounts recorded since the last valuation implementation differ from projections.

*FARM Actual vs. Projected Summary: Recorded Transaction Amounts (\$ thousands) by Jurisdiction*

Jurisdiction	Share Year	Share Month	Actual Earned Premium (\$000s)	Actual minus projected Earned Premium (\$000s)	Actual Paid (\$000s)	Actual minus Projected Paid (\$000s)	Actual Recorded Claims (\$000s)	Actual minus Projected Recorded Claims (\$000s)
ON	2024	June	17,091	(821)	296	(8,313)	1,107	(10,188)
ON	2024	July	17,747	(772)	11,465	2,928	10,436	885
ON	2024	August	18,318	(467)	8,568	126	7,675	(1,794)
<b>ON Total</b>			<b>53,155</b>	<b>(2,059)</b>	<b>20,329</b>	<b>(5,260)</b>	<b>17,004</b>	<b>(11,097)</b>
AB	2024	June	13,874	614	7,353	418	11,927	2,938
AB	2024	July	14,687	761	10,158	3,614	7,828	(717)
AB	2024	August	14,214	357	6,674	214	8,512	(62)
<b>AB Total</b>			<b>42,774</b>	<b>1,731</b>	<b>24,185</b>	<b>4,247</b>	<b>28,267</b>	<b>2,160</b>
NL	2024	June	3,434	16	1,597	(1,385)	1,794	(759)
NL	2024	July	3,612	77	2,610	311	2,374	(397)
NL	2024	August	3,616	25	2,027	(273)	2,387	(438)
<b>NL Total</b>			<b>10,661</b>	<b>118</b>	<b>6,234</b>	<b>(1,347)</b>	<b>6,555</b>	<b>(1,594)</b>
NB	2024	June	2,863	84	611	(1,422)	1,249	(1,087)
NB	2024	July	3,005	56	906	(911)	786	(1,835)
NB	2024	August	3,010	31	1,728	(142)	1,779	(1,020)
<b>NB Total</b>			<b>8,879</b>	<b>171</b>	<b>3,246</b>	<b>(2,475)</b>	<b>3,814</b>	<b>(3,943)</b>
NS	2024	June	4,469	72	1,708	(2,269)	1,207	(1,927)
NS	2024	July	4,629	13	3,066	(179)	4,397	799
NS	2024	August	4,746	75	2,441	(818)	2,088	(1,538)
<b>NS Total</b>			<b>13,844</b>	<b>160</b>	<b>7,215</b>	<b>(3,266)</b>	<b>7,692</b>	<b>(2,665)</b>
PE	2024	June	613	(11)	186	(157)	243	(144)
PE	2024	July	682	14	389	108	7	(404)
PE	2024	August	676	21	347	61	146	(301)
<b>PE Total</b>			<b>1,971</b>	<b>24</b>	<b>921</b>	<b>12</b>	<b>381</b>	<b>(849)</b>
YK	2024	June	297	5	129	69	7	(82)
YK	2024	July	306	15	5	(64)	10	(100)
YK	2024	August	312	9	43	(30)	90	(30)
<b>YK Total</b>			<b>915</b>	<b>29</b>	<b>177</b>	<b>(25)</b>	<b>107</b>	<b>(212)</b>
NT	2024	June	397	(5)	38	(161)	154	(104)
NT	2024	July	425	23	91	(100)	278	46
NT	2024	August	418	0	65	(132)	137	(93)
<b>NT Total</b>			<b>1,240</b>	<b>18</b>	<b>194</b>	<b>(393)</b>	<b>568</b>	<b>(151)</b>
NU	2024	June	122	9	139	81	112	80
NU	2024	July	120	9	-	(42)	2	(21)
NU	2024	August	115	0	-	(45)	4	(21)
<b>NU Total</b>			<b>357</b>	<b>18</b>	<b>139</b>	<b>(6)</b>	<b>118</b>	<b>37</b>
<b>Grand Total</b>			<b>133,796</b>	<b>211</b>	<b>62,641</b>	<b>(8,512)</b>	<b>64,506</b>	<b>(18,314)</b>

(Recorded transaction amounts exclude IBNR & other actuarial provisions)

FARM Actual vs. Projected Summary: Recorded Transaction Amounts (\$ thousands) by Accident Year Group

AY Group	Share Year	Share Month	Actual Earned Premium (\$000s)	Actual minus projected Earned Premium (\$000s)	Actual Paid (\$000s)	Actual minus Projected Paid (\$000s)	Actual Recorded Claims (\$000s)	Actual minus Projected Recorded Claims (\$000s)
PAY	2024	June	(92)	(92)	4,432	(13,878)	1,753	(10,039)
PAY	2024	July	(574)	(574)	17,695	3,031	11,899	2,099
PAY	2024	August	(228)	(228)	14,318	(351)	9,292	(468)
<b>PAY Total</b>			<b>(895)</b>	<b>(895)</b>	<b>36,444</b>	<b>(11,199)</b>	<b>22,944</b>	<b>(8,409)</b>
CAY	2024	June	43,252	55	7,626	741	13,833	(1,234)
CAY	2024	July	45,787	770	10,996	2,634	14,204	(3,843)
CAY	2024	August	45,652	281	7,575	(688)	13,526	(4,828)
<b>CAY Total</b>			<b>134,691</b>	<b>1,106</b>	<b>26,197</b>	<b>2,687</b>	<b>41,563</b>	<b>(9,905)</b>
<b>Grand Total</b>			<b>133,796</b>	<b>211</b>	<b>62,641</b>	<b>(8,512)</b>	<b>64,506</b>	<b>(18,314)</b>

(Recorded transaction amounts exclude IBNR & other actuarial provisions)

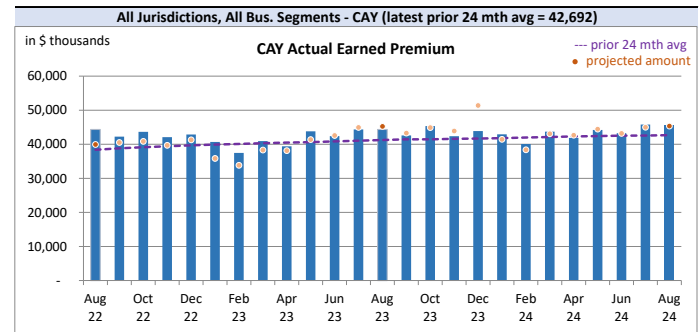
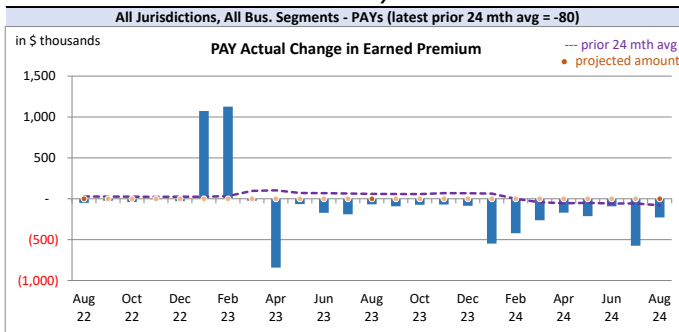
Note that claims transaction activity is generally volatile and changes from one month to the next are anticipated due to this natural “process variance” (i.e. random variation). Each month, the projection variances are reviewed for signs of projection bias and to identify potential ways to reduce the level of the variance. The variances are also reviewed as part of the quarterly valuation process, as an indicator of changes in the claims development process or potential bias in ultimate claims estimates.

More detailed analysis and commentary on actual vs. projected for the most recent reporting months is provided below.

2.1.a Actual vs. Projected (AvsP): Earned Premium

The following charts show actual earned premium<sup>9</sup> in each of the most recent 25 calendar months, along with a prior 24-month average to show how each month’s actual compare with the average amount of the preceding 24 calendar months.

FARM Actual Earned Premium by Calendar Month



Earned premium changes during a given calendar month in relation to prior accident years tend to be at modest levels.

FARM volumes can increase quite rapidly, as have occurred in the recent years. Mix of business changes can create significant changes in average written premium, even where count changes are minor as has occurred in the recent years. For example, we have observed increases in CV, IU, and taxi vehicles over recent years.

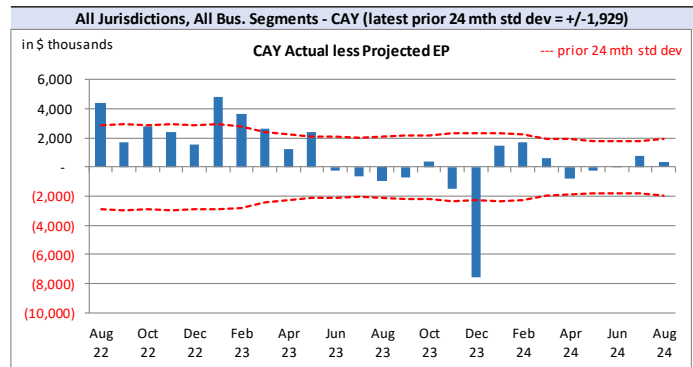
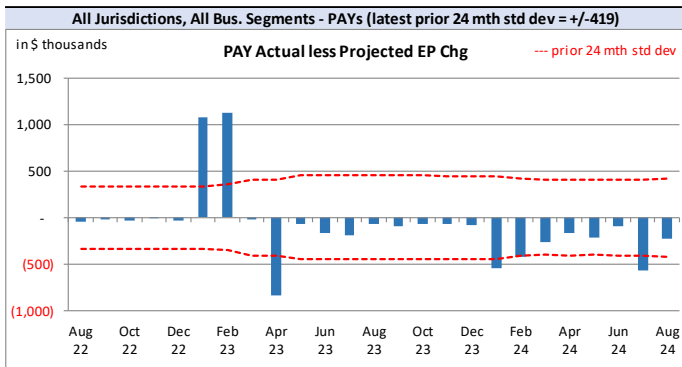
<sup>9</sup>Premium is earned on a daily basis based on the transaction term measured in days. As a result, months with 31 days earned relatively more than those with 30 days, and February earns the least.



Historical written premium growth for CV and IU vehicles have been increasing as follows: 61.0% in 2019, 17.5% in 2020, 14.7% in 2021, 8.5% in 2022, and 1.7% in 2023.

The associated variance between the actual changes and the projections from the previous month are shown in the following charts. **Earned premium** change projections are all attributed to the current accident year as the projection upload does not accept **earned premium** changes for other accident years. We do not see this limitation as being significant for our purposes, but it does mean that the actual less projection variance will equal the actual **earned premium** change in relation to prior accident years.

*FARM Actual vs. Projected Summary: Earned Premium Variances by Calendar Month*



On Latest \$ thousands		
Earned Premium	PAYs	CAY
Mthly Avg EP Chg (prior 24 mths)	(80)	42,692
std dev	419	1,929
A-P <> std dev	6	6
% <> std dev	24.0%	24.0%
norm <> std dev	31.7%	31.7%
performance vs 24-mth avg:	better	better

Our admittedly simple approach to projecting **earned premium** changes from projected written premium levels (and uploading all projections as current accident year (CAY)) does not indicate bias<sup>10</sup> on a running 25-month basis (ignoring the prior accident years’ (PAYs) variances, which tend to be small relative to monthly premium overall), as

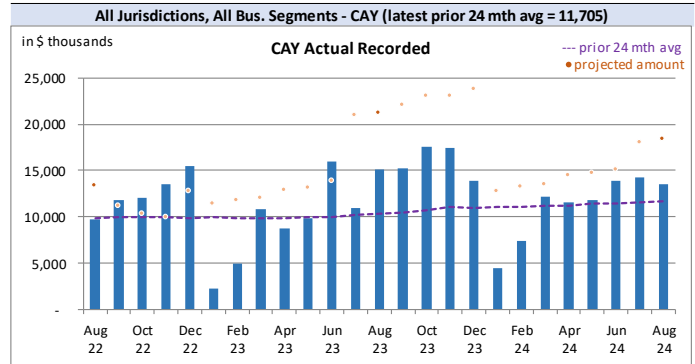
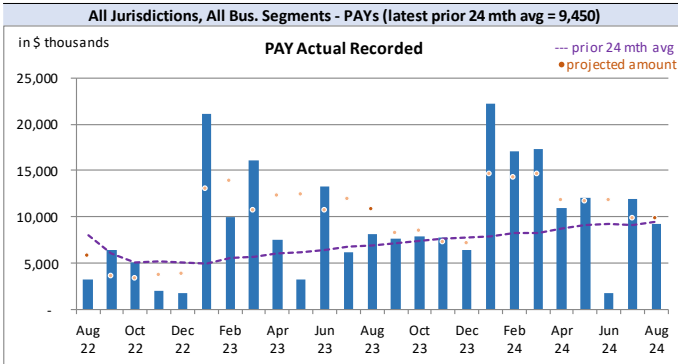
17 of the latest 25 have been higher than projected (see preceding “Actual vs. Projected Summary” table on the right), and while we modified our projections processes in response, bias still exists in some months. Over time, we may consider other projection approaches to address the bias issue, but it is not currently deemed as priority.

**2.1.b AvsP: Recorded Indemnity**

The following charts show actual **recorded indemnity** activity (**paid indemnity** plus case changes) in each of the most recent 25 calendar months, along with a “prior 24-month average” to show how each month’s actual compares with the average amount of the preceding 24 calendar months.

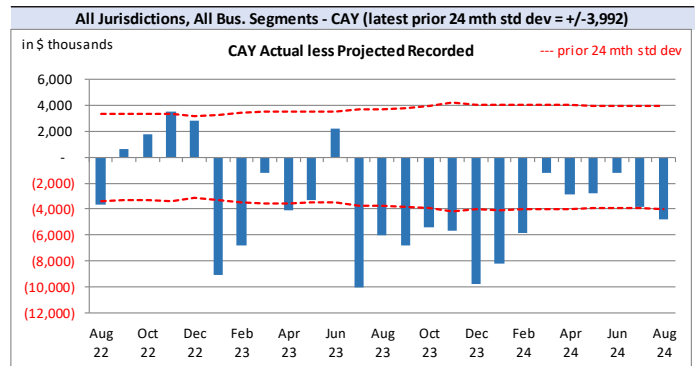
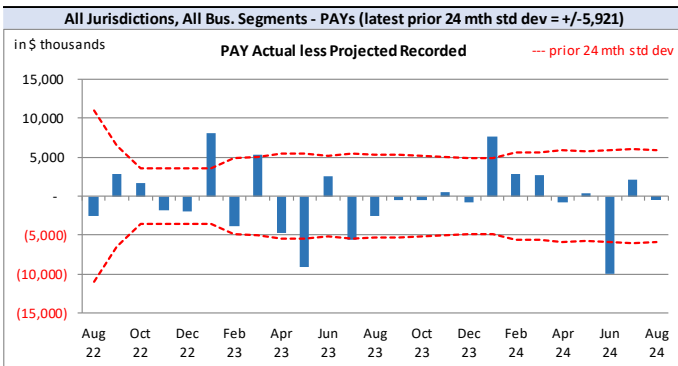
<sup>10</sup>For the binomial distribution with 25 trials and an assumed 50% success probability, the 95% confidence range is 8 to 17 successes. That is, favourable or unfavourable counts of 0 to 7 or 18 to 25 out of 25 outcomes would suggest bias.

**FARM Actual Recorded Indemnity by Calendar Month**



**Recorded indemnity** activity variances from the previous month’s projections are shown in the following charts, including the “prior 24-month standard deviation” levels.

**FARM Actual vs. Projected Summary: Recorded Indemnity Variances by Calendar Month**



	On Latest \$ thousands		
	Recorded	PAYs	CAY
Mthly Avg Recorded (prior 24 mths)	9,450	11,705	
std dev	5,921	3,992	
A-P <> std dev	6	14	
% <> std dev	24.0%	56.0%	
norm <> std dev	31.7%	31.7%	
performance vs 24-mth avg:	better	worse	

With respect to **recorded indemnity**, 24% of the prior accident years’ (PAYs) variances over the last 25 calendar months have fallen outside of one standard deviation of the actual **recorded indemnity** (see table on the below left), suggesting the projection process performs better than simply projecting the prior 24-month average amount (assuming a normal distribution). Bias has not been

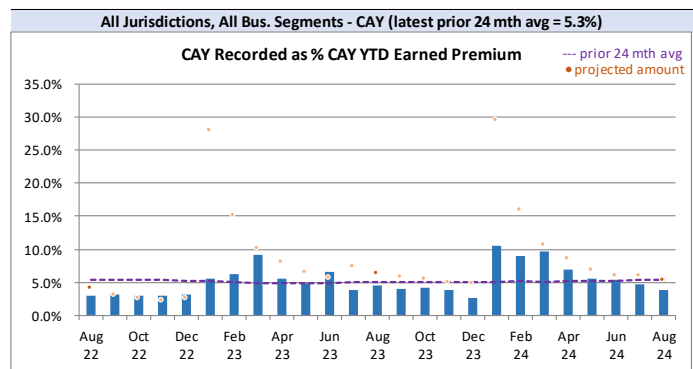
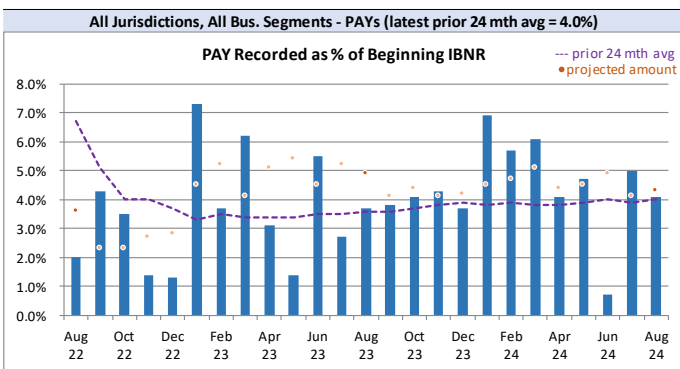
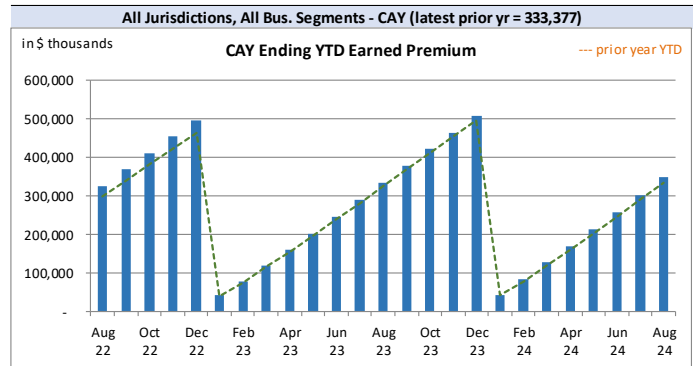
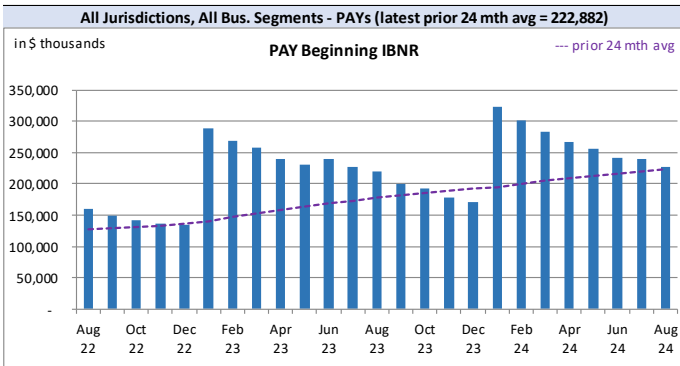
indicated at a 95% confidence level on a running 25-month basis (11 of 25 variances were positive).

The current accident year (CAY) **recorded indemnity** variances fell outside of one standard deviation 56% of the time over the last 25 calendar months (see the preceding table on the right), suggesting the projection process performs no better than simply projecting the prior 24-month average amount. Bias has been indicated at a 95% confidence level on a running 25-month basis (5 of 25 variances were positive).

The method for establishing IBNR adjusts automatically for changes in **earned premium** and **recorded indemnity** activity level (see sections 2.2 and 3).

We have included, for reference, the following charts related to levels influencing **recorded indemnity** activity.

FARM Levels that influence<sup>11</sup> Recorded Indemnity by Calendar Month



We track the PAY beginning IBNR as **recorded indemnity** activity comes out of IBNR. Changes in the PAY beginning IBNR (see upper left chart within the preceding group of charts) occur for several possible reasons:

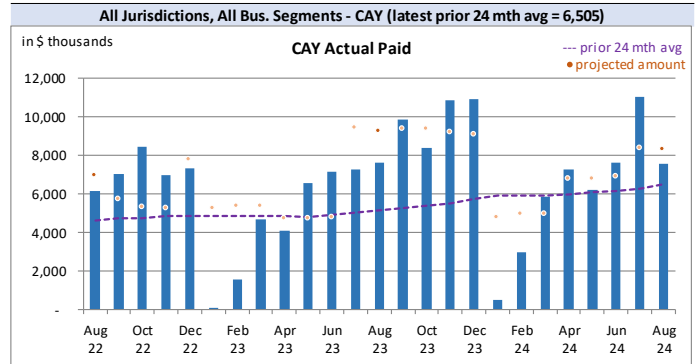
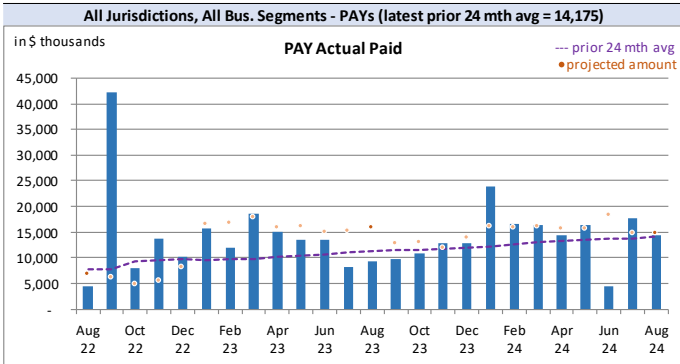
- to offset actual **recorded indemnity** activity (through loss ratio matching);
- the annual switchover as a CAY becomes a PAY (occurs in January); and
- when a new valuation is implemented, where the valuation resulted in changes to the selection of prior accident years’ ultimate (will show up as a beginning IBNR change one month after the valuation is implemented, i.e. the change will generally show in April, July, September, and November).

2.1.c AvsP: Paid Indemnity

The following charts show actual **paid indemnity** activity in each of the most recent 25 calendar months, along with a “prior 24-month average” to show how each month’s actual compares with the average amount of the preceding 24 calendar months.

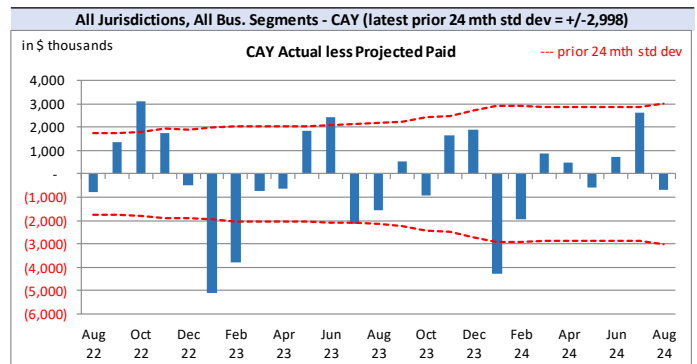
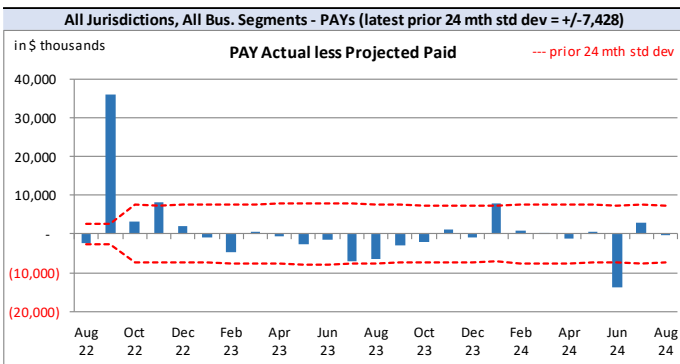
<sup>11</sup>Our recorded indemnity projections for the prior accident years are based on a selected emergence pattern of recorded indemnity to ultimate loss, which are then applied to the selected ultimate indemnity (i.e. selected LR x earned premium) deriving year-to-date recorded as selected ultimate less IBNR.

**FARM Actual Paid Indemnity by Calendar Month**



The following charts show actual less projected **paid indemnity** activity for the last 25 calendar months, along with bands for the “prior 24-month standard deviations” to show how the variances from projection compare with historical standard deviations.

**FARM Actual vs. Projected Summary: Paid Indemnity Variances by Calendar Month**



On Latest \$ thousands		
Paid	PAYs	CAY
Mthly Avg Paid (prior 24 mths)	14,175	6,505
std dev	7,428	2,998
A-P <> std dev	4	6
% <> std dev	16.0%	24.0%
norm <> std dev	31.7%	31.7%
performance vs 24-mth avg:	better	better

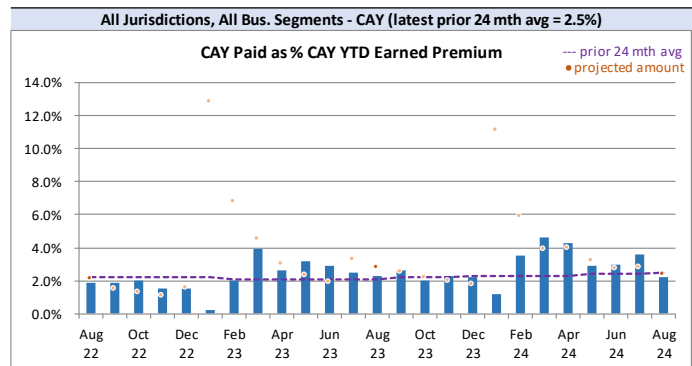
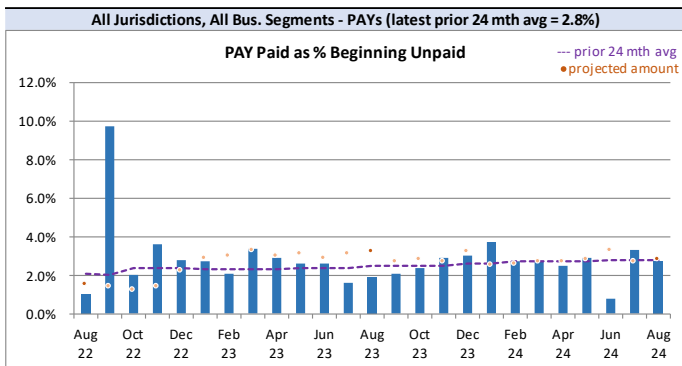
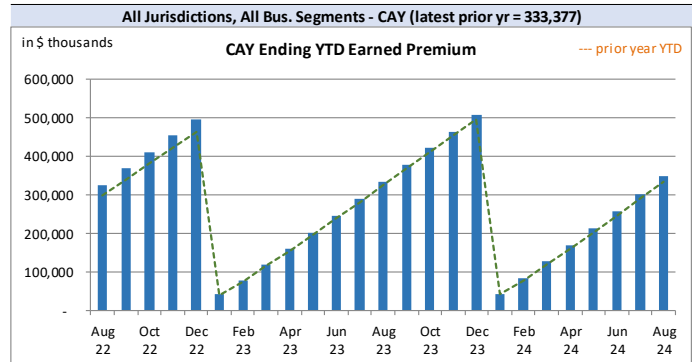
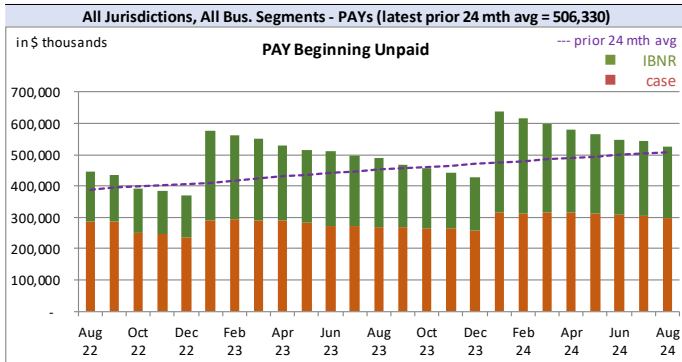
With respect to **paid indemnity**, 16% of the prior accident years’ (PAYs) variances over the last 25 calendar months have fallen outside of one standard deviation of the actual **paid indemnity** amounts (see table on left), suggesting the projection process has performed better than simply projecting the prior 24-month average amount (assuming it follows a normal distribution). Bias has not been

indicated at a 95% confidence level on a running 25-month basis (11 of 25 variances are positive). Please note that the large variance for September 2022 is due to the settlement of latent claims in Ontario.

The current accident year (CAY) **paid indemnity** variances fell outside of one standard deviation 24% of the time over the last 25 calendar months (see preceding table on the left), suggesting that the projection process performs better than simply projecting the prior 24-month average amount. Bias has not been indicated at a 95% confidence level on a running 25-month basis (12 of 25 variances are positive).

We have included, for reference, the following charts related to levels influencing **paid indemnity** activity.

FARM Levels that influence<sup>12</sup> Paid Indemnity by Calendar Month



We track the PAY beginning unpaid balance (case and IBNR) as **paid indemnity** activity “comes out of” the unpaid balance. Changes in the PAY beginning unpaid balance (see upper left chart within the preceding group of charts) occur for several possible reasons:

- to offset actual **paid indemnity** activity (may reduce case or IBNR or both);
- the annual switchover as a current accident year becomes a prior accident year (occurs in January); and
- When a new valuation is implemented, where the valuation resulted in changes to the selection of prior accident years’ ultimate (will show up as a beginning unpaid balance change one month after the valuation is implemented, i.e. the change will generally show in April, July, September, and November).

## 2.2 Actuarial Provisions

An “ultimate loss ratio matching method” (described in section 3) is used to determine each month’s IBNR<sup>13</sup> for accident years 1994 and later (IBNR is kept at \$0 for accident years 1993 and earlier).

Factors are applied to the nominal unpaid claims liability (case plus IBNR – for indemnity only) to determine the discount amount (shown as a negative value to indicate its impact of reducing the liability) and the Risk Adjustment. A similar approach is followed for the unpaid retro claims expense liability.

<sup>12</sup>Our projections for the prior accident years are based on selected emergence patterns of paid indemnity to selected ultimate loss (i.e. selected LR x earned premium).

<sup>13</sup>For ease of discussion, “IBNR” is used in place of “provisions for incurred but not recorded (IBNR) and development”.

The loss ratios and the factors used to determine the current provisions were based on the most recent valuation (June 30, 2024 for all jurisdictions).

Exhibit G shows the accident year IBNR amount change from the prior valuation implementation month broken down into:

- (i) the change projected last month;
- (ii) the additional change due to variances in earned premium (because we apply a loss ratio to earned premium in determining ultimate level) and/or recorded claims (as IBNR is calculated as ultimate less recorded) differences; and
- (iii) the additional change due to valuation implementation impacts (as applicable)

### 3 Ultimate Loss Ratio Matching Method

An “ultimate loss ratio matching” method continues to be applied to the current month and two projected months shown in the Participation Reports, with IBNR determined by accident year (for accident years 1994 and on) as follows:

- (a) Earned premium to date
- (b) Ultimate loss<sup>14</sup> ratio per latest valuation
- (c) Estimated ultimate incurred = (a) x (b)
- (d) Recorded indemnity to date
- (e) IBNR = (c) – (d)

IBNR for accident years 1993 and earlier is kept at \$0. For the two projected months, IBNR was determined in a similar way, incorporating the two-month projections of earned premiums and recorded indemnity. Prior to actuarial present value adjustments, any expected emergence of recorded claims amounts pertaining to prior accident years<sup>15</sup> during the two-month projection period is assumed to be offset by changes in IBNR. Furthermore, the implied ultimate loss ratios pertaining to each accident year (including the current accident year) are the same in the current month as in the two projected months.

A similar approach is used in determining the part of the Retro Claims Provisions in relation to the allowed claims expenses. That is, an ultimate ratio is determined akin to the loss ratio, and the provision is set following a process as outlined above.

### 4 Calendar Year-to-Date Results

The following table summarizes the calendar year-to-date results for indemnity as well as Servicing Carrier claims fees & allowed claims expenses. In determining the ratios to earned premium, the calendar year-to-date earned premium has been used, which includes earned premium associated with the current accident year but also earned premium adjustments related to prior accident years.

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<sup>14</sup>“Loss” here refers to indemnity only unless otherwise noted.

<sup>15</sup>Prior accident years and the current accident year are defined relative to the calendar year associated with the projection period.

FARM Calendar Year-to-Date Indemnity, Claims Fees & Allowed Claims Expense Summary (\$ thousands)

	YTD Nominal Values		YTD actuarial present value adjustment		YTD Total	
	Amount	%EP	Amount	%EP	Amount	%EP
PAYs	(29,252)	(8.4%)	19,146	5.5%	(10,107)	(2.9%)
CAY	252,116	72.6%	(9,269)	(2.7%)	242,847	69.9%
TOTAL	222,864	64.1%	9,877	2.8%	232,741	67.0%

In general, prior accident years (PAYs) changes from last month are due to the release of the actuarial present value adjustments with claims payments, except when valuations are implemented. The loss ratio change year-to-date in table above reflects not only changes in the prior accident year levels, but also the increase in the calendar year-to-date earned premium with an additional month’s earned premium, and due to the impact of the valuation implementation. For the current accident year 2024 (CAY), changes in the year-to-date total reflect the additional month’s exposure and regular changes to actuarial present value adjustments as the year ages, and due to the impact of the valuation implementation.

**5 Updated FARM Outlook Projection for CY2024 & Preliminary Outlook for CY 2025**

This updated FARM Quarterly Outlook is a projection of Facility Association Residual Market (“FARM”) operating results for the current calendar year using actuals available up to the current valuation month (August 31, 2024) based on the latest assumptions. Consideration has been given to recent FARM experience, to the results of the June 30, 2024 valuation of the FARM policy liabilities, and to monthly premium projections developed for FARM Monthly Member Participation Reports.

Similar to the annual Outlook released on December 22, 2023 for Calendar Year 2024, the projection below is for Calendar Year 2024 and assumes no nominal changes to our estimates of ultimate for prior accident years other than actual prior year development already incurred this year. Given the importance of accident year impacts for FA’s member sharing mechanism, we have separated the Operating Results summary to show prior accident years (PAYs) from the current accident year (CAY).

This forecast is a projection of future events based on models and assumptions believed to be realistic simplifications of the real world, but as simplifications, inherent uncertainty exists in relation to how actual events will unfold relative to these projections. **The user of this Outlook should recognize that future Operating Results may deviate from these projections by material<sup>16</sup> amounts.**

While we work hard to ensure the projections are based on assumptions we feel are reasonable and appropriate given our current information, **there is significant uncertainty related to these projections** primarily due to the following reasons:

- FARM business volume which can rapidly change in a short period of time
- Randomness in claim experience
- Changes in claims trends due to external events
- Differences in actual rate changes compared to expected/planned rate changes
- Changes in the amount and timing of claim payments

<sup>16</sup>Materiality is a relative concept. As used here, material deviations are those that could reasonably be expected to influence decisions by users of this Outlook.

Latest Projection for Calendar Year 2024 by Jurisdiction

Current Valuation's 2024 Projection (\$000s)	Ontario	Alberta	New Brunswick	Nova Scotia	Prince Edward Island	Newfoundland & Labrador	Yukon	Northwest Territories	Nunavut	Total
Written Premium	221,724	159,363	34,774	56,796	7,531	42,473	3,643	4,885	1,343	532,532
Received Premium	219,647	161,265	35,272	57,036	7,636	42,794	3,664	4,912	1,332	533,559
Earned Premium	214,536	166,427	34,788	54,880	7,640	42,053	3,503	4,826	1,438	530,092
<b>Insurance Revenue</b>	<b>214,536</b>	<b>166,427</b>	<b>34,788</b>	<b>54,880</b>	<b>7,640</b>	<b>42,053</b>	<b>3,503</b>	<b>4,826</b>	<b>1,438</b>	<b>530,092</b>
Total Claims Incurred	121,027	110,196	12,755	37,514	4,422	21,941	826	1,902	711	311,194
Claims incurred (CAV)	140,073	124,269	21,747	38,921	4,078	28,452	1,380	2,392	655	361,968
Adjustments to Liabilities for Incurred Claims (PAYs)	(19,047)	(14,073)	(8,992)	(1,407)	344	(6,611)	(554)	(480)	57	(50,774)
Administrative Expense	28,995	19,644	4,323	7,032	959	5,259	489	641	199	67,542
Amortization of IACFs	14,241	13,647	3,593	6,292	875	4,388	305	508	134	43,984
Change in Loss Component	0	0	0	0	0	0	0	0	0	0
<b>Insurance Service Expenses</b>	<b>164,263</b>	<b>143,488</b>	<b>20,670</b>	<b>50,839</b>	<b>6,257</b>	<b>31,488</b>	<b>1,620</b>	<b>3,051</b>	<b>1,044</b>	<b>422,720</b>
<b>Insurance Service Result</b>	<b>50,273</b>	<b>22,939</b>	<b>14,118</b>	<b>4,041</b>	<b>1,384</b>	<b>10,565</b>	<b>1,883</b>	<b>1,775</b>	<b>394</b>	<b>107,372</b>
Insurance Finance Expense from PV FCF	(19,430)	(17,096)	(3,416)	(4,830)	(469)	(3,558)	(116)	(172)	(41)	(49,128)
Insurance Finance Expense from Risk Adjustment	(1,725)	(1,367)	(276)	(364)	(43)	(279)	(8)	(13)	(2)	(4,076)
Insurance Finance Expense from Loss Component	0	0	0	0	0	0	0	0	0	0
<b>Insurance Finance Income (Expense)</b>	<b>(21,155)</b>	<b>(18,463)</b>	<b>(3,692)</b>	<b>(5,194)</b>	<b>(512)</b>	<b>(3,837)</b>	<b>(123)</b>	<b>(184)</b>	<b>(44)</b>	<b>(53,204)</b>
<b>Investment Income</b>	<b>7,073</b>	<b>5,240</b>	<b>996</b>	<b>1,709</b>	<b>183</b>	<b>1,260</b>	<b>59</b>	<b>84</b>	<b>28</b>	<b>16,632</b>
<b>Operating Result</b>	<b>36,192</b>	<b>9,716</b>	<b>11,421</b>	<b>556</b>	<b>1,055</b>	<b>7,988</b>	<b>1,819</b>	<b>1,674</b>	<b>378</b>	<b>70,800</b>
<b>Ratios:</b>										
Loss ratios (% insurance revenue):	56.4%	66.2%	36.7%	68.4%	57.9%	51.9%	23.6%	39.4%	49.5%	58.7%
Claims incurred (CAV)	65.3%	74.7%	62.5%	70.9%	53.4%	67.7%	39.4%	49.6%	45.5%	68.3%
Adjustments to Liabilities for Incurred Claims (PAYs)	(8.9%)	(8.5%)	(25.8%)	(2.6%)	4.5%	(15.7%)	(15.8%)	(10.2%)	3.9%	(9.6%)
<b>Underwriting and Admin Expenses (% insurance revenue):</b>	<b>20.2%</b>	<b>20.0%</b>	<b>22.8%</b>	<b>24.3%</b>	<b>24.0%</b>	<b>22.9%</b>	<b>22.7%</b>	<b>23.8%</b>	<b>23.1%</b>	<b>21.0%</b>
Administrative Expenses	13.5%	11.8%	12.4%	12.8%	12.6%	12.5%	14.0%	13.3%	13.8%	12.7%
Amortization of IACFs	6.6%	8.2%	10.3%	11.5%	11.5%	10.4%	8.7%	10.5%	9.3%	8.3%
Change in Loss Component	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Insurance Service Ratio:</b>	<b>76.6%</b>	<b>86.2%</b>	<b>59.4%</b>	<b>92.6%</b>	<b>81.9%</b>	<b>74.9%</b>	<b>46.2%</b>	<b>63.2%</b>	<b>72.6%</b>	<b>79.7%</b>
Insurance Finance Income:	9.9%	11.1%	10.6%	9.5%	6.7%	9.1%	3.5%	3.8%	3.0%	10.0%
Investment Income Ratio:	(3.3%)	(3.1%)	(2.9%)	(3.1%)	(2.4%)	(3.0%)	(1.7%)	(1.7%)	(2.0%)	(3.1%)
<b>Combined Operating Ratio</b>	<b>83.1%</b>	<b>94.2%</b>	<b>67.2%</b>	<b>99.0%</b>	<b>86.2%</b>	<b>81.0%</b>	<b>48.1%</b>	<b>65.3%</b>	<b>73.7%</b>	<b>86.6%</b>

The table above presents the latest projection for Calendar Year 2024 based on valuation assumptions as at June 30, 2024, as well as all information available to date as at August 31, 2024.

Latest Projection for Calendar Year 2024 versus Outlook by Jurisdiction

Current Valuation less Published Outlook's 2024 Projection (\$000s)	Ontario	Alberta	New Brunswick	Nova Scotia	Prince Edward Island	Newfoundland & Labrador	Yukon	Northwest Territories	Nunavut	Total
Written Premium	(968)	(46,156)	(5,313)	(2,605)	(538)	(5,541)	(130)	74	(112)	(61,290)
Received Premium	(1,116)	(44,254)	(4,815)	(2,365)	(433)	(5,265)	(110)	100	(123)	(58,380)
Earned Premium	(8,446)	(40,305)	(5,046)	(3,703)	(544)	(5,796)	(302)	78	(56)	(64,119)
<b>Insurance Revenue</b>	<b>(8,446)</b>	<b>(40,305)</b>	<b>(5,046)</b>	<b>(3,703)</b>	<b>(544)</b>	<b>(5,796)</b>	<b>(302)</b>	<b>78</b>	<b>(56)</b>	<b>(64,119)</b>
Total Claims Incurred	(16,830)	(38,635)	(15,891)	(6,445)	(110)	(10,359)	(1,066)	(451)	204	(89,583)
Claims incurred (CAV)	(4,643)	(29,819)	(8,100)	(6,612)	(715)	(5,254)	(535)	(16)	139	(55,556)
Adjustments to Liabilities for Incurred Claims (PAYs)	(12,186)	(8,816)	(7,791)	168	605	(5,106)	(531)	(435)	65	(34,027)
Administrative Expense	486	(5,022)	(491)	(95)	(10)	(504)	39	58	28	(5,510)
Amortization of IACFs	(1,359)	(4,307)	(558)	(1,274)	(137)	(510)	(77)	(36)	(17)	(8,275)
Change in Loss Component	0	0	0	0	0	0	0	0	0	0
<b>Insurance Service Expenses</b>	<b>(17,702)</b>	<b>(47,964)</b>	<b>(16,940)</b>	<b>(7,813)</b>	<b>(257)</b>	<b>(11,373)</b>	<b>(1,104)</b>	<b>(429)</b>	<b>215</b>	<b>(103,367)</b>
<b>Insurance Service Result</b>	<b>9,256</b>	<b>7,659</b>	<b>11,894</b>	<b>4,111</b>	<b>(287)</b>	<b>5,577</b>	<b>802</b>	<b>507</b>	<b>(271)</b>	<b>39,248</b>
Insurance Finance Expense from PV FCF	(4,650)	(5,320)	(903)	(1,739)	44	(933)	(59)	(64)	(15)	(13,638)
Insurance Finance Expense from Risk Adjustment	(223)	(452)	(75)	(137)	5	(96)	(4)	(5)	(0)	(986)
Insurance Finance Expense from Loss Component	0	0	0	0	0	0	0	0	0	0
<b>Insurance Finance Income (Expense)</b>	<b>(4,873)</b>	<b>(5,772)</b>	<b>(978)</b>	<b>(1,876)</b>	<b>50</b>	<b>(1,029)</b>	<b>(63)</b>	<b>(69)</b>	<b>(15)</b>	<b>(14,624)</b>
<b>Investment Income</b>	<b>1,679</b>	<b>(2,001)</b>	<b>(104)</b>	<b>(48)</b>	<b>(113)</b>	<b>393</b>	<b>(2)</b>	<b>7</b>	<b>(8)</b>	<b>(197)</b>
<b>Operating Result</b>	<b>6,062</b>	<b>(114)</b>	<b>10,812</b>	<b>2,187</b>	<b>(350)</b>	<b>4,941</b>	<b>737</b>	<b>445</b>	<b>(294)</b>	<b>24,427</b>
<b>Ratios:</b>										
Loss ratios (% insurance revenue):	(5.4%)	(5.8%)	(35.2%)	(6.7%)	2.5%	(15.4%)	(26.1%)	(10.1%)	15.5%	(8.7%)
Claims incurred (CAV)	0.4%	0.1%	(12.4%)	(6.8%)	(5.2%)	(2.8%)	(10.9%)	(1.1%)	11.0%	(2.0%)
Adjustments to Liabilities for Incurred Claims (PAYs)	(5.8%)	(5.9%)	(22.8%)	0.1%	7.7%	(12.6%)	(15.2%)	(9.0%)	4.5%	(6.8%)
<b>Underwriting and Admin Expenses (% insurance revenue):</b>	<b>0.4%</b>	<b>(0.6%)</b>	<b>0.2%</b>	<b>(0.8%)</b>	<b>(0.2%)</b>	<b>0.7%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>1.6%</b>	<b>(0.0%)</b>
Administrative Expenses	0.7%	(0.1%)	0.3%	0.6%	0.7%	0.5%	2.1%	1.0%	2.4%	0.4%
Amortization of IACFs	(0.4%)	(0.5%)	(0.1%)	(1.5%)	(0.9%)	0.2%	(1.3%)	(0.9%)	(0.8%)	(0.5%)
Change in Loss Component	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Insurance Service Ratio:</b>	<b>(5.0%)</b>	<b>(6.4%)</b>	<b>(35.0%)</b>	<b>(7.5%)</b>	<b>2.3%</b>	<b>(14.7%)</b>	<b>(25.4%)</b>	<b>(10.1%)</b>	<b>17.1%</b>	<b>(8.8%)</b>
Insurance Finance Income:	2.6%	5.0%	3.8%	3.8%	(0.2%)	3.3%	1.9%	1.4%	1.1%	3.5%
Investment Income Ratio:	(0.9%)	0.4%	(0.1%)	(0.1%)	1.2%	(1.2%)	(0.1%)	(0.1%)	0.5%	(0.3%)
<b>Combined Operating Ratio</b>	<b>(3.4%)</b>	<b>(1.1%)</b>	<b>(31.3%)</b>	<b>(3.8%)</b>	<b>3.4%</b>	<b>(12.6%)</b>	<b>(23.5%)</b>	<b>(8.8%)</b>	<b>18.7%</b>	<b>(5.6%)</b>

The table above compares the latest projection for Calendar Year 2024 against the initial Outlook for 2024.

Key takeaways:

- Latest projected insurance revenue is **\$64.2 million lower** than Outlook and loss ratios are **8.7% lower** than Outlook. However, overall operating result is **\$24.4 million higher** than Outlook.
- **\$103.4 million decrease** in insurance service expenses primarily driven by less insurance revenue projected for 2024 compared to Outlook, and lower loss ratios in all jurisdiction except for PEI and Nunavut.
- **\$14.6 million decrease** in insurance finance income, primarily due to decline in yields affecting the LIC



Preliminary Outlook for Calendar Year 2025 by Jurisdiction

Current Valuation's 2025 Projection (\$000s)	Ontario	Alberta	New Brunswick	Nova Scotia	Prince Edward Island	Newfoundland & Labrador	Yukon	Northwest Territories	Nunavut	Total
Written Premium	229,638	156,610	34,529	59,417	7,430	43,246	3,998	4,813	1,211	540,892
Received Premium	227,991	156,610	34,529	59,417	7,430	43,127	3,998	4,813	1,211	539,126
Earned Premium	229,590	160,419	34,931	58,913	7,562	43,206	3,826	4,863	1,262	544,573
<b>Insurance Revenue</b>	<b>229,590</b>	<b>160,419</b>	<b>34,931</b>	<b>58,913</b>	<b>7,562</b>	<b>43,206</b>	<b>3,826</b>	<b>4,863</b>	<b>1,262</b>	<b>544,573</b>
Total Claims Incurred	147,931	109,686	22,260	42,200	4,086	28,165	1,572	2,553	434	358,888
Claims incurred (CAY)	154,950	114,762	23,334	43,797	4,344	29,455	1,606	2,609	456	375,314
Adjustments to Liabilities for Incurred Claims (PAYS)	(7,019)	(5,075)	(1,074)	(1,597)	(257)	(1,291)	(35)	(56)	(21)	(16,426)
Administrative Expense	29,396	18,798	4,158	7,135	891	5,191	479	576	142	66,766
Amortization of IACFs	15,804	13,690	3,640	7,571	924	4,435	370	541	128	47,102
Change in Loss Component	0	0	0	0	0	0	0	0	0	0
<b>Insurance Service Expenses</b>	<b>193,131</b>	<b>142,175</b>	<b>30,059</b>	<b>56,906</b>	<b>5,901</b>	<b>37,790</b>	<b>2,420</b>	<b>3,670</b>	<b>704</b>	<b>472,756</b>
<b>Insurance Service Result</b>	<b>36,460</b>	<b>18,244</b>	<b>4,873</b>	<b>2,007</b>	<b>1,661</b>	<b>5,416</b>	<b>1,406</b>	<b>1,193</b>	<b>558</b>	<b>71,817</b>
Insurance Finance Expense from PV FCF	(17,258)	(9,720)	(1,876)	(2,984)	(500)	(2,362)	(80)	(115)	(43)	(34,939)
Insurance Finance Expense from Risk Adjustment	(1,683)	(682)	(134)	(182)	(37)	(162)	(5)	(7)	(3)	(2,895)
Insurance Finance Expense from Loss Component	0	0	0	0	0	0	0	0	0	0
<b>Insurance Finance Income (Expense)</b>	<b>(18,941)</b>	<b>(10,402)</b>	<b>(2,010)</b>	<b>(3,166)</b>	<b>(537)</b>	<b>(2,524)</b>	<b>(85)</b>	<b>(123)</b>	<b>(46)</b>	<b>(37,834)</b>
Investment Income	7,082	5,215	816	1,673	188	1,361	57	77	31	16,500
<b>Operating Result</b>	<b>24,600</b>	<b>13,057</b>	<b>3,679</b>	<b>515</b>	<b>1,312</b>	<b>4,253</b>	<b>1,378</b>	<b>1,147</b>	<b>542</b>	<b>50,483</b>
<b>Ratios:</b>										
Loss ratios (% insurance revenue):	64.4%	68.4%	63.7%	71.6%	54.0%	65.2%	41.1%	52.5%	34.4%	65.9%
Claims incurred (CAY)	67.5%	71.5%	66.8%	74.3%	57.4%	68.2%	42.0%	53.7%	36.1%	68.9%
Adjustments to Liabilities for Incurred Claims (PAYS)	(3.1%)	(3.2%)	(3.1%)	(2.7%)	(3.4%)	(3.0%)	(0.9%)	(1.2%)	(1.7%)	(3.0%)
<b>Underwriting and Admin Expenses (% insurance revenue):</b>	<b>19.7%</b>	<b>20.3%</b>	<b>22.3%</b>	<b>25.0%</b>	<b>24.0%</b>	<b>22.3%</b>	<b>22.2%</b>	<b>23.0%</b>	<b>21.4%</b>	<b>20.9%</b>
Administrative Expenses	12.8%	11.7%	11.9%	12.1%	11.8%	12.0%	12.5%	11.8%	11.3%	12.3%
Amortization of IACFs	6.9%	8.5%	10.4%	12.9%	12.2%	10.3%	9.7%	11.1%	10.1%	8.6%
Change in Loss Component	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Insurance Service Ratio:</b>	<b>84.1%</b>	<b>88.6%</b>	<b>86.1%</b>	<b>96.6%</b>	<b>78.0%</b>	<b>87.5%</b>	<b>63.3%</b>	<b>75.5%</b>	<b>55.8%</b>	<b>86.8%</b>
<b>Insurance Finance Income:</b>	<b>8.3%</b>	<b>6.5%</b>	<b>5.8%</b>	<b>5.4%</b>	<b>7.1%</b>	<b>5.8%</b>	<b>2.2%</b>	<b>2.5%</b>	<b>3.6%</b>	<b>6.9%</b>
<b>Investment Income Ratio:</b>	<b>(3.1%)</b>	<b>(3.3%)</b>	<b>(2.3%)</b>	<b>(2.8%)</b>	<b>(2.5%)</b>	<b>(3.2%)</b>	<b>(1.5%)</b>	<b>(1.6%)</b>	<b>(2.4%)</b>	<b>(3.0%)</b>
<b>Combined Operating Ratio</b>	<b>89.3%</b>	<b>91.9%</b>	<b>89.5%</b>	<b>99.1%</b>	<b>82.7%</b>	<b>90.2%</b>	<b>64.0%</b>	<b>76.4%</b>	<b>57.0%</b>	<b>90.7%</b>

Key Takeaways:

- FARM is projected to have an increase in written premiums; 1.6% overall increase compared to 2024 forecast. Across all jurisdictions, we are projecting written premium of \$540.9 million, primarily driven by Ontario which has an increase of \$15.0 million.
- Loss ratios are projected to increase by 7.2% overall, primarily in Ontario, New Brunswick and Newfoundland.
- The 2025 preliminary Outlook does not forecast any change in the yield curve for 2025 as our future assumption is always a constant yield curve.
- The calendar year COR is projected to be 90.7%, a 4.1% deterioration compared to the 2024 forecast. We are projecting the FARM to generate an operating surplus of \$50.5 million in 2025.

## 6 Current Participation Report – Additional Exhibits

Section 7 provides exhibits pertaining to the actuarial provisions reflected in the current month's Participation Report.

IBNR (including actuarial present value adjustments) presented in section 7 Exhibit A, were derived on a discounted basis, and therefore reflect the time value of money and includes explicit provisions for risk adjustment in accordance with accepted actuarial practice in Canada. This exhibit includes the IBNR as well as the total discounting and risk adjustment on both case reserves and IBNR combined.

IBNR presented in section 7 Exhibit B, does NOT include any actuarial present value adjustments. The "Total IBNR" from this exhibit is shown in the Participation Report as "Undiscounted IBNR".

As discussed in section 3, IBNR in the current month's Participation Report was derived as the difference between the estimated ultimate for the claims amount (i.e. earned premium x ultimate loss ratio) and the associated current recorded amounts (life-to-date payments plus current case reserves).

In addition to the exhibits printed below, we are making supplementary data files available for download from our website for members who require additional detailed data on the LRC calculation as well as the payment patterns and actual and projected premiums, risk adjustment, interest rate, loss ratios and expenses of the FARM.

## 7 EXHIBITS

The exhibits listed below are provided on the pages that follow:

- EXHIBIT A IBNR – for Member Sharing: IBNR + Discount Amount and Risk Adjustment on Unpaid Claims
- EXHIBIT B Undiscounted IBNR
- EXHIBIT C Undiscounted Retro Claims Expense
- EXHIBIT D Liability for Remaining Coverage
- EXHIBIT E Risk Adjustment Factors & Discount Rate
- EXHIBIT F Interest Rate Sensitivity & Duration
- EXHIBIT G Components of IBNR Change During Month:
  - G-1 IBNR – for Member Sharing: IBNR + Discount Amount and Risk Adjustment on Unpaid Claims
  - G-2 IBNR – Undiscounted IBNR
- EXHIBIT H Projected Year-end Policy Liabilities
  - H-1 Private Passenger
  - H-2 Non-Private Passenger
  - H-3 Total (Private Passenger & Non-Private Passenger)

Additional exhibits available online:

[LRC Calculation File](#)

[Detailed Valuation Results](#)

EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 1 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Ontario

Exhibit A

Amounts in \$000s

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	13,817	8,758	8,694	8,710	8,726	8,740
2014	210	(23)	(25)	(27)	(28)	(29)
2015	(197)	(157)	(174)	(174)	(174)	(174)
2016	87	0	(0)	(1)	(1)	(1)
2017	30	2	(2)	(3)	(3)	(4)
2018	13	122	109	97	84	72
2019	805	1,024	939	921	904	858
2020	2,387	525	498	447	395	344
2021	4,069	3,200	3,102	2,983	2,864	2,744
2022	6,518	5,913	5,614	5,361	5,107	4,852
2023	7,887	8,444	8,159	7,842	7,526	7,209
2024	9,561	11,642	12,341	13,133	13,874	14,755
<b>PPV Total</b>	<b>45,187</b>	<b>39,449</b>	<b>39,254</b>	<b>39,290</b>	<b>39,274</b>	<b>39,368</b>
discount rate:	prior	(436)	(471)	(479)	(477)	(474)
PPV: 5.06%	2014	11	(10)	(10)	(10)	(10)
Non PPV: 5.02%	2015	(87)	(39)	(39)	(41)	(44)
	2016	(256)	(245)	(245)	(243)	(239)
weighted average risk adj. factor:	2017	13	(177)	(216)	(256)	(293)
PPV: 11.35%	2018	971	(276)	(264)	(255)	(236)
Non PPV: 9.23%	2019	3,037	1,016	952	922	891
	2020	873	2,192	2,105	1,989	1,873
	2021	8,202	6,677	6,183	5,777	5,371
	2022	18,223	16,815	16,179	15,367	14,552
	2023	27,540	27,105	25,909	24,879	23,846
	2024	31,252	34,645	37,678	40,112	42,583
	<b>NPPV Total</b>	<b>89,344</b>	<b>87,232</b>	<b>87,752</b>	<b>87,765</b>	<b>87,809</b>
	<b>TOTAL</b>	<b>134,531</b>	<b>126,681</b>	<b>127,006</b>	<b>127,055</b>	<b>127,083</b>
Change		(7,850)	324	49	28	

Please see Exhibit G-1, page 1 for Components of Change during Current Month

EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 2 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Alberta

Exhibit A

Amounts in \$000s

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	(54)	25	29	33	36	38	
2014	4	6	6	6	6	6	
2015	(8)	(5)	(4)	(3)	(2)	(1)	
2016	124	122	110	100	90	80	
2017	5	(1)	(1)	(1)	(1)	(1)	
2018	22	1	0	1	1	2	
2019	(19)	94	86	70	63	56	
2020	69	191	175	163	151	139	
2021	(227)	334	308	285	262	239	
2022	211	311	295	282	270	257	
2023	2,704	1,448	1,395	1,340	1,285	1,230	
2024	2,124	1,797	1,899	1,901	1,890	1,899	
<b>PPV Total</b>	<b>4,955</b>	<b>4,324</b>	<b>4,299</b>	<b>4,177</b>	<b>4,051</b>	<b>3,943</b>	
discount rate:	prior	(33)	(114)	(119)	(123)	(128)	(131)
PPV: 5.03%	2014	(35)	(23)	(23)	(24)	(24)	(24)
Non PPV: 5.01%	2015	8	80	81	80	80	79
	2016	(2)	59	53	42	32	23
weighted average risk adj. factor:	2017	16	72	66	60	55	49
PPV: 7.19%	2018	(55)	267	241	225	210	196
Non PPV: 7.96%	2019	1,286	542	507	380	352	323
	2020	1,862	1,909	1,777	1,674	1,570	1,465
	2021	10,561	6,487	6,312	6,142	5,970	5,796
	2022	25,740	24,164	22,676	21,535	20,390	19,241
	2023	33,679	33,932	32,306	30,946	29,583	28,217
	2024	25,324	35,153	37,991	40,452	42,712	45,726
<b>NPPV Total</b>	<b>98,350</b>	<b>102,527</b>	<b>101,867</b>	<b>101,390</b>	<b>100,803</b>	<b>100,960</b>	
<b>TOTAL</b>	<b>103,305</b>	<b>106,851</b>	<b>106,166</b>	<b>105,568</b>	<b>104,854</b>	<b>104,903</b>	
Change		3,546	(685)	(598)	(714)		

Please see Exhibit G-1, page 2 for Components of Change during Current Month

EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 3 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Newfoundland & Labrador

Exhibit A

		Amounts in \$000s					
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	(735)	(429)	(422)	(365)	(317)	(276)	
2014	(85)	(10)	(9)	(12)	(13)	(14)	
2015	7	8	6	5	4	4	
2016	86	(1)	(1)	(1)	(2)	(2)	
2017	4	3	3	3	3	3	
2018	(30)	(36)	(33)	(30)	(27)	(25)	
2019	65	9	9	10	11	12	
2020	(748)	(114)	(107)	(100)	(94)	(88)	
2021	(327)	(329)	(290)	(262)	(234)	(206)	
2022	1,458	550	478	423	369	315	
2023	5,872	4,791	4,451	4,145	3,839	3,532	
2024	4,514	4,251	4,235	4,189	4,104	4,101	
<b>PPV Total</b>	<b>10,081</b>	<b>8,693</b>	<b>8,320</b>	<b>8,005</b>	<b>7,644</b>	<b>7,356</b>	
discount rate:	prior	4	3	2	2	2	
PPV: 5.02%	2014	1	0	0	0	0	
Non PPV: 5.11%	2015	(7)	(10)	(8)	(7)	(4)	
	2016	(3)	4	3	3	3	
weighted average risk adj. factor:	2017	(63)	(767)	(756)	(746)	(736)	
PPV: 7.36%	2018	(198)	(190)	(187)	(185)	(180)	
Non PPV: 7.02%	2019	(172)	(272)	(336)	(330)	(316)	
	2020	(81)	149	113	75	43	
	2021	161	297	282	267	237	
	2022	471	642	600	562	485	
	2023	2,534	1,860	1,799	1,725	1,650	
	2024	2,667	2,582	2,600	2,648	2,677	
<b>NPPV Total</b>	<b>5,313</b>	<b>4,298</b>	<b>4,112</b>	<b>4,015</b>	<b>3,903</b>	<b>3,849</b>	
<b>TOTAL</b>	<b>15,395</b>	<b>12,991</b>	<b>12,432</b>	<b>12,020</b>	<b>11,546</b>	<b>11,205</b>	
Change		(2,404)	(559)	(412)	(473)		

Please see Exhibit G-1, page 3 for Components of Change during Current Month

EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 4 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: New Brunswick

Exhibit A

		Amounts in \$000s					
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	70	71	67	67	67	67	
2014	168	(3)	(2)	(2)	(1)	(1)	
2015	(22)	(7)	(8)	(9)	(9)	(10)	
2016	59	18	14	10	7	4	
2017	40	49	46	41	36	31	
2018	11	72	68	62	56	50	
2019	192	93	91	93	94	95	
2020	(579)	(51)	(55)	(57)	(58)	(60)	
2021	898	633	579	532	486	439	
2022	1,345	614	594	572	550	527	
2023	1,084	913	905	890	875	860	
2024	2,545	2,031	1,947	1,917	1,861	1,851	
<b>PPV Total</b>	<b>5,810</b>	<b>4,434</b>	<b>4,244</b>	<b>4,117</b>	<b>3,963</b>	<b>3,855</b>	
discount rate:	prior	(27)	(27)	(26)	(25)	(23)	(22)
PPV: 5.01%	2014	(11)	(4)	(5)	(5)	(5)	(5)
Non PPV: 5.04%	2015	(21)	(13)	(13)	(13)	(12)	(12)
	2016	(99)	(17)	(16)	(14)	(13)	(12)
weighted average risk adj. factor:	2017	(40)	(31)	(30)	(29)	(29)	(28)
PPV: 8.32%	2018	(89)	(75)	(82)	(90)	(98)	(106)
Non PPV: 8.37%	2019	152	(56)	(87)	(112)	(134)	(155)
	2020	214	103	90	78	66	55
	2021	280	377	343	326	309	292
	2022	2,654	701	677	653	628	603
	2023	6,219	4,851	4,519	4,364	4,209	4,053
	2024	5,048	4,637	4,488	4,041	3,563	3,200
<b>NPPV Total</b>	<b>14,279</b>	<b>10,445</b>	<b>9,859</b>	<b>9,174</b>	<b>8,461</b>	<b>7,864</b>	
<b>TOTAL</b>	<b>20,088</b>	<b>14,878</b>	<b>14,103</b>	<b>13,291</b>	<b>12,424</b>	<b>11,719</b>	
Change		(5,210)	(775)	(813)	(867)		

Please see Exhibit G-1, page 4 for Components of Change during Current Month

EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 5 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Nova Scotia

Exhibit A

		Amounts in \$000s					
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	(744)	(735)	(765)	(765)	(764)	(764)	
2014	6	4	5	6	7	7	
2015	(12)	(7)	(7)	(6)	(6)	(6)	
2016	(2)	(6)	(5)	(5)	(4)	(3)	
2017	54	(2)	(2)	(2)	(3)	(3)	
2018	7	(46)	(44)	(42)	(40)	(37)	
2019	(111)	(39)	(49)	(55)	(59)	(60)	
2020	(330)	61	37	25	12	(1)	
2021	457	381	351	325	298	271	
2022	290	697	655	629	602	575	
2023	2,437	2,184	2,110	2,005	1,901	1,796	
2024	5,321	5,174	4,905	4,648	4,380	4,241	
<b>PPV Total</b>	<b>7,372</b>	<b>7,666</b>	<b>7,190</b>	<b>6,762</b>	<b>6,324</b>	<b>6,017</b>	
discount rate:	prior	(98)	(60)	(66)	(66)	(66)	
PPV: 5.04%	2014	1	1	1	1	1	
Non PPV: 5.02%	2015	(233)	(18)	(15)	(11)	(8)	
	2016	(66)	(73)	(70)	(67)	(65)	
weighted average risk adj. factor:	2017	(46)	(36)	(40)	(40)	(38)	
PPV: 6.84%	2018	(111)	(23)	(26)	(29)	(32)	
Non PPV: 7.18%	2019	107	216	140	45	(50)	
	2020	187	285	247	208	169	
	2021	3,233	1,268	1,184	1,115	1,046	
	2022	2,162	1,195	1,087	1,015	944	
	2023	5,403	3,306	3,162	3,048	2,934	
	2024	5,523	5,783	6,095	6,459	6,809	
	<b>NPPV Total</b>	<b>16,062</b>	<b>11,842</b>	<b>11,697</b>	<b>11,677</b>	<b>11,642</b>	
	<b>TOTAL</b>	<b>23,435</b>	<b>19,508</b>	<b>18,887</b>	<b>18,440</b>	<b>17,966</b>	
	Change		(3,927)	(621)	(447)	(473)	

Please see Exhibit G-1, page 5 for Components of Change during Current Month



EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 6 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Prince Edward Island

Exhibit A		Amounts in \$000s					
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	(15)	(12)	(11)	(11)	(11)	(10)	
2014	(4)	(2)	(2)	(2)	(2)	(2)	
2015	(6)	(4)	(4)	(4)	(4)	(4)	
2016	(6)	(31)	(27)	(24)	(20)	(17)	
2017	(272)	(189)	(201)	(212)	(224)	(236)	
2018	(7)	(8)	(8)	(8)	(9)	(9)	
2019	10	71	72	71	69	68	
2020	31	20	16	12	8	5	
2021	99	71	66	62	57	52	
2022	(49)	136	130	124	118	112	
2023	709	544	514	488	462	436	
2024	565	634	569	550	530	522	
<b>PPV Total</b>	<b>1,055</b>	<b>1,231</b>	<b>1,113</b>	<b>1,045</b>	<b>976</b>	<b>918</b>	
discount rate:	prior	(3)	(1)	(1)	(1)	(0)	
PPV: 5.07%	2014	(1)	(0)	(0)	(1)	(1)	
Non PPV: 5.06%	2015	(4)	(1)	(1)	(1)	(2)	
	2016	(119)	(144)	(135)	(125)	(106)	
weighted average risk adj. factor:	2017	(7)	(3)	(3)	(3)	(3)	
PPV: 6.39%	2018	(3)	3	1	0	(1)	
Non PPV: 10.41%	2019	7	13	14	14	15	
	2020	5	25	21	17	14	
	2021	250	291	271	254	237	
	2022	234	230	219	208	197	
	2023	724	625	590	568	547	
	2024	701	655	626	583	531	
<b>NPPV Total</b>	<b>1,783</b>	<b>1,693</b>	<b>1,602</b>	<b>1,516</b>	<b>1,420</b>	<b>1,331</b>	
<b>TOTAL</b>	<b>2,838</b>	<b>2,924</b>	<b>2,715</b>	<b>2,561</b>	<b>2,396</b>	<b>2,250</b>	
Change		86	(209)	(154)	(165)		

Please see Exhibit G-1, page 6 for Components of Change during Current Month

**EXHIBIT A**

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 7 of 10

**EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Yukon**

Exhibit A

Amounts in \$000s

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	5	5	5	5	5	5
2014	0	(0)	(0)	(0)	(0)	(0)
2015	0	0	0	0	(0)	(0)
2016	(1)	(1)	(0)	(0)	(0)	(0)
2017	4	0	0	0	0	0
2018	0	0	0	0	0	0
2019	2	3	2	2	2	2
2020	5	5	4	4	4	3
2021	10	15	14	13	12	11
2022	119	30	28	27	26	24
2023	66	63	62	60	57	55
2024	78	67	61	56	51	49
<b>PPV Total</b>	<b>287</b>	<b>187</b>	<b>177</b>	<b>167</b>	<b>157</b>	<b>149</b>
discount rate:	prior	(1)	(1)	(1)	(1)	(1)
PPV: 5.03%	2014	(1)	(1)	(1)	(1)	(1)
Non PPV: 5.02%	2015	(0)	(0)	(0)	(0)	0
	2016	(1)	(1)	(1)	(1)	(1)
weighted average risk adj. factor:	2017	10	2	2	2	2
PPV: 7.45%	2018	(23)	4	4	4	4
Non PPV: 7.20%	2019	8	7	7	7	7
	2020	18	12	12	11	11
	2021	28	19	18	18	17
	2022	14	48	43	40	37
	2023	167	126	118	112	106
	2024	372	368	370	368	363
<b>NPPV Total</b>	<b>592</b>	<b>584</b>	<b>572</b>	<b>560</b>	<b>544</b>	<b>539</b>
<b>TOTAL</b>	<b>879</b>	<b>771</b>	<b>749</b>	<b>727</b>	<b>701</b>	<b>689</b>
Change		(108)	(22)	(22)	(26)	

Please see Exhibit G-1, page 7 for Components of Change during Current Month

EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 8 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Northwest Territories

Exhibit A

		Amounts in \$000s					
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	(5)	(5)	(5)	(5)	(5)	(5)	
2014	(0)	0	0	0	0	0	
2015	0	1	1	0	0	0	
2016	(3)	(3)	(3)	(3)	(3)	(2)	
2017	1	1	1	1	1	1	
2018	4	1	1	1	1	1	
2019	11	8	7	6	6	5	
2020	25	15	14	13	12	11	
2021	83	67	61	56	52	47	
2022	119	59	56	54	52	49	
2023	410	254	248	240	233	226	
2024	291	256	236	250	262	284	
<b>PPV Total</b>	<b>937</b>	<b>654</b>	<b>617</b>	<b>615</b>	<b>611</b>	<b>616</b>	
discount rate:	prior	4	4	4	4	4	
PPV: 5.03%	2014	(1)	(0)	(0)	0	0	
Non PPV: 5.03%	2015	(1)	0	0	0	0	
	2016	0	0	0	0	0	
weighted average risk adj. factor:	2017	(1)	(1)	(1)	(1)	(1)	
PPV: 7.63%	2018	1	2	2	2	2	
Non PPV: 6.76%	2019	7	5	5	5	4	
	2020	27	17	17	16	16	
	2021	(44)	12	11	11	11	
	2022	(21)	(70)	(64)	(59)	(55)	
	2023	197	141	133	125	117	
	2024	252	257	266	248	227	
<b>NPPV Total</b>	<b>421</b>	<b>368</b>	<b>374</b>	<b>351</b>	<b>326</b>	<b>302</b>	
<b>TOTAL</b>	<b>1,358</b>	<b>1,022</b>	<b>990</b>	<b>966</b>	<b>937</b>	<b>918</b>	
Change		(336)	(32)	(24)	(29)		

Please see Exhibit G-1, page 8 for Components of Change during Current Month

**EXHIBIT A**

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 9 of 10

**EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Nunavut**

Exhibit A

		Amounts in \$000s					
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	(2)	(2)	(2)	(2)	(2)	(2)	
2014	(0)	0	0	0	0	0	
2015	0	0	0	0	0	0	
2016	(0)	(0)	(0)	(0)	(0)	(0)	
2017	(0)	(0)	(0)	(0)	(0)	(0)	
2018	(0)	(0)	(0)	(0)	(0)	(0)	
2019	(0)	(0)	(0)	(0)	(0)	(0)	
2020	1	(0)	(0)	(0)	(0)	(0)	
2021	3	3	2	2	2	2	
2022	6	6	5	5	5	5	
2023	58	23	23	21	19	17	
2024	29	35	33	31	30	28	
<b>PPV Total</b>	<b>93</b>	<b>64</b>	<b>61</b>	<b>58</b>	<b>53</b>	<b>50</b>	
discount rate:	prior	(2)	(2)	(2)	(2)	(2)	
PPV: 5.06%	2014	(0)	(0)	(0)	(0)	(0)	
Non PPV: 5.02%	2015	1	0	0	0	1	
	2016	(0)	(0)	(0)	(0)	(0)	
weighted average risk adj. factor:	2017	(1)	1	1	1	1	
PPV: 7.10%	2018	2	5	5	5	4	
Non PPV: 6.36%	2019	7	8	7	7	7	
	2020	14	9	9	8	8	
	2021	23	19	18	18	17	
	2022	48	41	38	36	34	
	2023	50	97	92	87	83	
	2024	16	166	185	198	209	
	<b>NPPV Total</b>	<b>159</b>	<b>344</b>	<b>354</b>	<b>358</b>	<b>362</b>	
	<b>TOTAL</b>	<b>252</b>	<b>408</b>	<b>415</b>	<b>416</b>	<b>417</b>	
Change		156	7	1	(1)		

Please see Exhibit G-1, page 9 for Components of Change during Current Month

EXHIBIT A

IBNR (\$s) for Member Sharing – includes Actuarial Present Value Adjustments

page 10 of 10

EXHIBIT A - IBNR + Discount Amount and Risk Adjustment on Unpaid Claims: Total

Exhibit A

Amounts in \$000s						
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	12,338	7,675	7,589	7,666	7,734	7,792
2014	299	(28)	(28)	(30)	(32)	(32)
2015	(237)	(171)	(189)	(190)	(190)	(191)
2016	344	99	86	77	68	59
2017	(136)	(137)	(155)	(173)	(191)	(208)
2018	21	106	93	80	67	53
2019	954	1,263	1,157	1,118	1,090	1,036
2020	860	651	581	505	430	353
2021	5,064	4,375	4,194	3,997	3,799	3,600
2022	10,018	8,316	7,855	7,477	7,097	6,717
2023	21,227	18,664	17,866	17,032	16,198	15,363
2024	25,027	25,887	26,225	26,677	26,983	27,730
<b>PPV Total</b>	<b>75,779</b>	<b>66,701</b>	<b>65,274</b>	<b>64,237</b>	<b>63,053</b>	<b>62,272</b>
prior	(591)	(668)	(688)	(688)	(689)	(689)
2014	(37)	(39)	(39)	(39)	(39)	(40)
2015	(345)	(1)	5	8	11	14
2016	(546)	(417)	(410)	(405)	(400)	(394)
2017	(118)	(939)	(977)	(1,011)	(1,040)	(1,065)
2018	495	(282)	(306)	(323)	(338)	(351)
2019	4,438	1,478	1,209	938	768	510
2020	3,119	4,701	4,390	4,078	3,769	3,463
2021	22,694	15,446	14,623	13,928	13,230	12,529
2022	49,525	43,765	41,455	39,356	37,250	35,138
2023	76,514	72,043	68,627	65,855	63,076	60,290
2024	71,154	84,247	90,300	95,110	99,672	105,931
<b>NPPV Total</b>	<b>226,303</b>	<b>219,334</b>	<b>218,189</b>	<b>216,806</b>	<b>215,270</b>	<b>215,336</b>
<b>TOTAL</b>	<b>302,082</b>	<b>286,035</b>	<b>283,463</b>	<b>281,042</b>	<b>278,323</b>	<b>277,608</b>
Change		(16,047)	(2,571)	(2,421)	(2,719)	

Please see Exhibit G-1, page 10 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 1 of 10

**EXHIBIT B - Undiscounted IBNR: Ontario**

Exhibit B

Amounts in \$000s						
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	18,418	11,804	11,770	11,735	11,701	11,666
2014	228	3	3	3	3	3
2015	(196)	(175)	(175)	(175)	(175)	(175)
2016	90	3	2	2	1	1
2017	34	7	5	4	4	4
2018	7	119	106	93	79	66
2019	709	973	892	878	865	852
2020	2,389	546	517	464	411	358
2021	4,170	3,332	3,215	3,080	2,944	2,808
2022	6,902	6,378	6,046	5,762	5,478	5,193
2023	8,538	9,162	8,851	8,510	8,169	7,828
2024	10,181	12,402	13,205	14,150	15,010	16,025
<b>PPV Total</b>	<b>51,470</b>	<b>44,556</b>	<b>44,437</b>	<b>44,506</b>	<b>44,491</b>	<b>44,630</b>
prior	(7)	(7)	(23)	(30)	(36)	(42)
2014	30	(2)	(2)	(2)	(2)	(2)
2015	(33)	30	29	27	24	22
2016	(36)	19	16	15	14	13
2017	207	(89)	(88)	(87)	(86)	(85)
2018	975	(262)	(244)	(230)	(217)	(203)
2019	2,775	889	814	773	732	691
2020	990	2,300	2,190	2,053	1,916	1,779
2021	8,875	7,259	6,720	6,272	5,823	5,375
2022	19,809	18,333	17,610	16,712	15,814	14,916
2023	30,454	30,056	28,727	27,578	26,428	25,278
2024	33,907	37,761	41,205	44,183	47,075	50,680
<b>NPPV Total</b>	<b>97,947</b>	<b>96,287</b>	<b>96,955</b>	<b>97,264</b>	<b>97,486</b>	<b>98,422</b>
<b>TOTAL</b>	<b>149,417</b>	<b>140,843</b>	<b>141,392</b>	<b>141,770</b>	<b>141,977</b>	<b>143,052</b>
Change		(8,575)	550	378	207	

Please see Exhibit G-2, page 1 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 2 of 10

**EXHIBIT B - Undiscounted IBNR: Alberta**

Exhibit B

Amounts in \$000s						
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	(66)	35	35	35	35	35
2014	6	6	6	6	6	6
2015	(4)	(4)	(3)	(2)	(1)	(1)
2016	134	134	120	109	97	85
2017	8	0	0	0	0	0
2018	30	7	6	6	6	5
2019	(20)	96	87	80	73	66
2020	77	203	188	176	164	151
2021	(217)	352	325	301	277	254
2022	242	361	340	322	305	288
2023	2,854	1,557	1,498	1,436	1,375	1,313
2024	2,252	1,935	2,051	2,067	2,068	2,090
<b>PPV Total</b>	<b>5,295</b>	<b>4,683</b>	<b>4,653</b>	<b>4,536</b>	<b>4,404</b>	<b>4,293</b>
prior	(59)	(59)	(60)	(61)	(62)	(64)
2014	(29)	(29)	(29)	(29)	(29)	(29)
2015	21	86	86	86	86	86
2016	(6)	45	41	33	26	18
2017	26	73	67	61	55	49
2018	(172)	150	142	139	135	132
2019	1,115	442	402	370	338	306
2020	1,766	1,923	1,779	1,664	1,549	1,434
2021	10,771	6,751	6,551	6,357	6,163	5,970
2022	26,597	25,192	23,589	22,334	21,078	19,823
2023	36,012	36,664	34,883	33,383	31,883	30,383
2024	27,400	38,057	41,330	44,250	46,974	50,513
<b>NPPV Total</b>	<b>103,441</b>	<b>109,295</b>	<b>108,779</b>	<b>108,586</b>	<b>108,196</b>	<b>108,621</b>
<b>TOTAL</b>	<b>108,736</b>	<b>113,978</b>	<b>113,432</b>	<b>113,122</b>	<b>112,600</b>	<b>112,914</b>
Change		5,242	(545)	(311)	(521)	

Please see Exhibit G-2, page 2 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 3 of 10

**EXHIBIT B - Undiscounted IBNR: Newfoundland & Labrador**

Exhibit B

Amounts in \$000s

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	(297)	(307)	(307)	(307)	(307)	(307)
2014	4	4	3	2	1	-
2015	3	3	3	3	3	3
2016	77	(8)	(8)	(8)	(8)	(8)
2017	(2)	(2)	(2)	(2)	(2)	(2)
2018	(23)	(23)	(23)	(23)	(23)	(23)
2019	67	30	30	30	30	30
2020	(706)	(52)	(51)	(49)	(47)	(45)
2021	(209)	(179)	(150)	(129)	(108)	(87)
2022	1,659	736	660	601	542	482
2023	6,243	5,183	4,827	4,505	4,184	3,862
2024	4,819	4,640	4,666	4,662	4,617	4,657
<b>PPV Total</b>	<b>11,636</b>	<b>10,025</b>	<b>9,650</b>	<b>9,287</b>	<b>8,882</b>	<b>8,563</b>
prior	2	2	2	2	2	2
2014	(0)	(0)	(0)	(0)	(0)	(0)
2015	(0)	(0)	(0)	(0)	(0)	(0)
2016	2	2	2	2	2	2
2017	(6)	(691)	(691)	(691)	(691)	(691)
2018	32	40	40	40	40	40
2019	(7)	63	-	-	-	-
2020	(74)	176	168	152	136	120
2021	164	280	263	246	230	213
2022	511	662	619	579	539	499
2023	2,660	1,960	1,889	1,805	1,722	1,639
2024	2,817	2,752	2,791	2,859	2,905	3,007
<b>NPPV Total</b>	<b>6,100</b>	<b>5,245</b>	<b>5,083</b>	<b>4,994</b>	<b>4,885</b>	<b>4,830</b>
<b>TOTAL</b>	<b>17,736</b>	<b>15,270</b>	<b>14,733</b>	<b>14,281</b>	<b>13,767</b>	<b>13,393</b>
Change		(2,466)	(537)	(452)	(514)	

Please see Exhibit G-2, page 3 for Components of Change during Current Month



**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 4 of 10

**EXHIBIT B - Undiscounted IBNR: New Brunswick**

Exhibit B

Amounts in \$000s						
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	73	73	73	73	73	73
2014	188	7	7	7	7	7
2015	10	10	9	8	8	7
2016	64	38	34	30	27	23
2017	78	84	80	73	67	61
2018	66	117	112	105	98	91
2019	253	185	175	170	164	159
2020	(480)	77	70	67	63	60
2021	1,027	772	730	680	630	579
2022	1,539	797	772	745	718	691
2023	1,358	1,224	1,205	1,181	1,157	1,133
2024	2,806	2,294	2,239	2,241	2,231	2,258
<b>PPV Total</b>	<b>6,982</b>	<b>5,677</b>	<b>5,506</b>	<b>5,381</b>	<b>5,242</b>	<b>5,141</b>
prior	(19)	(19)	(19)	(19)	(19)	(19)
2014	2	2	1	1	0	-
2015	(3)	(3)	(3)	(3)	(3)	(3)
2016	(106)	2	2	2	2	2
2017	(1)	(4)	(4)	(4)	(4)	(4)
2018	(1)	8	-	(8)	(16)	(24)
2019	308	135	120	107	93	80
2020	295	212	200	188	177	166
2021	398	509	488	469	450	431
2022	2,893	884	856	828	800	772
2023	6,735	5,311	4,956	4,782	4,607	4,433
2024	5,473	5,067	4,965	4,559	4,142	3,830
<b>NPPV Total</b>	<b>15,975</b>	<b>12,104</b>	<b>11,562</b>	<b>10,902</b>	<b>10,230</b>	<b>9,663</b>
<b>TOTAL</b>	<b>22,957</b>	<b>17,781</b>	<b>17,068</b>	<b>16,283</b>	<b>15,472</b>	<b>14,804</b>
Change		(5,175)	(713)	(786)	(810)	

Please see Exhibit G-2, page 4 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 5 of 10

**EXHIBIT B - Undiscounted IBNR: Nova Scotia**

Exhibit B

Amounts in \$000s						
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	(761)	(761)	(761)	(761)	(761)	(761)
2014	(0)	(0)	-	-	-	-
2015	(0)	(0)	(0)	(0)	(0)	(0)
2016	5	5	5	5	5	4
2017	61	7	6	6	5	5
2018	34	2	2	2	2	2
2019	(27)	49	44	39	35	31
2020	(241)	174	142	123	105	86
2021	590	543	508	477	446	415
2022	488	960	910	876	843	809
2023	2,763	2,532	2,446	2,332	2,218	2,104
2024	5,674	5,597	5,380	5,173	4,955	4,877
<b>PPV Total</b>	<b>8,586</b>	<b>9,107</b>	<b>8,682</b>	<b>8,273</b>	<b>7,852</b>	<b>7,570</b>
prior	(100)	(61)	(61)	(61)	(61)	(61)
2014	2	2	2	2	2	2
2015	(215)	4	4	4	4	4
2016	(4)	(4)	(4)	(4)	(4)	(4)
2017	(35)	(4)	(4)	(4)	(4)	(4)
2018	(125)	0	0	0	0	0
2019	72	245	166	67	(32)	(131)
2020	286	403	361	318	275	232
2021	3,436	1,562	1,460	1,377	1,294	1,210
2022	2,479	1,614	1,496	1,415	1,333	1,251
2023	5,816	3,710	3,547	3,418	3,288	3,159
2024	5,910	6,297	6,673	7,103	7,518	8,041
<b>NPPV Total</b>	<b>17,523</b>	<b>13,769</b>	<b>13,641</b>	<b>13,635</b>	<b>13,613</b>	<b>13,701</b>
<b>TOTAL</b>	<b>26,109</b>	<b>22,876</b>	<b>22,323</b>	<b>21,908</b>	<b>21,465</b>	<b>21,271</b>
Change		(3,233)	(553)	(415)	(443)	

Please see Exhibit G-2, page 5 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 6 of 10

**EXHIBIT B - Undiscounted IBNR: Prince Edward Island**

Exhibit B

Amounts in \$000s

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	(7)	(7)	(7)	(7)	(7)	(7)
2014	(0)	(0)	(0)	(0)	(0)	(0)
2015	(1)	(1)	(1)	(1)	(1)	(1)
2016	(2)	(2)	(2)	(2)	(2)	(2)
2017	(190)	(132)	(132)	(132)	(132)	(132)
2018	7	2	1	1	1	1
2019	17	89	87	84	80	76
2020	54	42	37	33	29	25
2021	125	97	92	87	82	77
2022	(12)	194	185	177	169	161
2023	757	598	570	542	515	488
2024	605	686	628	616	603	602
<b>PPV Total</b>	<b>1,353</b>	<b>1,566</b>	<b>1,459</b>	<b>1,399</b>	<b>1,338</b>	<b>1,289</b>
prior	2	2	2	2	2	2
2014	1	1	1	0	0	-
2015	0	2	2	2	2	2
2016	0	8	7	6	6	6
2017	1	3	3	3	3	2
2018	7	15	13	12	11	10
2019	24	36	35	33	32	31
2020	33	51	47	43	39	34
2021	281	321	304	289	275	260
2022	254	257	245	235	224	213
2023	748	653	622	600	578	556
2024	720	683	658	620	573	534
<b>NPPV Total</b>	<b>2,072</b>	<b>2,032</b>	<b>1,938</b>	<b>1,846</b>	<b>1,744</b>	<b>1,650</b>
<b>TOTAL</b>	<b>3,424</b>	<b>3,597</b>	<b>3,397</b>	<b>3,245</b>	<b>3,082</b>	<b>2,940</b>
Change		173	(201)	(152)	(162)	

Please see Exhibit G-2, page 6 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 7 of 10

**EXHIBIT B - Undiscounted IBNR: Yukon**

Exhibit B

Amounts in \$000s							
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024	
prior	5	5	5	5	5	5	5
2014	0	0	0	0	0	0	0
2015	1	1	0	0	0	0	0
2016	(1)	(1)	(0)	(0)	(0)	(0)	(0)
2017	1	1	1	0	0	0	0
2018	1	1	1	1	1	1	1
2019	2	3	3	3	2	2	2
2020	5	5	5	4	4	4	4
2021	11	16	14	13	12	11	11
2022	122	31	29	28	26	25	25
2023	69	65	65	62	60	57	57
2024	82	70	64	60	55	54	54
<b>PPV Total</b>	<b>297</b>	<b>196</b>	<b>186</b>	<b>176</b>	<b>166</b>	<b>159</b>	
prior	(1)	(1)	(1)	(1)	(1)	(1)	(1)
2014	(1)	(1)	(1)	(1)	(1)	(1)	(1)
2015	0	0	0	0	0	0	0
2016	(0)	(0)	(0)	(0)	(0)	(0)	(0)
2017	0	3	3	3	2	2	2
2018	(25)	5	5	5	5	5	5
2019	9	9	9	8	8	8	8
2020	17	11	10	10	10	9	9
2021	31	22	22	21	20	20	20
2022	18	54	49	46	42	39	39
2023	187	145	136	129	122	115	115
2024	397	396	402	404	403	413	413
<b>NPPV Total</b>	<b>633</b>	<b>643</b>	<b>634</b>	<b>624</b>	<b>612</b>	<b>610</b>	
<b>TOTAL</b>	<b>930</b>	<b>840</b>	<b>820</b>	<b>801</b>	<b>777</b>	<b>769</b>	
Change		(90)	(20)	(19)	(23)		

Please see Exhibit G-2, page 7 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 8 of 10

**EXHIBIT B - Undiscounted IBNR: Northwest Territories**

Exhibit B

Amounts in \$000s

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	(5)	(5)	(5)	(5)	(5)	(5)
2014	0	0	0	0	0	0
2015	1	1	1	1	1	0
2016	(2)	(2)	(2)	(2)	(1)	(1)
2017	3	3	3	3	2	2
2018	6	3	3	3	3	3
2019	13	11	10	9	8	7
2020	26	18	17	16	15	13
2021	85	71	65	60	55	50
2022	122	66	62	59	56	52
2023	425	270	263	256	248	241
2024	314	281	263	279	293	317
<b>PPV Total</b>	<b>990</b>	<b>718</b>	<b>680</b>	<b>679</b>	<b>675</b>	<b>681</b>
prior	4	4	4	4	4	4
2014	(1)	(1)	(0)	(0)	0	0
2015	(1)	0	0	0	0	0
2016	1	1	1	1	1	1
2017	0	0	0	0	0	0
2018	2	3	3	3	3	3
2019	8	6	6	6	6	6
2020	28	19	19	18	18	17
2021	(50)	14	14	13	13	12
2022	(17)	(67)	(61)	(56)	(52)	(48)
2023	206	151	142	134	126	118
2024	265	270	281	265	246	229
<b>NPPV Total</b>	<b>445</b>	<b>402</b>	<b>409</b>	<b>388</b>	<b>364</b>	<b>342</b>
<b>TOTAL</b>	<b>1,435</b>	<b>1,120</b>	<b>1,089</b>	<b>1,066</b>	<b>1,039</b>	<b>1,023</b>
Change		(315)	(31)	(23)	(28)	

Please see Exhibit G-2, page 8 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 9 of 10

**EXHIBIT B - Undiscounted IBNR: Nunavut**

Exhibit B

Amounts in \$000s

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	(2)	(2)	(2)	(2)	(2)	(2)
2014	0	0	0	0	0	0
2015	1	1	1	1	1	1
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	(0)	(0)	(0)	(0)	(0)	(0)
2019	0	0	0	0	0	0
2020	1	(0)	(0)	(0)	(0)	(0)
2021	3	3	3	3	2	2
2022	6	6	6	6	5	5
2023	61	24	24	22	20	18
2024	31	36	34	33	31	30
<b>PPV Total</b>	<b>101</b>	<b>68</b>	<b>66</b>	<b>62</b>	<b>58</b>	<b>54</b>
prior	(2)	(2)	(2)	(2)	(2)	(2)
2014	(0)	(0)	(0)	(0)	(0)	(0)
2015	1	1	1	1	1	1
2016	0	0	0	0	0	0
2017	(0)	1	1	1	1	1
2018	2	5	5	5	5	5
2019	8	8	8	8	8	7
2020	14	10	10	9	9	9
2021	24	21	20	20	19	18
2022	49	44	40	38	36	33
2023	71	122	116	111	106	101
2024	18	177	196	208	220	235
<b>NPPV Total</b>	<b>185</b>	<b>386</b>	<b>396</b>	<b>400</b>	<b>403</b>	<b>408</b>
<b>TOTAL</b>	<b>286</b>	<b>455</b>	<b>462</b>	<b>462</b>	<b>461</b>	<b>462</b>
Change		168	7	(1)	(1)	

Please see Exhibit G-2, page 9 for Components of Change during Current Month

**EXHIBIT B**

IBNR (\$s) (does not include actuarial present value adjustments)

page 10 of 10

**EXHIBIT B - Undiscounted IBNR: Total**

Exhibit B

Amounts in \$000s						
Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	17,357	10,834	10,800	10,765	10,731	10,696
2014	426	20	19	18	17	16
2015	(186)	(164)	(164)	(165)	(165)	(165)
2016	366	168	150	134	119	103
2017	(8)	(33)	(40)	(47)	(54)	(61)
2018	127	228	208	187	167	146
2019	1,015	1,435	1,327	1,293	1,258	1,224
2020	1,125	1,013	925	834	743	652
2021	5,584	5,007	4,803	4,572	4,341	4,110
2022	11,069	9,530	9,012	8,577	8,141	7,706
2023	23,070	20,616	19,749	18,848	17,946	17,044
2024	26,764	27,943	28,530	29,282	29,864	30,910
<b>PPV Total</b>	<b>86,709</b>	<b>76,597</b>	<b>75,319</b>	<b>74,297</b>	<b>73,107</b>	<b>72,381</b>
prior	(180)	(140)	(158)	(165)	(173)	(180)
2014	4	(28)	(29)	(29)	(30)	(31)
2015	(228)	121	120	117	115	112
2016	(148)	73	65	56	46	37
2017	192	(707)	(712)	(717)	(723)	(728)
2018	695	(35)	(35)	(34)	(34)	(33)
2019	4,310	1,833	1,559	1,372	1,185	998
2020	3,356	5,104	4,784	4,456	4,128	3,801
2021	23,930	16,740	15,843	15,065	14,287	13,509
2022	52,594	46,973	44,444	42,129	39,814	37,499
2023	82,890	78,771	75,017	71,939	68,860	65,782
2024	76,907	91,459	98,500	104,451	110,056	117,481
<b>NPPV Total</b>	<b>244,321</b>	<b>240,163</b>	<b>239,398</b>	<b>238,639</b>	<b>237,533</b>	<b>238,248</b>
<b>TOTAL</b>	<b>331,030</b>	<b>316,759</b>	<b>314,717</b>	<b>312,936</b>	<b>310,640</b>	<b>310,628</b>
Change		(14,271)	(2,043)	(1,781)	(2,296)	

Please see Exhibit G-2, page 10 for Components of Change during Current Month

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 1 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: Ontario**

Exhibit C	Amounts in \$000s						
Retro Claims Expense	Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
	prior	392	400	388	376	364	352
	2014	118	58	56	54	52	50
	2015	140	87	85	83	80	78
	2016	157	114	111	107	104	101
	2017	235	174	169	164	159	154
	2018	332	286	279	272	265	258
	2019	1,003	900	885	871	856	842
	2020	1,396	1,165	1,145	1,125	1,106	1,086
	2021	1,662	1,366	1,352	1,338	1,324	1,310
	2022	1,806	1,571	1,564	1,557	1,550	1,543
	2023	1,667	1,543	1,539	1,535	1,531	1,528
	2024	713	736	833	932	1,029	1,131
	<b>PPV Total</b>	<b>9,622</b>	<b>8,399</b>	<b>8,405</b>	<b>8,414</b>	<b>8,421</b>	<b>8,432</b>
	prior	354	326	317	308	298	289
	2014	118	58	56	54	52	50
	2015	311	195	189	184	179	173
	2016	349	252	245	238	231	224
	2017	523	386	375	364	353	342
	2018	1,046	899	878	856	834	812
	2019	3,103	2,782	2,737	2,692	2,648	2,603
	2020	3,329	2,777	2,730	2,683	2,636	2,589
	2021	4,639	3,813	3,774	3,734	3,694	3,655
	2022	5,811	5,049	5,027	5,005	4,983	4,961
	2023	6,142	5,683	5,670	5,656	5,642	5,628
	2024	2,607	2,683	3,029	3,393	3,753	4,149
	<b>NPPV Total</b>	<b>28,332</b>	<b>24,903</b>	<b>25,026</b>	<b>25,167</b>	<b>25,303</b>	<b>25,475</b>
	<b>TOTAL</b>	<b>37,954</b>	<b>33,302</b>	<b>33,431</b>	<b>33,580</b>	<b>33,724</b>	<b>33,907</b>
	Change		(4,652)	129	149	144	



**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 2 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: Alberta**

Exhibit C

Amounts in \$000s

Retro Claims Expense

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	282	18	17	16	14	13
2014	14	15	15	14	14	13
2015	29	23	23	22	21	21
2016	16	26	26	25	24	23
2017	21	31	30	29	28	27
2018	39	42	41	40	39	38
2019	12	28	26	25	24	23
2020	50	72	71	71	70	69
2021	49	65	64	64	64	64
2022	60	73	73	72	72	72
2023	14	32	32	32	32	32
2024	(0)	48	51	56	61	68
<b>PPV Total</b>	<b>587</b>	<b>473</b>	<b>469</b>	<b>466</b>	<b>464</b>	<b>463</b>
prior	1,003	102	99	95	91	87
2014	14	15	15	14	14	13
2015	137	108	105	102	100	97
2016	87	141	136	131	126	121
2017	131	197	191	186	180	174
2018	310	333	325	317	309	301
2019	127	286	274	261	249	236
2020	605	869	861	853	845	837
2021	806	1,060	1,055	1,051	1,046	1,041
2022	1,308	1,580	1,578	1,575	1,572	1,569
2023	305	700	699	698	696	695
2024	(4)	993	1,046	1,161	1,274	1,399
<b>NPPV Total</b>	<b>4,828</b>	<b>6,386</b>	<b>6,384</b>	<b>6,444</b>	<b>6,501</b>	<b>6,570</b>
<b>TOTAL</b>	<b>5,415</b>	<b>6,860</b>	<b>6,853</b>	<b>6,910</b>	<b>6,965</b>	<b>7,033</b>
Change		1,444	(7)	57	55	

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 3 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: Newfoundland & Labrador**

Exhibit C

Amounts in \$000s

Retro Claims Expense

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	27	34	37	40	43	47
2014	60	22	21	20	19	18
2015	49	51	50	49	47	46
2016	28	74	72	69	67	64
2017	86	107	103	100	96	93
2018	90	153	148	144	140	136
2019	295	(109)	(114)	(118)	(123)	(127)
2020	291	268	264	260	256	252
2021	340	329	327	325	323	321
2022	233	222	221	221	220	219
2023	371	191	191	191	191	191
2024	148	35	40	44	48	53
<b>PPV Total</b>	<b>2,019</b>	<b>1,376</b>	<b>1,361</b>	<b>1,344</b>	<b>1,328</b>	<b>1,313</b>
prior	(37)	(7)	(6)	(4)	(3)	(1)
2014	60	22	21	20	19	18
2015	15	15	15	15	14	14
2016	9	24	24	23	22	21
2017	30	37	36	35	33	32
2018	34	57	56	54	53	51
2019	114	(42)	(44)	(46)	(47)	(49)
2020	100	92	91	89	88	87
2021	127	122	122	121	120	120
2022	94	89	89	89	89	88
2023	165	85	85	85	85	85
2024	73	17	20	22	24	26
<b>NPPV Total</b>	<b>783</b>	<b>513</b>	<b>508</b>	<b>503</b>	<b>497</b>	<b>492</b>
<b>TOTAL</b>	<b>2,802</b>	<b>1,889</b>	<b>1,869</b>	<b>1,848</b>	<b>1,825</b>	<b>1,805</b>
Change		(912)	(21)	(21)	(22)	

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 4 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: New Brunswick**

Exhibit C

Amounts in \$000s

Retro Claims Expense

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	21	15	14	14	14	14
2014	40	19	18	17	17	16
2015	59	35	34	33	32	31
2016	22	42	41	39	38	37
2017	117	82	79	76	73	71
2018	157	113	110	107	104	101
2019	280	239	235	231	228	224
2020	194	214	211	207	204	201
2021	218	196	195	193	192	191
2022	93	(34)	(34)	(35)	(35)	(35)
2023	182	169	169	169	169	169
2024	114	27	31	34	37	41
<b>PPV Total</b>	<b>1,495</b>	<b>1,116</b>	<b>1,102</b>	<b>1,088</b>	<b>1,073</b>	<b>1,059</b>
prior	1	3	3	3	3	3
2014	40	19	18	17	17	16
2015	36	22	21	20	20	19
2016	13	25	25	24	23	22
2017	75	52	50	49	47	45
2018	113	82	80	77	75	73
2019	223	190	187	185	182	179
2020	163	180	177	174	172	169
2021	217	195	193	192	191	190
2022	109	(40)	(40)	(41)	(41)	(42)
2023	250	232	232	232	232	232
2024	164	39	44	48	53	58
<b>NPPV Total</b>	<b>1,403</b>	<b>999</b>	<b>990</b>	<b>981</b>	<b>973</b>	<b>964</b>
<b>TOTAL</b>	<b>2,898</b>	<b>2,115</b>	<b>2,092</b>	<b>2,069</b>	<b>2,046</b>	<b>2,023</b>
Change		(783)	(23)	(23)	(23)	(23)

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 5 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: Nova Scotia**

Exhibit C

Amounts in \$000s

Retro Claims Expense

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	24	9	8	7	6	5
2014	1	1	1	1	1	1
2015	27	16	16	15	15	14
2016	40	27	26	26	25	24
2017	16	17	17	16	15	15
2018	37	69	67	65	63	62
2019	190	192	189	185	182	179
2020	197	212	209	206	203	200
2021	245	166	164	163	162	160
2022	458	445	445	444	444	443
2023	238	122	121	121	121	121
2024	206	169	191	213	236	261
<b>PPV Total</b>	<b>1,679</b>	<b>1,445</b>	<b>1,454</b>	<b>1,464</b>	<b>1,474</b>	<b>1,486</b>
prior	25	13	12	11	11	10
2014	1	1	1	1	1	1
2015	36	22	22	21	20	20
2016	54	37	36	35	34	33
2017	21	23	22	21	21	20
2018	45	85	83	80	78	75
2019	182	184	181	178	175	172
2020	232	250	246	243	239	235
2021	360	244	242	239	237	235
2022	620	601	601	600	600	599
2023	241	123	123	123	123	123
2024	180	147	166	184	203	224
<b>NPPV Total</b>	<b>1,998</b>	<b>1,730</b>	<b>1,733</b>	<b>1,737</b>	<b>1,741</b>	<b>1,746</b>
<b>TOTAL</b>	<b>3,677</b>	<b>3,175</b>	<b>3,188</b>	<b>3,201</b>	<b>3,215</b>	<b>3,232</b>
Change		(503)	13	13	14	

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 6 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: Prince Edward Island**

Exhibit C

Amounts in \$000s

Retro Claims Expense

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	15	9	8	8	7	7
2014	7	4	4	3	3	3
2015	10	7	6	6	6	6
2016	(19)	12	11	11	10	10
2017	24	17	16	16	15	15
2018	27	21	20	20	19	19
2019	51	50	49	49	48	48
2020	69	66	65	65	64	64
2021	45	43	43	43	42	42
2022	14	24	24	24	24	24
2023	45	43	43	43	43	43
2024	(13)	(16)	(18)	(21)	(22)	(26)
<b>PPV Total</b>	<b>275</b>	<b>279</b>	<b>273</b>	<b>266</b>	<b>261</b>	<b>254</b>
prior	6	4	3	3	3	3
2014	7	4	4	3	3	3
2015	7	4	4	4	4	4
2016	(13)	8	7	7	7	7
2017	16	11	11	10	10	10
2018	21	16	16	15	15	14
2019	46	46	45	45	44	44
2020	68	65	65	64	64	63
2021	47	46	46	45	45	45
2022	17	28	28	28	28	28
2023	56	53	53	53	53	53
2024	(16)	(19)	(21)	(25)	(27)	(29)
<b>NPPV Total</b>	<b>263</b>	<b>266</b>	<b>261</b>	<b>254</b>	<b>249</b>	<b>243</b>
<b>TOTAL</b>	<b>539</b>	<b>544</b>	<b>533</b>	<b>520</b>	<b>510</b>	<b>497</b>
Change		6	(11)	(13)	(11)	

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 7 of 10

EXHIBIT C - Undiscounted Retro Claims Expense: Yukon							
Exhibit C	Amounts in \$000s						
Retro Claims Expense	Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
	prior	1	(0)	(0)	(0)	(0)	(0)
	2014	1	3	3	3	3	3
	2015	2	2	2	2	2	2
	2016	2	2	2	2	2	2
	2017	(12)	2	2	2	2	2
	2018	2	2	2	2	2	2
	2019	2	2	2	2	2	2
	2020	2	2	2	2	2	2
	2021	2	3	3	3	3	3
	2022	1	1	1	1	1	1
	2023	(1)	(0)	(0)	(0)	(0)	(0)
	2024	(3)	(4)	(6)	(8)	(8)	(9)
	<b>PPV Total</b>	<b>(1)</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>9</b>
	prior	2	1	1	1	1	1
	2014	1	3	3	3	3	3
	2015	3	2	2	2	2	2
	2016	4	3	3	3	3	3
	2017	(40)	5	5	5	5	5
	2018	8	8	8	8	7	7
	2019	10	11	10	10	10	10
	2020	9	11	11	11	11	11
	2021	14	17	17	17	17	17
	2022	6	10	10	10	10	10
	2023	(7)	(2)	(2)	(2)	(2)	(2)
	2024	(43)	(46)	(85)	(91)	(97)	(104)
	<b>NPPV Total</b>	<b>(34)</b>	<b>24</b>	<b>(15)</b>	<b>(22)</b>	<b>(29)</b>	<b>(36)</b>
	<b>TOTAL</b>	<b>(35)</b>	<b>39</b>	<b>(3)</b>	<b>(11)</b>	<b>(18)</b>	<b>(27)</b>
	Change		74	(42)	(8)	(7)	

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 8 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: Northwest Territories**

Exhibit C	Amounts in \$000s						
Retro Claims Expense	Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
	prior	1	0	0	0	0	0
	2014	5	-	-	-	-	-
	2015	8	7	7	7	7	7
	2016	10	9	9	9	8	8
	2017	13	12	12	12	12	11
	2018	16	16	15	15	15	15
	2019	17	18	17	17	17	17
	2020	17	20	20	20	20	19
	2021	19	23	23	23	23	23
	2022	28	30	30	30	30	30
	2023	7	0	0	0	0	0
	2024	(21)	(30)	(38)	(42)	(46)	(51)
	<b>PPV Total</b>	<b>120</b>	<b>104</b>	<b>95</b>	<b>90</b>	<b>85</b>	<b>79</b>
	prior	(3)	0	0	0	0	0
	2014	5	-	-	-	-	-
	2015	3	2	2	2	2	2
	2016	4	3	3	3	3	3
	2017	5	5	5	5	5	5
	2018	7	7	7	7	7	7
	2019	10	10	10	10	10	10
	2020	11	13	13	13	13	12
	2021	11	13	13	13	13	13
	2022	17	18	18	18	18	18
	2023	5	0	0	0	0	0
	2024	(15)	(21)	(27)	(30)	(33)	(36)
	<b>NPPV Total</b>	<b>59</b>	<b>51</b>	<b>44</b>	<b>41</b>	<b>38</b>	<b>34</b>
	<b>TOTAL</b>	<b>179</b>	<b>155</b>	<b>139</b>	<b>131</b>	<b>122</b>	<b>113</b>
	Change		(24)	(16)	(8)	(9)	

**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 9 of 10

**EXHIBIT C - Undiscounted Retro Claims Expense: Nunavut**

Exhibit C

Amounts in \$000s

Retro Claims Expense

Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
prior	1	1	1	1	1	1
2014	1	-	-	-	-	-
2015	2	2	2	2	2	2
2016	2	2	2	2	2	2
2017	2	2	1	1	1	1
2018	1	1	1	1	1	1
2019	1	1	1	1	1	1
2020	1	2	1	1	1	1
2021	2	2	2	2	2	2
2022	2	2	2	2	2	2
2023	5	5	5	5	5	5
2024	(5)	(5)	(5)	(6)	(7)	(8)
<b>PPV Total</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>11</b>	<b>10</b>
prior	0	0	0	0	0	0
2014	1	-	-	-	-	-
2015	1	1	1	1	1	1
2016	2	2	2	2	2	2
2017	3	3	3	3	3	3
2018	4	4	4	4	4	4
2019	5	6	6	6	6	6
2020	5	7	6	6	6	6
2021	5	7	7	7	7	7
2022	6	8	8	8	8	8
2023	14	16	16	16	16	16
2024	(15)	(15)	(15)	(18)	(19)	(22)
<b>NPPV Total</b>	<b>33</b>	<b>40</b>	<b>39</b>	<b>36</b>	<b>34</b>	<b>32</b>
<b>TOTAL</b>	<b>46</b>	<b>54</b>	<b>53</b>	<b>49</b>	<b>46</b>	<b>42</b>
Change		8	(1)	(4)	(4)	



**EXHIBIT C**

Retro Claims Expense Provision (\$s) for Member Statements  
(excludes Actuarial Present Value Adjustments)

page 10 of 10

<b>EXHIBIT C - Undiscounted Retro Claims Expense: Total</b>							
Exhibit C	Amounts in \$000s						
Retro Claims Expense	Accident Year	Actual Jul 2024	Actual Aug 2024	Projected Sep 2024	Projected Oct 2024	Projected Nov 2024	Projected Dec 2024
	prior	763	485	474	462	450	439
	2014	248	122	117	113	109	104
	2015	327	230	224	218	212	206
	2016	257	308	298	289	279	270
	2017	500	443	429	416	402	389
	2018	701	703	685	667	649	631
	2019	1,851	1,320	1,292	1,264	1,236	1,208
	2020	2,218	2,020	1,989	1,958	1,927	1,896
	2021	2,582	2,192	2,173	2,154	2,134	2,115
	2022	2,696	2,333	2,325	2,316	2,308	2,300
	2023	2,528	2,105	2,101	2,097	2,093	2,088
	2024	1,139	960	1,077	1,203	1,329	1,460
	<b>PPV Total</b>	<b>15,809</b>	<b>13,222</b>	<b>13,184</b>	<b>13,156</b>	<b>13,128</b>	<b>13,105</b>
	prior	1,351	442	429	417	404	392
	2014	248	122	117	113	109	104
	2015	549	372	362	352	342	333
	2016	509	498	482	467	451	436
	2017	764	721	700	678	657	636
	2018	1,588	1,492	1,455	1,418	1,381	1,345
	2019	3,819	3,473	3,407	3,341	3,275	3,209
	2020	4,522	4,264	4,201	4,137	4,074	4,011
	2021	6,226	5,517	5,468	5,420	5,371	5,322
	2022	7,987	7,344	7,318	7,292	7,265	7,239
	2023	7,170	6,892	6,876	6,861	6,845	6,829
	2024	2,931	3,776	4,156	4,647	5,132	5,665
	<b>NPPV Total</b>	<b>37,666</b>	<b>34,911</b>	<b>34,971</b>	<b>35,142</b>	<b>35,307</b>	<b>35,520</b>
	<b>TOTAL</b>	<b>53,475</b>	<b>48,133</b>	<b>48,155</b>	<b>48,298</b>	<b>48,435</b>	<b>48,625</b>
	Change		(5,342)	22	142	137	

**EXHIBIT D**

Liability for Remaining Coverage

<b>EXHIBIT D - Liability for Remaining Coverage: FARM - All Jurisdiction Private Passenger &amp; Non-Private Passenger</b>						
<b>amounts in \$000s</b>	<b>Actual Jul 2024</b>	<b>Actual Aug 2024</b>	<b>Projected Sep 2024</b>	<b>Projected Oct 2024</b>	<b>Projected Nov 2024</b>	<b>Projected Dec 2024</b>
<b>LRC <i>excl.</i> Loss Component</b>	216,253	216,417	221,323	226,657	222,621	215,429
<b>Undiscounted Loss Component</b>	-	-	-	-	-	-
<b>Discounted Loss Component</b>	-	-	-	-	-	-
<b>LRC <i>incl.</i> Loss Component</b>	216,253	216,417	221,323	226,657	222,621	215,429

**EXHIBIT E**

**Discount Rate & Risk Adjustments**

The tables below present selected risk adjustment factors by coverage (the total is a weighted average, based on the current unpaid liability), followed by the selected discount rate.

Private Passenger Risk Adjustment Factors										
Coverage	Government Line	Ontario	Alberta	Newfoundland & Labrador	New Brunswick	Nova Scotia	Prince Edward Island	Yukon	Northwest Territories	Nunavut
Bodily Injury	Third Party Liability	9.55%	6.97%	7.81%	7.97%	7.25%	6.14%	8.79%	8.79%	8.79%
Property Damage	Third Party Liability	2.91%	0.00%		2.12%			2.68%	2.68%	2.68%
Direct Comp Property Damage	Third Party Liability	1.62%			1.40%					
Property Damage (w DCPD)	Third Party Liability			2.37%		1.61%	1.70%			
AccBen (indivis)	Accident Benefits	13.59%	6.57%	4.30%	6.25%	5.13%	8.74%	3.35%	3.35%	3.35%
Uninsured Automobile	Accident Benefits	9.55%	0.00%	7.81%	7.97%	7.25%	6.14%			
Underinsured Motorist	Other Coverages	9.55%	6.97%	7.81%	7.97%	7.25%	6.14%	8.79%	8.79%	8.79%
Collision	Other Coverages	1.99%	0.79%	2.37%	2.99%	1.38%	1.18%	1.29%	1.29%	1.29%
Comprehensive	Other Coverages	3.10%	1.42%	1.43%	1.64%	1.19%	2.84%	1.78%	1.78%	1.78%
All Perils	Other Coverages	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Specified Perils	Other Coverages	3.10%	1.42%	1.43%	1.64%	1.19%	2.84%	1.78%	1.78%	1.78%
<b>Total</b>	<b>Total</b>	<b>11.3%</b>	<b>7.2%</b>	<b>7.4%</b>	<b>8.3%</b>	<b>6.8%</b>	<b>6.4%</b>	<b>7.5%</b>	<b>7.6%</b>	<b>7.1%</b>
Selected Discount Rate		5.06%	5.03%	5.02%	5.01%	5.04%	5.07%	5.03%	5.03%	5.06%

Non-Private Passenger Risk Adjustment Factors										
Coverage	Government Line	Ontario	Alberta	Newfoundland & Labrador	New Brunswick	Nova Scotia	Prince Edward Island	Yukon	Northwest Territories	Nunavut
Bodily Injury	Third Party Liability	9.26%	8.45%	7.69%	8.81%	7.65%	10.82%	8.79%	8.79%	8.79%
Property Damage	Third Party Liability	3.80%	0.00%		2.58%			2.68%	2.68%	2.68%
Direct Comp Property Damage	Third Party Liability	2.10%			1.47%					
Property Damage (w DCPD)	Third Party Liability			1.90%		2.02%	2.41%			
AccBen (indivis)	Accident Benefits	9.19%	5.26%	4.69%	6.90%	5.41%	11.46%	3.35%	3.35%	3.35%
Uninsured Automobile	Accident Benefits	9.26%	0.00%	7.69%	8.81%	7.65%	10.82%			
Underinsured Motorist	Other Coverages	9.26%	8.45%	7.69%	8.81%	7.65%	10.82%	8.79%	8.79%	8.79%
Collision	Other Coverages	1.67%	0.98%	1.83%	1.37%	1.43%	3.04%	1.29%	1.29%	1.29%
Comprehensive	Other Coverages	1.66%	2.37%	1.33%	1.45%	1.90%	1.69%	1.78%	1.78%	1.78%
All Perils	Other Coverages	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Specified Perils	Other Coverages	1.66%	2.37%	1.33%	1.45%	1.90%	1.69%	1.78%	1.78%	1.78%
<b>Total</b>	<b>Total</b>	<b>9.2%</b>	<b>8.0%</b>	<b>7.0%</b>	<b>8.4%</b>	<b>7.2%</b>	<b>10.4%</b>	<b>7.2%</b>	<b>6.8%</b>	<b>6.4%</b>
Selected Discount Rate		5.02%	5.01%	5.11%	5.04%	5.02%	5.06%	5.02%	5.03%	5.02%

EXHIBIT F

Interest Rate Sensitivity & Duration The tables below present the sensitivity to expected losses underlying the LIC. We have included the most recent valuation selection, the prior valuation assumption, and +/- 50 bps, +/- 100 bps, and +150 bps for comparative purposes.

Jurisdiction	Yield - 100bp	Yield - 50bp	Selected yield	Yield + 50bp	Yield + 100bp	Yield + 150bp	Prior yield
ON PPV	4.06%	4.56%	<b>5.06%</b>	5.56%	6.06%	6.56%	<b>5.07%</b>
AB PPV	4.03%	4.53%	<b>5.03%</b>	5.53%	6.03%	6.53%	<b>5.10%</b>
NL PPV	4.02%	4.52%	<b>5.02%</b>	5.52%	6.02%	6.52%	<b>5.08%</b>
NB PPV	4.01%	4.51%	<b>5.01%</b>	5.51%	6.01%	6.51%	<b>5.07%</b>
NS PPV	4.04%	4.54%	<b>5.04%</b>	5.54%	6.04%	6.54%	<b>5.11%</b>
PE PPV	4.07%	4.57%	<b>5.07%</b>	5.57%	6.07%	6.57%	<b>5.13%</b>
YT PPV	4.03%	4.53%	<b>5.03%</b>	5.53%	6.03%	6.53%	<b>5.09%</b>
NT PPV	4.03%	4.53%	<b>5.03%</b>	5.53%	6.03%	6.53%	<b>5.10%</b>
NU PPV	4.06%	4.56%	<b>5.06%</b>	5.56%	6.06%	6.56%	<b>5.14%</b>
ON non-PPV	4.02%	4.52%	<b>5.02%</b>	5.52%	6.02%	6.52%	<b>5.05%</b>
AB non-PPV	4.01%	4.51%	<b>5.01%</b>	5.51%	6.01%	6.51%	<b>5.07%</b>
NL non-PPV	4.11%	4.61%	<b>5.11%</b>	5.61%	6.11%	6.61%	<b>5.15%</b>
NB non-PPV	4.04%	4.54%	<b>5.04%</b>	5.54%	6.04%	6.54%	<b>5.09%</b>
NS non-PPV	4.02%	4.52%	<b>5.02%</b>	5.52%	6.02%	6.52%	<b>5.09%</b>
PE non-PPV	4.06%	4.56%	<b>5.06%</b>	5.56%	6.06%	6.56%	<b>5.08%</b>
YT non-PPV	4.02%	4.52%	<b>5.02%</b>	5.52%	6.02%	6.52%	<b>5.08%</b>
NT non-PPV	4.03%	4.53%	<b>5.03%</b>	5.53%	6.03%	6.53%	<b>5.09%</b>
NU non-PPV	4.02%	4.52%	<b>5.02%</b>	5.52%	6.02%	6.52%	<b>5.08%</b>

Jurisdiction	Yield - 100bp	Yield - 50bp	Selected yield	Yield + 50bp	Yield + 100bp	Yield + 150bp	Prior yield	Dollar impact (selected yield - prior yield)	Percentage impact (selected yield - prior yield)	Effective Duration
ON PPV	72,319	71,206	<b>70,131</b>	69,092	68,087	67,116	<b>70,109</b>	21	0.03%	3.0149
AB PPV	8,464	8,380	<b>8,297</b>	8,216	8,137	8,060	<b>8,286</b>	11	0.14%	1.9674
NL PPV	31,630	31,291	<b>30,960</b>	30,636	30,319	30,009	<b>30,920</b>	39	0.13%	2.1173
NB PPV	15,859	15,688	<b>15,520</b>	15,357	15,197	15,040	<b>15,501</b>	20	0.13%	2.1309
NS PPV	22,485	22,284	<b>22,087</b>	21,894	21,706	21,521	<b>22,060</b>	27	0.12%	1.7636
PE PPV	4,084	4,045	<b>4,007</b>	3,969	3,932	3,897	<b>4,002</b>	5	0.11%	1.8956
YT PPV	151	150	<b>148</b>	147	145	144	<b>148</b>	0	0.12%	1.9996
NT PPV	1,266	1,254	<b>1,242</b>	1,231	1,219	1,208	<b>1,240</b>	2	0.13%	1.8640
NU PPV	56	55	<b>55</b>	55	54	54	<b>55</b>	0	0.13%	1.5768
ON non-PPV	149,928	148,090	<b>146,300</b>	144,557	142,858	141,201	<b>146,194</b>	106	0.07%	2.4151
AB non-PPV	193,897	191,852	<b>189,851</b>	187,891	185,973	184,095	<b>189,613</b>	237	0.13%	2.0863
NL non-PPV	15,358	15,184	<b>15,016</b>	14,854	14,697	14,545	<b>15,003</b>	13	0.09%	2.1991
NB non-PPV	19,745	19,526	<b>19,312</b>	19,104	18,900	18,702	<b>19,291</b>	21	0.11%	2.1857
NS non-PPV	34,909	34,572	<b>34,242</b>	33,920	33,603	33,294	<b>34,197</b>	46	0.13%	1.9058
PE non-PPV	3,665	3,614	<b>3,565</b>	3,518	3,472	3,427	<b>3,563</b>	2	0.05%	2.7105
YT non-PPV	883	875	<b>866</b>	858	850	843	<b>865</b>	1	0.11%	1.8846
NT non-PPV	536	531	<b>527</b>	522	518	513	<b>526</b>	1	0.10%	1.7420
NU non-PPV	826	818	<b>810</b>	803	796	789	<b>810</b>	1	0.11%	1.8613

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 1 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Ontario								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	8,899	(172)	5,082	(5,051)	(141)	(1.6%)	8,758
	2014	50	(24)	244	(294)	(74)	(146.2%)	(23)
	2015	(61)	8	(125)	21	(96)	156.8%	(157)
	2016	86	(4)	49	(130)	(86)	(99.6%)	0
	2017	31	(4)	64	(90)	(30)	(95.0%)	2
	2018	83	(11)	(12)	62	38	46.2%	122
	2019	608	(162)	602	(23)	416	68.5%	1,024
	2020	2,465	(503)	(95)	(1,342)	(1,940)	(78.7%)	525
	2021	4,193	(386)	313	(919)	(993)	(23.7%)	3,200
	2022	6,916	(824)	462	(642)	(1,004)	(14.5%)	5,913
	2023	8,952	(913)	(284)	690	(507)	(5.7%)	8,444
	2024	7,770	2,421	901	549	3,871	49.8%	11,642
	<b>Private Passenger Total</b>		<b>39,993</b>	<b>(574)</b>	<b>7,198</b>	<b>(7,167)</b>	<b>(544)</b>	<b>(1.4%)</b>
Non Private Passenger	prior	(469)	7	3	(12)	(2)	0.4%	(471)
	2014	11	1	112	(135)	(22)	(192.6%)	(10)
	2015	(88)	2	115	(68)	49	(55.5%)	(39)
	2016	(254)	8	87	(87)	8	(3.3%)	(245)
	2017	274	(198)	75	(328)	(451)	(164.4%)	(177)
	2018	428	(252)	769	(1,220)	(703)	(164.5%)	(276)
	2019	2,863	(570)	871	(2,149)	(1,847)	(64.5%)	1,016
	2020	1,092	(122)	252	971	1,101	100.8%	2,192
	2021	9,503	(1,994)	1,436	(2,268)	(2,826)	(29.7%)	6,677
	2022	19,038	(2,022)	970	(1,171)	(2,223)	(11.7%)	16,815
	2023	30,082	(3,833)	1,389	(532)	(2,977)	(9.9%)	27,105
	2024	24,016	10,165	1,369	(906)	10,629	44.3%	34,645
	<b>Non Private Passenger Total</b>		<b>86,497</b>	<b>1,191</b>	<b>7,449</b>	<b>(7,904)</b>	<b>736</b>	<b>0.9%</b>
<b>Grand Total</b>		<b>126,489</b>	<b>617</b>	<b>14,647</b>	<b>(15,072)</b>	<b>192</b>	<b>0.2%</b>	<b>126,681</b>

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 2 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Alberta								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	50	(51)	212	(186)	(25)	(49.9%)	25
	2014	4	0	(1)	3	2	36.1%	6
	2015	(8)	1	5	(3)	3	(41.1%)	(5)
	2016	(7)	(8)	129	9	130	(1,746.4%)	122
	2017	5	(1)	(9)	5	(6)	(122.6%)	(1)
	2018	26	(8)	1	(18)	(26)	(96.9%)	1
	2019	(19)	5	(20)	128	113	(602.7%)	94
	2020	68	(16)	102	36	123	179.6%	191
	2021	141	16	(386)	563	193	136.7%	334
	2022	381	(31)	(554)	515	(70)	(18.3%)	311
	2023	2,734	(376)	335	(1,244)	(1,285)	(47.0%)	1,448
	2024	1,483	310	456	(452)	314	21.2%	1,797
	<b>Private Passenger Total</b>		<b>4,858</b>	<b>(159)</b>	<b>269</b>	<b>(645)</b>	<b>(534)</b>	<b>(11.0%)</b>
Non Private Passenger	prior	(55)	23	905	(987)	(59)	106.4%	(114)
	2014	(36)	1	(7)	18	13	(35.2%)	(23)
	2015	5	3	94	(22)	75	1,501.7%	80
	2016	1	(6)	(52)	115	57	5,608.1%	59
	2017	15	(38)	(27)	122	57	369.2%	72
	2018	156	(39)	(174)	323	111	71.1%	267
	2019	1,903	(333)	(445)	(583)	(1,361)	(71.5%)	542
	2020	2,474	(337)	(603)	375	(566)	(22.9%)	1,909
	2021	11,130	(604)	(1,445)	(2,594)	(4,643)	(41.7%)	6,487
	2022	28,162	(4,165)	691	(524)	(3,998)	(14.2%)	24,164
	2023	36,423	(4,965)	628	1,845	(2,492)	(6.8%)	33,932
	2024	20,370	9,662	(2,342)	7,464	14,783	72.6%	35,153
	<b>Non Private Passenger Total</b>		<b>100,549</b>	<b>(797)</b>	<b>(2,776)</b>	<b>5,552</b>	<b>1,979</b>	<b>2.0%</b>
<b>Grand Total</b>		<b>105,407</b>	<b>(956)</b>	<b>(2,507)</b>	<b>4,907</b>	<b>1,444</b>	<b>1.4%</b>	<b>106,851</b>

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 3 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Newfoundland & Labrador								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(552)	246	(435)	312	123	(22.3%)	(429)
	2014	(38)	(18)	8	37	28	(74.1%)	(10)
	2015	7	1	(3)	3	0	6.9%	8
	2016	3	(5)	37	(37)	(4)	(122.6%)	(1)
	2017	3	(0)	(21)	21	0	0.7%	3
	2018	(19)	8	(81)	57	(17)	86.8%	(36)
	2019	62	5	431	(491)	(54)	(86.2%)	9
	2020	(712)	271	(284)	610	598	(83.9%)	(114)
	2021	192	(14)	(579)	72	(521)	(270.9%)	(329)
	2022	1,605	(450)	231	(837)	(1,056)	(65.8%)	550
	2023	6,229	(1,336)	1,255	(1,356)	(1,438)	(23.1%)	4,791
	2024	3,393	263	1,560	(964)	858	25.3%	4,251
<b>Private Passenger Total</b>		<b>10,174</b>	<b>(1,029)</b>	<b>2,120</b>	<b>(2,572)</b>	<b>(1,482)</b>	<b>(14.6%)</b>	<b>8,693</b>
Non Private Passenger	prior	3	(3)	1	1	(0)	(10.0%)	3
	2014	1	(0)	10	(11)	(0)	(68.6%)	0
	2015	(10)	4	(2)	(2)	0	(2.9%)	(10)
	2016	2	(4)	(16)	23	3	152.9%	4
	2017	(83)	30	(711)	(4)	(684)	829.0%	(767)
	2018	(266)	8	36	32	76	(28.6%)	(190)
	2019	(182)	29	137	(256)	(90)	49.6%	(272)
	2020	(30)	89	(107)	196	179	(591.6%)	149
	2021	182	(27)	(13)	155	114	62.6%	297
	2022	553	(102)	26	166	89	16.1%	642
	2023	2,676	(395)	234	(655)	(816)	(30.5%)	1,860
	2024	1,937	269	709	(333)	645	33.3%	2,582
<b>Non Private Passenger Total</b>		<b>4,783</b>	<b>(101)</b>	<b>305</b>	<b>(689)</b>	<b>(485)</b>	<b>(10.1%)</b>	<b>4,298</b>
<b>Grand Total</b>		<b>14,958</b>	<b>(1,130)</b>	<b>2,425</b>	<b>(3,261)</b>	<b>(1,966)</b>	<b>(13.1%)</b>	<b>12,991</b>

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 4 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): New Brunswick								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(10)	(4)	90	(4)	81	(779.4%)	71
	2014	165	(49)	73	(191)	(168)	(101.5%)	(3)
	2015	(20)	(2)	24	(9)	13	(65.6%)	(7)
	2016	56	(18)	1	(21)	(38)	(67.9%)	18
	2017	49	0	81	(82)	(1)	(1.8%)	49
	2018	9	(2)	47	18	63	672.1%	72
	2019	230	(14)	22	(145)	(137)	(59.6%)	93
	2020	(367)	72	(343)	587	316	(86.2%)	(51)
	2021	869	(165)	215	(286)	(236)	(27.1%)	633
	2022	1,343	(130)	(72)	(528)	(729)	(54.3%)	614
	2023	2,149	(74)	(1,651)	488	(1,237)	(57.5%)	913
	2024	1,665	(38)	1,349	(944)	367	22.0%	2,031
<b>Private Passenger Total</b>		<b>6,138</b>	<b>(424)</b>	<b>(165)</b>	<b>(1,116)</b>	<b>(1,704)</b>	<b>(27.8%)</b>	<b>4,434</b>
Non Private Passenger	prior	(30)	4	4	(6)	2	(7.8%)	(27)
	2014	(11)	2	12	(7)	6	(59.5%)	(4)
	2015	(21)	2	13	(7)	7	(35.6%)	(13)
	2016	(102)	(37)	27	95	85	(83.2%)	(17)
	2017	(38)	4	15	(12)	7	(18.6%)	(31)
	2018	(82)	(1)	25	(17)	7	(8.6%)	(75)
	2019	52	(70)	205	(243)	(108)	(208.2%)	(56)
	2020	220	(56)	33	(94)	(117)	(53.2%)	103
	2021	328	(32)	33	48	49	14.8%	377
	2022	2,380	(253)	686	(2,111)	(1,679)	(70.6%)	701
	2023	6,241	(1,485)	1,447	(1,352)	(1,390)	(22.3%)	4,851
	2024	3,455	(33)	2,577	(1,362)	1,182	34.2%	4,637
<b>Non Private Passenger Total</b>		<b>12,392</b>	<b>(1,954)</b>	<b>5,075</b>	<b>(5,068)</b>	<b>(1,948)</b>	<b>(15.7%)</b>	<b>10,445</b>
<b>Grand Total</b>		<b>18,530</b>	<b>(2,378)</b>	<b>4,910</b>	<b>(6,184)</b>	<b>(3,652)</b>	<b>(19.7%)</b>	<b>14,878</b>



**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 5 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Nova Scotia								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	70	(23)	(777)	(6)	(805)	(1,148.7%)	(735)
	2014	6	(0)	0	(2)	(2)	(32.8%)	4
	2015	(12)	2	9	(6)	5	(43.7%)	(7)
	2016	(1)	(3)	14	(16)	(5)	712.9%	(6)
	2017	37	(7)	23	(55)	(39)	(106.0%)	(2)
	2018	4	1	(54)	2	(50)	(1,229.3%)	(46)
	2019	(95)	(8)	(10)	74	56	(59.3%)	(39)
	2020	(391)	138	(153)	468	452	(115.6%)	61
	2021	447	(98)	141	(109)	(66)	(14.8%)	381
	2022	793	(95)	(407)	407	(96)	(12.0%)	697
	2023	2,501	(239)	261	(338)	(317)	(12.7%)	2,184
	2024	3,635	(225)	2,804	(1,040)	1,539	42.3%	5,174
	<b>Private Passenger Total</b>		<b>6,993</b>	<b>(557)</b>	<b>1,851</b>	<b>(621)</b>	<b>673</b>	<b>9.6%</b>
Non Private Passenger	prior	(57)	(10)	(18)	26	(2)	4.1%	(60)
	2014	1	0	(0)	0	(0)	(0.7%)	1
	2015	(234)	3	12	200	216	(92.1%)	(18)
	2016	(69)	8	11	(23)	(4)	5.4%	(73)
	2017	(53)	(23)	28	12	16	(31.2%)	(36)
	2018	(111)	(4)	(36)	128	88	(79.1%)	(23)
	2019	95	(46)	241	(74)	120	126.0%	216
	2020	218	(83)	40	109	67	30.8%	285
	2021	3,159	(670)	915	(2,137)	(1,891)	(59.9%)	1,268
	2022	3,241	(670)	(615)	(762)	(2,046)	(63.1%)	1,195
	2023	5,879	(830)	128	(1,871)	(2,573)	(43.8%)	3,306
	2024	4,067	1,356	804	(444)	1,715	42.2%	5,783
	<b>Non Private Passenger Total</b>		<b>16,136</b>	<b>(969)</b>	<b>1,511</b>	<b>(4,836)</b>	<b>(4,294)</b>	<b>(26.6%)</b>
<b>Grand Total</b>		<b>23,129</b>	<b>(1,526)</b>	<b>3,362</b>	<b>(5,458)</b>	<b>(3,621)</b>	<b>(15.7%)</b>	<b>19,508</b>

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 6 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Prince Edward Island								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(15)	1	5	(3)	3	(21.1%)	(12)
	2014	(4)	1	3	(2)	2	(45.2%)	(2)
	2015	(6)	1	3	(2)	2	(32.6%)	(4)
	2016	(12)	9	(34)	6	(19)	151.8%	(31)
	2017	(72)	(39)	(100)	22	(117)	161.7%	(189)
	2018	(6)	(2)	7	(8)	(2)	38.4%	(8)
	2019	7	2	82	(20)	64	906.4%	71
	2020	30	(11)	15	(15)	(11)	(35.2%)	20
	2021	97	(19)	22	(29)	(25)	(26.1%)	71
	2022	(29)	5	(36)	195	165	(566.4%)	136
	2023	680	(103)	97	(131)	(136)	(20.0%)	544
	2024	391	(68)	339	(29)	243	62.0%	634
<b>Private Passenger Total</b>		<b>1,061</b>	<b>(222)</b>	<b>406</b>	<b>(15)</b>	<b>169</b>	<b>16.0%</b>	<b>1,231</b>
Non Private Passenger	prior	(3)	1	3	(2)	2	(65.2%)	(1)
	2014	(1)	0	2	(1)	1	(95.3%)	(0)
	2015	(5)	1	2	0	3	(72.7%)	(1)
	2016	(137)	29	(31)	(5)	(7)	4.9%	(144)
	2017	(7)	1	4	(1)	4	(55.9%)	(3)
	2018	(3)	(2)	7	1	6	(197.9%)	3
	2019	(11)	4	16	5	24	(212.2%)	13
	2020	4	(3)	18	6	21	468.9%	25
	2021	41	(39)	250	40	251	616.6%	291
	2022	245	(27)	41	(29)	(15)	(6.0%)	230
	2023	730	(54)	1	(52)	(105)	(14.4%)	625
	2024	560	(25)	141	(21)	95	16.9%	655
<b>Non Private Passenger Total</b>		<b>1,413</b>	<b>(114)</b>	<b>452</b>	<b>(58)</b>	<b>280</b>	<b>19.8%</b>	<b>1,693</b>
<b>Grand Total</b>		<b>2,474</b>	<b>(335)</b>	<b>858</b>	<b>(73)</b>	<b>450</b>	<b>18.2%</b>	<b>2,924</b>

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 7 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Yukon									
May 2024 to August 2024									
amounts in \$000s									
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount	
Private Passenger	prior	4	0	1	(1)	0	1.4%	5	
	2014	(0)	0	(2)	1	(0)	989.5%	(0)	
	2015	0	(0)	1	(0)	0	12.6%	0	
	2016	(1)	0	(0)	(0)	0	(3.8%)	(1)	
	2017	4	(0)	(14)	11	(3)	(91.3%)	0	
	2018	0	(0)	0	(0)	(0)	(2.9%)	0	
	2019	2	(0)	0	1	1	63.5%	3	
	2020	5	(1)	0	0	(0)	(1.6%)	5	
	2021	10	(2)	1	6	5	48.7%	15	
	2022	118	(18)	18	(88)	(88)	(74.4%)	30	
	2023	58	(10)	17	(3)	4	7.1%	63	
	2024	55	(12)	42	(18)	12	21.6%	67	
<b>Private Passenger Total</b>		<b>256</b>	<b>(44)</b>	<b>65</b>	<b>(91)</b>	<b>(70)</b>	<b>(27.1%)</b>	<b>187</b>	
Non Private Passenger	prior	(1)	0	1	(1)	0	(13.8%)	(1)	
	2014	(1)	0	(2)	2	(0)	23.8%	(1)	
	2015	(0)	0	0	(0)	0	(81.6%)	(0)	
	2016	(1)	0	1	(1)	0	(10.7%)	(1)	
	2017	10	(1)	(45)	37	(8)	(77.6%)	2	
	2018	(23)	(5)	5	27	27	(118.9%)	4	
	2019	8	(2)	1	1	(0)	(1.8%)	7	
	2020	18	(3)	1	(4)	(6)	(33.6%)	12	
	2021	28	(2)	(1)	(6)	(9)	(32.6%)	19	
	2022	(30)	(0)	39	38	78	(258.5%)	48	
	2023	188	(35)	3	(30)	(61)	(32.7%)	126	
	2024	248	47	91	(18)	120	48.4%	368	
<b>Non Private Passenger Total</b>		<b>444</b>	<b>(0)</b>	<b>94</b>	<b>46</b>	<b>140</b>	<b>31.6%</b>	<b>584</b>	
<b>Grand Total</b>		<b>700</b>	<b>(44)</b>	<b>160</b>	<b>(45)</b>	<b>71</b>	<b>10.1%</b>	<b>771</b>	

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 8 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Northwest Territories								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(5)	0	1	(1)	0	(1.3%)	(5)
	2014	(0)	0	5	(5)	1	(189.8%)	0
	2015	0	(1)	2	(1)	0	93.4%	1
	2016	(3)	(0)	2	(1)	0	(1.8%)	(3)
	2017	1	(0)	1	(1)	(0)	(2.8%)	1
	2018	4	(1)	1	(3)	(3)	(75.8%)	1
	2019	11	(3)	2	(2)	(3)	(29.1%)	8
	2020	25	(6)	3	(6)	(9)	(37.7%)	15
	2021	83	(15)	11	(12)	(16)	(19.4%)	67
	2022	249	(25)	(184)	19	(190)	(76.3%)	59
	2023	380	(46)	87	(167)	(126)	(33.1%)	254
	2024	252	(71)	187	(112)	4	1.5%	256
	<b>Private Passenger Total</b>		<b>997</b>	<b>(168)</b>	<b>118</b>	<b>(292)</b>	<b>(342)</b>	<b>(34.4%)</b>
Non Private Passenger	prior	4	0	0	(0)	(0)	(1.2%)	4
	2014	(1)	0	2	(1)	0	(44.5%)	(0)
	2015	(1)	0	0	1	1	(109.6%)	0
	2016	0	0	0	(0)	0	15.7%	0
	2017	(1)	(0)	1	(0)	(0)	4.6%	(1)
	2018	1	(1)	1	1	1	133.7%	2
	2019	7	(2)	1	(1)	(2)	(27.3%)	5
	2020	16	(4)	13	(7)	2	10.4%	17
	2021	(44)	(21)	19	58	56	(126.9%)	12
	2022	79	(8)	(92)	(49)	(149)	(189.2%)	(70)
	2023	187	(32)	51	(65)	(46)	(24.5%)	141
	2024	180	39	94	(56)	77	42.8%	257
	<b>Non Private Passenger Total</b>		<b>427</b>	<b>(27)</b>	<b>89</b>	<b>(121)</b>	<b>(59)</b>	<b>(13.8%)</b>
<b>Grand Total</b>		<b>1,424</b>	<b>(196)</b>	<b>207</b>	<b>(412)</b>	<b>(401)</b>	<b>(28.2%)</b>	<b>1,022</b>

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 9 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Nunavut								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(2)	0	(0)	0	0	(0.9%)	(2)
	2014	(0)	0	1	(1)	0	(168.2%)	0
	2015	0	0	(0)	0	0	41.1%	0
	2016	(0)	0	(0)	0	0	(34.8%)	(0)
	2017	(0)	(0)	0	0	0	(46.6%)	(0)
	2018	(0)	0	(0)	0	0	(10.7%)	(0)
	2019	(0)	(0)	(0)	0	0	(50.0%)	(0)
	2020	1	(0)	(0)	(1)	(1)	(144.4%)	(0)
	2021	3	(1)	0	0	1	5.0%	3
	2022	6	(1)	1	1	0	5.4%	6
	2023	58	(15)	14	(34)	(35)	(60.3%)	23
	2024	22	(1)	13	1	13	59.2%	35
	<b>Private Passenger Total</b>		<b>86</b>	<b>(18)</b>	<b>28</b>	<b>(32)</b>	<b>(22)</b>	<b>(26.0%)</b>
Non Private Passenger	prior	(2)	0	(0)	(0)	(0)	0.6%	(2)
	2014	(0)	0	1	(1)	0	(61.8%)	(0)
	2015	1	(0)	0	(1)	(1)	(68.5%)	0
	2016	(0)	0	(0)	(0)	(0)	101.8%	(0)
	2017	(1)	0	(0)	2	2	(243.7%)	1
	2018	2	(1)	1	3	3	161.3%	5
	2019	7	(2)	1	1	1	7.4%	8
	2020	14	(2)	1	(3)	(5)	(34.3%)	9
	2021	23	(2)	0	(3)	(4)	(19.1%)	19
	2022	48	(7)	6	(5)	(6)	(13.7%)	41
	2023	46	(9)	11	49	51	112.1%	97
	2024	87	35	(102)	147	80	92.3%	166
	<b>Non Private Passenger Total</b>		<b>224</b>	<b>12</b>	<b>(81)</b>	<b>189</b>	<b>120</b>	<b>53.7%</b>
<b>Grand Total</b>		<b>310</b>	<b>(6)</b>	<b>(53)</b>	<b>157</b>	<b>98</b>	<b>31.6%</b>	<b>408</b>

**EXHIBIT G-1**

IBNR – for Member Sharing (includes Actuarial Present Value Adjustments)  
(i.e. includes Actuarial Present Value Adjustments)

page 10 of 10

EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount and Risk Adjustment on Unpaid Claims): Total								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	8,439	(2)	4,179	(4,940)	(763)	(9.0%)	7,675
	2014	183	(90)	332	(453)	(211)	(115.4%)	(28)
	2015	(100)	9	(84)	3	(71)	71.5%	(171)
	2016	121	(28)	198	(191)	(22)	(18.1%)	99
	2017	58	(52)	25	(169)	(195)	(335.3%)	(137)
	2018	103	(16)	(91)	110	4	3.5%	106
	2019	807	(176)	1,109	(477)	456	56.6%	1,263
	2020	1,123	(56)	(755)	339	(472)	(42.0%)	651
	2021	6,035	(684)	(263)	(713)	(1,659)	(27.5%)	4,375
	2022	11,382	(1,568)	(540)	(957)	(3,066)	(26.9%)	8,316
	2023	23,740	(3,112)	130	(2,094)	(5,077)	(21.4%)	18,664
	2024	18,666	2,579	7,650	(3,008)	7,220	38.7%	25,887
	<b>Private Passenger Total</b>		<b>70,557</b>	<b>(3,195)</b>	<b>11,889</b>	<b>(12,551)</b>	<b>(3,856)</b>	<b>(5.5%)</b>
Non Private Passenger	prior	(609)	24	899	(982)	(59)	9.7%	(668)
	2014	(37)	4	130	(136)	(2)	4.8%	(39)
	2015	(353)	15	235	101	352	(99.8%)	(1)
	2016	(559)	(1)	27	116	143	(25.5%)	(417)
	2017	118	(225)	(660)	(171)	(1,057)	(897.0%)	(939)
	2018	102	(296)	633	(721)	(384)	(377.7%)	(282)
	2019	4,741	(993)	1,028	(3,299)	(3,263)	(68.8%)	1,478
	2020	4,024	(520)	(352)	1,548	676	16.8%	4,701
	2021	24,350	(3,392)	1,193	(6,706)	(8,904)	(36.6%)	15,446
	2022	53,715	(7,254)	1,753	(4,448)	(9,950)	(18.5%)	43,765
	2023	82,452	(11,636)	3,892	(2,663)	(10,408)	(12.6%)	72,043
	2024	54,921	21,515	3,341	4,470	29,326	53.4%	84,247
	<b>Non Private Passenger Total</b>		<b>222,864</b>	<b>(2,760)</b>	<b>12,120</b>	<b>(12,890)</b>	<b>(3,530)</b>	<b>(1.6%)</b>
<b>Grand Total</b>		<b>293,421</b>	<b>(5,955)</b>	<b>24,009</b>	<b>(25,441)</b>	<b>(7,387)</b>	<b>(2.5%)</b>	<b>286,035</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 1 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Ontario								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	11,920	(202)	6,692	(6,605)	(115)	(1.0%)	11,804
	2014	61	(15)	243	(286)	(58)	(95.5%)	3
	2015	(60)	8	(127)	4	(114)	190.2%	(175)
	2016	90	(6)	49	(131)	(87)	(97.1%)	3
	2017	34	(2)	63	(88)	(27)	(79.5%)	7
	2018	77	(10)	(13)	66	42	55.3%	119
	2019	484	(146)	623	12	489	100.9%	973
	2020	2,479	(524)	(88)	(1,321)	(1,932)	(78.0%)	546
	2021	4,326	(437)	331	(888)	(994)	(23.0%)	3,332
	2022	7,359	(916)	494	(559)	(981)	(13.3%)	6,378
	2023	9,641	(984)	(266)	772	(478)	(5.0%)	9,162
	2024	8,182	2,727	887	606	4,221	51.6%	12,402
	<b>Private Passenger Total</b>		<b>44,591</b>	<b>(505)</b>	<b>8,889</b>	<b>(8,419)</b>	<b>(35)</b>	<b>(0.1%)</b>
Non Private Passenger	prior	(12)	11	(31)	25	5	(43.1%)	(7)
	2014	30	-	113	(146)	(32)	(106.9%)	(2)
	2015	(33)	-	116	(53)	63	(190.6%)	30
	2016	(36)	-	97	(41)	55	(152.5%)	19
	2017	375	(83)	53	(434)	(465)	(123.8%)	(89)
	2018	408	(212)	751	(1,209)	(670)	(164.2%)	(262)
	2019	2,616	(620)	907	(2,013)	(1,727)	(66.0%)	889
	2020	1,246	(188)	278	963	1,053	84.5%	2,300
	2021	10,284	(2,162)	1,477	(2,340)	(3,025)	(29.4%)	7,259
	2022	20,797	(2,275)	1,014	(1,204)	(2,465)	(11.9%)	18,333
	2023	33,226	(4,189)	1,475	(456)	(3,170)	(9.5%)	30,056
2024	25,930	11,433	1,268	(869)	11,832	45.6%	37,761	
<b>Non Private Passenger Total</b>		<b>94,832</b>	<b>1,716</b>	<b>7,517</b>	<b>(7,778)</b>	<b>1,454</b>	<b>1.5%</b>	<b>96,287</b>
<b>Grand Total</b>		<b>139,424</b>	<b>1,210</b>	<b>16,406</b>	<b>(16,197)</b>	<b>1,419</b>	<b>1.0%</b>	<b>140,843</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 2 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Alberta								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	28	-	171	(164)	7	25.4%	35
	2014	6	-	(1)	1	-	-	6
	2015	(4)	3	3	(6)	-	-	(4)
	2016	10	(14)	128	10	124	1,201.9%	134
	2017	8	(1)	(9)	3	(7)	(97.1%)	0
	2018	35	(10)	1	(20)	(28)	(79.7%)	7
	2019	(20)	5	(20)	131	116	(577.7%)	96
	2020	77	(16)	102	40	127	165.4%	203
	2021	152	14	(388)	573	200	131.4%	352
	2022	422	(45)	(550)	535	(61)	(14.4%)	361
	2023	2,897	(401)	346	(1,285)	(1,340)	(46.2%)	1,557
	2024	1,572	363	462	(461)	364	23.1%	1,935
	<b>Private Passenger Total</b>		<b>5,182</b>	<b>(103)</b>	<b>245</b>	<b>(642)</b>	<b>(499)</b>	<b>(9.6%)</b>
Non Private Passenger	prior	(61)	-	908	(906)	2	(3.2%)	(59)
	2014	(29)	-	(6)	6	-	-	(29)
	2015	21	-	94	(29)	65	302.5%	86
	2016	(6)	-	(54)	105	51	(818.8%)	45
	2017	26	(39)	(27)	113	47	179.9%	73
	2018	18	19	(208)	321	132	739.4%	150
	2019	1,739	(343)	(416)	(539)	(1,298)	(74.6%)	442
	2020	2,396	(360)	(597)	484	(473)	(19.7%)	1,923
	2021	11,407	(700)	(1,418)	(2,539)	(4,656)	(40.8%)	6,751
	2022	29,262	(4,525)	788	(333)	(4,069)	(13.9%)	25,192
	2023	39,042	(5,367)	693	2,296	(2,377)	(6.1%)	36,664
2024	21,746	10,823	(2,512)	8,001	16,311	75.0%	38,057	
<b>Non Private Passenger Total</b>		<b>105,561</b>	<b>(492)</b>	<b>(2,754)</b>	<b>6,980</b>	<b>3,734</b>	<b>3.5%</b>	<b>109,295</b>
<b>Grand Total</b>		<b>110,742</b>	<b>(595)</b>	<b>(2,508)</b>	<b>6,338</b>	<b>3,235</b>	<b>2.9%</b>	<b>113,978</b>



**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 3 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Newfoundland & Labrador								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
<b>Private Passenger</b>	prior	(3)	-	(300)	(4)	(304)	9,715.0%	(307)
	2014	4	(4)	42	(38)	-	-	4
	2015	3	-	(2)	2	-	-	3
	2016	(9)	-	40	(38)	2	(17.0%)	(8)
	2017	(2)	-	(21)	21	-	-	(2)
	2018	(7)	-	(78)	63	(15)	217.8%	(23)
	2019	67	-	434	(472)	(37)	(55.6%)	30
	2020	(663)	260	(279)	630	611	(92.1%)	(52)
	2021	326	(35)	(574)	104	(505)	(155.0%)	(179)
	2022	1,819	(467)	230	(846)	(1,083)	(59.5%)	736
	2023	6,631	(1,395)	1,280	(1,332)	(1,448)	(21.8%)	5,183
	2024	3,606	400	1,547	(913)	1,034	28.7%	4,640
<b>Private Passenger Total</b>		<b>11,771</b>	<b>(1,241)</b>	<b>2,317</b>	<b>(2,823)</b>	<b>(1,746)</b>	<b>(14.8%)</b>	<b>10,025</b>
<b>Non Private Passenger</b>	prior	2	-	(2)	2	-	-	2
	2014	(0)	-	10	(10)	-	-	(0)
	2015	(0)	-	(1)	1	-	-	(0)
	2016	2	-	(15)	15	-	-	2
	2017	(6)	-	(700)	15	(685)	12,048.1%	(691)
	2018	(5)	-	13	31	45	(934.4%)	40
	2019	(61)	66	144	(86)	124	(203.0%)	63
	2020	(33)	103	(111)	216	209	(625.1%)	176
	2021	191	(36)	(10)	135	89	46.7%	280
	2022	599	(111)	28	146	63	10.5%	662
	2023	2,824	(434)	249	(680)	(865)	(30.6%)	1,960
	2024	2,052	339	692	(331)	700	34.1%	2,752
<b>Non Private Passenger Total</b>		<b>5,565</b>	<b>(72)</b>	<b>298</b>	<b>(546)</b>	<b>(320)</b>	<b>(5.8%)</b>	<b>5,245</b>
<b>Grand Total</b>		<b>17,336</b>	<b>(1,313)</b>	<b>2,615</b>	<b>(3,369)</b>	<b>(2,066)</b>	<b>(11.9%)</b>	<b>15,270</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 4 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: New Brunswick								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
<b>Private Passenger</b>	prior	(7)	-	86	(6)	80	(1,100.1%)	73
	2014	188	(56)	77	(201)	(181)	(96.1%)	7
	2015	10	(2)	26	(24)	-	-	10
	2016	64	(11)	(10)	(5)	(25)	(39.9%)	38
	2017	90	(4)	83	(86)	(7)	(7.3%)	84
	2018	66	(8)	52	8	51	77.6%	117
	2019	303	(32)	28	(114)	(119)	(39.1%)	185
	2020	(267)	63	(336)	617	344	(128.8%)	77
	2021	1,005	(178)	221	(276)	(233)	(23.2%)	772
	2022	1,548	(150)	(88)	(513)	(751)	(48.5%)	797
	2023	2,435	(73)	(1,722)	583	(1,212)	(49.8%)	1,224
	2024	1,835	71	1,366	(979)	459	25.0%	2,294
<b>Private Passenger Total</b>		<b>7,271</b>	<b>(379)</b>	<b>(217)</b>	<b>(997)</b>	<b>(1,593)</b>	<b>(21.9%)</b>	<b>5,677</b>
<b>Non Private Passenger</b>	prior	(19)	-	5	(5)	-	-	(19)
	2014	2	-	13	(13)	-	-	2
	2015	(3)	-	15	(15)	-	-	(3)
	2016	(106)	-	(12)	120	108	(101.6%)	2
	2017	1	-	18	(23)	(4)	(623.2%)	(4)
	2018	(1)	-	31	(22)	9	(837.0%)	8
	2019	203	(68)	207	(208)	(68)	(33.7%)	135
	2020	290	(45)	33	(67)	(78)	(27.0%)	212
	2021	454	(47)	40	62	55	12.1%	509
	2022	2,633	(282)	701	(2,167)	(1,749)	(66.4%)	884
	2023	6,767	(1,500)	1,447	(1,403)	(1,456)	(21.5%)	5,311
	2024	3,740	144	2,599	(1,416)	1,327	35.5%	5,067
<b>Non Private Passenger Total</b>		<b>13,961</b>	<b>(1,798)</b>	<b>5,097</b>	<b>(5,157)</b>	<b>(1,857)</b>	<b>(13.3%)</b>	<b>12,104</b>
<b>Grand Total</b>		<b>21,232</b>	<b>(2,177)</b>	<b>4,880</b>	<b>(6,154)</b>	<b>(3,451)</b>	<b>(16.3%)</b>	<b>17,781</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 5 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Nova Scotia								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
<b>Private Passenger</b>	prior	54	-	(801)	(15)	(816)	(1,500.0%)	(761)
	2014	(0)	0	(0)	-	-	-	(0)
	2015	(0)	0	10	(10)	-	-	(0)
	2016	5	(0)	13	(12)	-	-	5
	2017	61	(9)	7	(52)	(54)	(89.0%)	7
	2018	34	(5)	(50)	23	(32)	(94.4%)	2
	2019	(27)	6	(7)	77	76	(281.9%)	49
	2020	(295)	123	(146)	491	469	(159.1%)	174
	2021	588	(113)	148	(80)	(45)	(7.6%)	543
	2022	1,001	(114)	(407)	480	(41)	(4.1%)	960
	2023	2,839	(266)	274	(315)	(307)	(10.8%)	2,532
	2024	3,876	(83)	2,821	(1,017)	1,721	44.4%	5,597
<b>Private Passenger Total</b>		<b>8,137</b>	<b>(461)</b>	<b>1,862</b>	<b>(430)</b>	<b>971</b>	<b>11.9%</b>	<b>9,107</b>
<b>Non Private Passenger</b>	prior	(50)	-	(38)	27	(10)	20.7%	(61)
	2014	2	-	-	-	-	-	2
	2015	(215)	-	14	204	218	(101.8%)	4
	2016	(4)	-	17	(17)	-	-	(4)
	2017	(35)	-	(2)	33	31	(88.7%)	(4)
	2018	(125)	-	(40)	165	125	(100.3%)	0
	2019	69	(53)	242	(13)	176	253.5%	245
	2020	321	(95)	47	130	82	25.5%	403
	2021	3,392	(720)	933	(2,043)	(1,831)	(54.0%)	1,562
	2022	3,566	(685)	(613)	(654)	(1,952)	(54.7%)	1,614
	2023	6,326	(897)	130	(1,850)	(2,616)	(41.4%)	3,710
	2024	4,357	1,524	790	(375)	1,940	44.5%	6,297
<b>Non Private Passenger Total</b>		<b>17,605</b>	<b>(926)</b>	<b>1,482</b>	<b>(4,392)</b>	<b>(3,837)</b>	<b>(21.8%)</b>	<b>13,769</b>
<b>Grand Total</b>		<b>25,742</b>	<b>(1,387)</b>	<b>3,343</b>	<b>(4,822)</b>	<b>(2,866)</b>	<b>(11.1%)</b>	<b>22,876</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 6 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Prince Edward Island								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(7)	-	6	(6)	-	-	(7)
	2014	(0)	0	3	(4)	-	-	(0)
	2015	(1)	-	4	(4)	-	-	(1)
	2016	(2)	-	(31)	31	-	-	(2)
	2017	(1)	-	(128)	(4)	(132)	21,141.6%	(132)
	2018	7	(2)	8	(12)	(5)	(75.7%)	2
	2019	17	(3)	84	(9)	72	434.6%	89
	2020	54	(12)	16	(16)	(12)	(22.1%)	42
	2021	123	(20)	23	(29)	(26)	(20.8%)	97
	2022	10	1	(34)	216	183	1,753.0%	194
	2023	730	(107)	98	(122)	(131)	(18.0%)	598
	2024	419	(54)	344	(24)	267	63.6%	686
	<b>Private Passenger Total</b>		<b>1,349</b>	<b>(195)</b>	<b>394</b>	<b>19</b>	<b>217</b>	<b>16.1%</b>
Non Private Passenger	prior	2	-	4	(4)	-	-	2
	2014	1	-	2	(2)	-	-	1
	2015	0	-	3	(1)	2	424.6%	2
	2016	0	-	(20)	28	7	1,854.4%	8
	2017	1	-	4	(3)	2	169.8%	3
	2018	7	(3)	8	3	8	114.9%	15
	2019	11	(2)	16	12	25	229.5%	36
	2020	34	(4)	13	9	18	52.8%	51
	2021	68	(33)	248	38	253	374.7%	321
	2022	265	(28)	41	(22)	(8)	(3.1%)	257
	2023	752	(51)	0	(48)	(99)	(13.2%)	653
2024	574	(17)	138	(12)	109	18.9%	683	
<b>Non Private Passenger Total</b>		<b>1,715</b>	<b>(139)</b>	<b>456</b>	<b>(1)</b>	<b>317</b>	<b>18.5%</b>	<b>2,032</b>
<b>Grand Total</b>		<b>3,064</b>	<b>(334)</b>	<b>850</b>	<b>18</b>	<b>534</b>	<b>17.4%</b>	<b>3,597</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 7 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Yukon								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	5	-	1	(1)	-	-	5
	2014	0	-	(2)	2	-	-	0
	2015	1	(0)	1	(0)	-	-	1
	2016	(1)	0	(0)	(0)	-	-	(1)
	2017	1	(0)	(14)	14	-	-	1
	2018	1	(0)	0	-	-	-	1
	2019	2	(0)	0	1	1	55.5%	3
	2020	5	(1)	0	1	-	-	5
	2021	11	(2)	1	6	5	46.5%	16
	2022	122	(19)	19	(91)	(91)	(74.6%)	31
	2023	62	(10)	17	(3)	4	5.8%	65
	2024	59	(12)	43	(20)	12	20.2%	70
	<b>Private Passenger Total</b>		<b>266</b>	<b>(45)</b>	<b>67</b>	<b>(92)</b>	<b>(70)</b>	<b>(26.2%)</b>
Non Private Passenger	prior	(1)	-	1	(1)	-	-	(1)
	2014	(1)	-	(2)	2	-	-	(1)
	2015	0	-	1	(1)	-	-	0
	2016	(0)	-	1	(1)	-	-	(0)
	2017	0	(0)	(45)	48	3	3,351.2%	3
	2018	(25)	7	(7)	31	31	(120.8%)	5
	2019	9	(2)	1	1	-	-	9
	2020	17	(3)	1	(4)	(7)	(39.7%)	11
	2021	31	(2)	(1)	(5)	(9)	(27.8%)	22
	2022	(24)	(1)	38	40	78	(321.8%)	54
	2023	210	(38)	3	(30)	(65)	(30.8%)	145
	2024	264	61	90	(19)	132	50.1%	396
	<b>Non Private Passenger Total</b>		<b>480</b>	<b>22</b>	<b>80</b>	<b>61</b>	<b>163</b>	<b>34.1%</b>
<b>Grand Total</b>		<b>746</b>	<b>(23)</b>	<b>148</b>	<b>(31)</b>	<b>94</b>	<b>12.6%</b>	<b>840</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 8 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Northwest Territories								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(5)	-	1	(1)	-	-	(5)
	2014	0	-	5	(5)	-	-	0
	2015	1	(1)	2	(2)	-	-	1
	2016	(2)	1	1	(1)	-	-	(2)
	2017	3	(1)	1	(1)	-	-	3
	2018	6	(1)	1	(3)	(3)	(48.0%)	3
	2019	13	(3)	2	(2)	(3)	(20.4%)	11
	2020	26	(5)	2	(5)	(8)	(31.0%)	18
	2021	85	(15)	11	(10)	(14)	(17.0%)	71
	2022	252	(26)	(183)	23	(186)	(73.7%)	66
	2023	397	(50)	89	(165)	(127)	(31.9%)	270
	2024	264	(61)	191	(113)	17	6.6%	281
	<b>Private Passenger Total</b>		<b>1,041</b>	<b>(162)</b>	<b>123</b>	<b>(285)</b>	<b>(323)</b>	<b>(31.1%)</b>
Non Private Passenger	prior	4	-	0	(0)	-	-	4
	2014	(1)	-	2	(2)	-	-	(1)
	2015	(1)	-	1	1	1	(141.3%)	0
	2016	1	-	1	(1)	-	-	1
	2017	0	(0)	1	(0)	-	-	0
	2018	2	(1)	1	1	1	73.6%	3
	2019	8	(2)	1	(1)	(2)	(20.1%)	6
	2020	17	(4)	12	(7)	2	12.1%	19
	2021	(50)	5	(7)	67	65	(128.6%)	14
	2022	83	(9)	(92)	(49)	(150)	(180.3%)	(67)
	2023	196	(34)	52	(64)	(45)	(23.0%)	151
2024	189	45	94	(58)	81	42.9%	270	
<b>Non Private Passenger Total</b>		<b>448</b>	<b>1</b>	<b>65</b>	<b>(112)</b>	<b>(46)</b>	<b>(10.3%)</b>	<b>402</b>
<b>Grand Total</b>		<b>1,489</b>	<b>(161)</b>	<b>188</b>	<b>(396)</b>	<b>(369)</b>	<b>(24.8%)</b>	<b>1,120</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 9 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Nunavut								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	(2)	-	0	(0)	-	-	(2)
	2014	0	-	1	(1)	-	-	0
	2015	1	-	-	-	-	-	1
	2016	0	-	-	-	-	-	0
	2017	0	(0)	0	-	-	-	0
	2018	(0)	0	(0)	-	-	-	(0)
	2019	0	(0)	(0)	0	-	-	0
	2020	1	(0)	(0)	(1)	(1)	(104.0%)	(0)
	2021	3	(1)	0	0	-	-	3
	2022	6	(1)	1	0	-	-	6
	2023	61	(15)	15	(36)	(37)	(60.3%)	24
	2024	23	(1)	13	1	13	55.9%	36
	<b>Private Passenger Total</b>		<b>93</b>	<b>(18)</b>	<b>29</b>	<b>(36)</b>	<b>(25)</b>	<b>(26.8%)</b>
Non Private Passenger	prior	(2)	-	-	-	-	-	(2)
	2014	(0)	-	1	(1)	-	-	(0)
	2015	1	-	-	-	-	-	1
	2016	0	-	-	-	-	-	0
	2017	(0)	0	(0)	2	2	(614.0%)	1
	2018	2	(1)	1	3	3	137.3%	5
	2019	8	(2)	1	2	1	11.2%	8
	2020	14	(2)	1	(2)	(4)	(29.3%)	10
	2021	24	(2)	1	(2)	(4)	(14.7%)	21
	2022	49	(8)	6	(4)	(6)	(11.9%)	44
	2023	65	(9)	13	53	57	87.7%	122
	2024	92	36	(96)	145	84	91.6%	177
	<b>Non Private Passenger Total</b>		<b>253</b>	<b>12</b>	<b>(73)</b>	<b>194</b>	<b>133</b>	<b>52.7%</b>
<b>Grand Total</b>		<b>347</b>	<b>(6)</b>	<b>(44)</b>	<b>158</b>	<b>108</b>	<b>31.3%</b>	<b>455</b>

**EXHIBIT G-2**

IBNR – Nominal Basis (excludes Actuarial Present Value Adjustments)  
(i.e. excludes Actuarial Present Value Adjustments)

page 10 of 10

EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Total								
May 2024 to August 2024								
amounts in \$000s								
Business Segment	Accident Year	Prior Implementation Month	Projected Change	Change Due to AvsP Variances	Change Due to Valuation Implementation	Total Change	% of Total Change	Current Month Final Amount
Private Passenger	prior	11,982	(202)	5,855	(6,801)	(1,148)	(9.6%)	10,834
	2014	258	(75)	368	(532)	(239)	(92.4%)	20
	2015	(50)	8	(82)	(40)	(114)	229.8%	(164)
	2016	155	(30)	189	(147)	13	8.4%	168
	2017	194	(17)	(17)	(193)	(226)	(116.9%)	(33)
	2018	218	(36)	(79)	125	10	4.7%	228
	2019	840	(174)	1,144	(375)	595	70.8%	1,435
	2020	1,416	(112)	(727)	436	(403)	(28.5%)	1,013
	2021	6,619	(786)	(228)	(599)	(1,613)	(24.4%)	5,007
	2022	12,541	(1,736)	(519)	(755)	(3,011)	(24.0%)	9,530
	2023	25,692	(3,301)	130	(1,905)	(5,076)	(19.8%)	20,616
	2024	19,835	3,351	7,675	(2,919)	8,107	40.9%	27,943
	<b>Private Passenger Total</b>		<b>79,701</b>	<b>(3,110)</b>	<b>13,710</b>	<b>(13,704)</b>	<b>(3,104)</b>	<b>(3.9%)</b>
Non Private Passenger	prior	(137)	11	847	(862)	(3)	2.5%	(140)
	2014	4	-	134	(166)	(32)	(751.0%)	(28)
	2015	(228)	-	243	107	349	(152.9%)	121
	2016	(149)	-	13	209	221	(148.7%)	73
	2017	362	(122)	(698)	(249)	(1,070)	(295.2%)	(707)
	2018	281	(190)	549	(675)	(316)	(112.5%)	(35)
	2019	4,602	(1,027)	1,103	(2,846)	(2,769)	(60.2%)	1,833
	2020	4,303	(598)	(323)	1,722	802	18.6%	5,104
	2021	25,801	(3,698)	1,262	(6,626)	(9,061)	(35.1%)	16,740
	2022	57,230	(7,923)	1,913	(4,248)	(10,258)	(17.9%)	46,973
	2023	89,408	(12,518)	4,063	(2,182)	(10,636)	(11.9%)	78,771
2024	58,944	24,388	3,062	5,065	32,515	55.2%	91,459	
<b>Non Private Passenger Total</b>		<b>240,421</b>	<b>(1,676)</b>	<b>12,168</b>	<b>(10,751)</b>	<b>(258)</b>	<b>(0.1%)</b>	<b>240,163</b>
<b>Grand Total</b>		<b>320,122</b>	<b>(4,787)</b>	<b>25,879</b>	<b>(24,455)</b>	<b>(3,363)</b>	<b>(1.1%)</b>	<b>316,759</b>



**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 1 of 10

**Ontario**

Ontario		Projected Balances as at Dec. 31, 2024 (\$000s)											
Private Passenger Ending 2024		nominal values				actuarial present value adjustments (apvs)							Total Insurance Contract Liabilities
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	2,554	11,614	34	14,202	(4,440)	1,318	11,080	-	-	-	-	-	11,080
2005	-	(28)	10	(18)	(1)	1	(19)	-	-	-	-	-	(19)
2006	213	7	8	228	(19)	28	237	-	-	-	-	-	237
2007	598	41	24	663	(106)	75	633	-	-	-	-	-	633
2008	-	20	23	43	(5)	2	40	-	-	-	-	-	40
2009	-	(18)	48	30	(3)	5	32	-	-	-	-	-	32
2010	23	1	61	85	(8)	9	85	-	-	-	-	-	85
2011	7	11	58	77	(13)	7	71	-	-	-	-	-	71
2012	-	10	62	72	(11)	6	66	-	-	-	-	-	66
2013	434	8	24	467	(52)	41	456	-	-	-	-	-	456
2014	344	3	50	396	(71)	39	364	-	-	-	-	-	364
2015	109	(175)	78	13	(0)	1	13	-	-	-	-	-	13
2016	2	1	101	103	(12)	10	101	-	-	-	-	-	101
2017	129	4	154	288	(36)	27	279	-	-	-	-	-	279
2018	851	66	258	1,175	(126)	131	1,181	-	-	-	-	-	1,181
2019	2,499	852	842	4,193	(423)	429	4,199	-	-	-	-	-	4,199
2020	3,973	358	1,086	5,417	(578)	564	5,403	-	-	-	-	-	5,403
2021	5,274	2,808	1,310	9,391	(1,051)	988	9,328	-	-	-	-	-	9,328
2022	8,895	5,193	1,543	15,632	(1,945)	1,604	15,291	-	-	-	-	-	15,291
2023	7,079	7,828	1,528	16,435	(2,215)	1,597	15,816	-	-	-	-	-	15,816
<b>PAYs subtotal</b>	<b>32,985</b>	<b>28,605</b>	<b>7,301</b>	<b>68,891</b>	<b>(11,115)</b>	<b>6,882</b>	<b>64,658</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>64,658</b>
CAY (2024)	5,869	16,025	1,131	23,025	(2,966)	1,697	21,755	-	-	-	4,902	4,902	26,658
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>38,854</b>	<b>44,630</b>	<b>8,432</b>	<b>91,916</b>	<b>(14,081)</b>	<b>8,579</b>	<b>86,413</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,902</b>	<b>4,902</b>	<b>91,315</b>

**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 2 of 10

**Alberta**

Alberta	Projected Balances as at Dec. 31, 2024 (\$000s)												
Private Passenger Ending 2024	nominal values				actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	32	2	34	3	0	37	-	-	-	-	-	37
2005	-	2	(0)	2	0	(0)	2	-	-	-	-	-	2
2006	-	(1)	1	0	-	0	0	-	-	-	-	-	0
2007	(11)	11	(0)	(0)	0	0	(0)	-	-	-	-	-	(0)
2008	-	6	1	7	(0)	0	7	-	-	-	-	-	7
2009	-	(8)	0	(8)	(0)	0	(8)	-	-	-	-	-	(8)
2010	(2)	2	2	2	(0)	0	2	-	-	-	-	-	2
2011	-	(8)	3	(5)	(0)	0	(5)	-	-	-	-	-	(5)
2012	-	(5)	1	(4)	(0)	0	(4)	-	-	-	-	-	(4)
2013	-	4	4	8	(0)	0	8	-	-	-	-	-	8
2014	-	6	13	19	(1)	1	19	-	-	-	-	-	19
2015	(1)	(1)	21	19	(2)	1	19	-	-	-	-	-	19
2016	43	85	23	150	(14)	9	146	-	-	-	-	-	146
2017	0	0	27	28	(3)	2	27	-	-	-	-	-	27
2018	186	5	38	230	(18)	14	226	-	-	-	-	-	226
2019	199	66	23	288	(30)	20	278	-	-	-	-	-	278
2020	339	151	69	560	(48)	35	547	-	-	-	-	-	547
2021	878	254	64	1,196	(91)	77	1,181	-	-	-	-	-	1,181
2022	1,777	288	72	2,137	(180)	149	2,106	-	-	-	-	-	2,106
2023	1,053	1,313	32	2,398	(250)	167	2,315	-	-	-	-	-	2,315
<b>PAYs subtotal</b>	<b>4,461</b>	<b>2,203</b>	<b>395</b>	<b>7,059</b>	<b>(634)</b>	<b>476</b>	<b>6,901</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,901</b>
CAY (2024)	1,309	2,090	68	3,467	(385)	193	3,276	-	-	-	3,012	3,012	6,288
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>5,770</b>	<b>4,293</b>	<b>463</b>	<b>10,526</b>	<b>(1,018)</b>	<b>669</b>	<b>10,177</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,012</b>	<b>3,012</b>	<b>13,189</b>

**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 3 of 10

**Newfoundland & Labrador**

Newfoundland & Labrador		Projected Balances as at Dec. 31, 2024 (\$000s)											
Private Passenger													
Ending 2024	nominal values				actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	(19)	16	(3)	(0)	(1)	(4)	-	-	-	-	-	(4)
2005	-	3	(0)	3	0	0	3	-	-	-	-	-	3
2006	-	1	(1)	0	0	0	0	-	-	-	-	-	0
2007	-	(3)	0	(3)	(0)	0	(3)	-	-	-	-	-	(3)
2008	-	0	(0)	0	0	0	0	-	-	-	-	-	0
2009	5	(5)	0	0	(0)	0	0	-	-	-	-	-	0
2010	1	(7)	4	(2)	(0)	(0)	(2)	-	-	-	-	-	(2)
2011	-	(3)	(0)	(3)	0	0	(3)	-	-	-	-	-	(3)
2012	0	5	13	19	(1)	2	20	-	-	-	-	-	20
2013	76	(280)	14	(190)	43	(11)	(158)	-	-	-	-	-	(158)
2014	111	-	18	130	(22)	9	116	-	-	-	-	-	116
2015	279	3	46	328	(23)	24	328	-	-	-	-	-	328
2016	332	(8)	64	389	(23)	29	394	-	-	-	-	-	394
2017	179	(2)	93	270	(16)	21	275	-	-	-	-	-	275
2018	1,244	(23)	136	1,358	(100)	98	1,356	-	-	-	-	-	1,356
2019	1,669	30	(127)	1,572	(156)	138	1,554	-	-	-	-	-	1,554
2020	2,503	(45)	252	2,710	(239)	196	2,668	-	-	-	-	-	2,668
2021	4,016	(87)	321	4,251	(420)	301	4,132	-	-	-	-	-	4,132
2022	3,630	482	219	4,331	(449)	281	4,164	-	-	-	-	-	4,164
2023	4,701	3,862	191	8,754	(890)	560	8,424	-	-	-	-	-	8,424
<b>PAYs subtotal</b>	<b>18,748</b>	<b>3,906</b>	<b>1,260</b>	<b>23,914</b>	<b>(2,298)</b>	<b>1,647</b>	<b>23,263</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23,263</b>
CAY (2024)	6,119	4,657	53	10,829	(1,169)	613	10,273	-	-	-	2,098	2,098	12,371
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>24,867</b>	<b>8,563</b>	<b>1,313</b>	<b>34,743</b>	<b>(3,466)</b>	<b>2,259</b>	<b>33,536</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,098</b>	<b>2,098</b>	<b>35,634</b>

**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 4 of 10

**New Brunswick**

New Brunswick Private Passenger Ending 2024	Projected Balances as at Dec. 31, 2024 (\$000s)												
	nominal values				actuarial present value adjustments (apvs)								
	Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component
prior	(76)	84	3	11	(1)	0	10	-	-	-	-	-	10
2005	-	10	(15)	(4)	7	1	3	-	-	-	-	-	3
2006	-	(9)	0	(9)	(0)	0	(9)	-	-	-	-	-	(9)
2007	-	(8)	(0)	(8)	0	-	(8)	-	-	-	-	-	(8)
2008	-	4	(0)	3	0	0	4	-	-	-	-	-	4
2009	-	(5)	(0)	(5)	0	-	(5)	-	-	-	-	-	(5)
2010	-	(2)	2	1	(1)	0	(1)	-	-	-	-	-	(1)
2011	-	(4)	7	3	(4)	0	(1)	-	-	-	-	-	(1)
2012	-	(3)	4	1	(2)	0	(1)	-	-	-	-	-	(1)
2013	7	5	12	24	(7)	1	18	-	-	-	-	-	18
2014	32	7	16	54	(11)	3	47	-	-	-	-	-	47
2015	410	7	31	448	(48)	32	431	-	-	-	-	-	431
2016	125	23	37	185	(29)	10	166	-	-	-	-	-	166
2017	373	61	71	505	(64)	35	475	-	-	-	-	-	475
2018	906	91	101	1,099	(118)	77	1,057	-	-	-	-	-	1,057
2019	2,264	159	224	2,647	(261)	197	2,583	-	-	-	-	-	2,583
2020	2,142	60	201	2,403	(293)	174	2,284	-	-	-	-	-	2,284
2021	723	579	191	1,493	(239)	98	1,352	-	-	-	-	-	1,352
2022	828	691	(35)	1,484	(287)	123	1,320	-	-	-	-	-	1,320
2023	1,816	1,133	169	3,118	(499)	226	2,845	-	-	-	-	-	2,845
<b>PAYs subtotal</b>	<b>9,549</b>	<b>2,884</b>	<b>1,018</b>	<b>13,451</b>	<b>(1,857)</b>	<b>977</b>	<b>12,571</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,571</b>
CAY (2024)	1,805	2,258	41	4,103	(665)	258	3,696	-	-	-	5,986	5,986	9,682
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>11,354</b>	<b>5,141</b>	<b>1,059</b>	<b>17,554</b>	<b>(2,522)</b>	<b>1,235</b>	<b>16,268</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,986</b>	<b>5,986</b>	<b>22,253</b>

**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 5 of 10

**Nova Scotia**

Projected Balances as at Dec. 31, 2024 (\$000s)													
Private Passenger Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	30	(5)	25	2	0	28	-	-	-	-	-	28
2005	-	17	2	19	(1)	0	18	-	-	-	-	-	18
2006	-	(4)	1	(3)	(0)	0	(4)	-	-	-	-	-	(4)
2007	-	(12)	(2)	(14)	1	0	(13)	-	-	-	-	-	(13)
2008	-	13	(0)	13	0	0	13	-	-	-	-	-	13
2009	803	(803)	0	0	(0)	0	0	-	-	-	-	-	0
2010	-	(8)	3	(5)	(1)	0	(6)	-	-	-	-	-	(6)
2011	-	5	1	6	(1)	0	6	-	-	-	-	-	6
2012	-	(2)	1	(0)	(1)	0	(1)	-	-	-	-	-	(1)
2013	(1)	1	5	5	(3)	0	2	-	-	-	-	-	2
2014	203	-	1	204	(7)	14	211	-	-	-	-	-	211
2015	129	(0)	14	143	(15)	9	138	-	-	-	-	-	138
2016	755	4	24	784	(59)	52	776	-	-	-	-	-	776
2017	8	5	15	28	(9)	1	20	-	-	-	-	-	20
2018	378	2	62	441	(63)	24	402	-	-	-	-	-	402
2019	1,578	31	179	1,788	(194)	103	1,697	-	-	-	-	-	1,697
2020	2,087	86	200	2,373	(256)	170	2,286	-	-	-	-	-	2,286
2021	1,670	415	160	2,246	(306)	162	2,102	-	-	-	-	-	2,102
2022	2,763	809	443	4,015	(484)	251	3,782	-	-	-	-	-	3,782
2023	2,746	2,104	121	4,971	(646)	338	4,663	-	-	-	-	-	4,663
<b>PAYs subtotal</b>	<b>13,121</b>	<b>2,694</b>	<b>1,225</b>	<b>17,039</b>	<b>(2,043)</b>	<b>1,125</b>	<b>16,121</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,121</b>
CAY (2024)	5,001	4,877	261	10,139	(1,143)	507	9,503	-	-	-	13,451	13,451	22,954
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>18,122</b>	<b>7,570</b>	<b>1,486</b>	<b>27,178</b>	<b>(3,186)</b>	<b>1,632</b>	<b>25,624</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,451</b>	<b>13,451</b>	<b>39,075</b>

EXHIBIT H-1

Projected Year-end Insurance Contract Liabilities

Private Passenger

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 6 of 10

Prince Edward Island

Prince Edward Island													
Projected Balances as at Dec. 31, 2024 (\$000s)													
Private Passenger Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	1	1	2	(0)	0	1	-	-	-	-	-	1
2005	-	(4)	(0)	(4)	0	-	(4)	-	-	-	-	-	(4)
2006	-	(0)	(0)	(0)	0	0	(0)	-	-	-	-	-	(0)
2007	-	(1)	0	(1)	(0)	0	(1)	-	-	-	-	-	(1)
2008	-	(1)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)
2009	-	0	-	0	-	-	0	-	-	-	-	-	0
2010	-	0	0	1	(0)	0	1	-	-	-	-	-	1
2011	-	(1)	3	2	(1)	0	1	-	-	-	-	-	1
2012	-	(0)	3	2	(2)	0	1	-	-	-	-	-	1
2013	-	(2)	0	(1)	(0)	0	(1)	-	-	-	-	-	(1)
2014	(0)	(0)	3	3	(2)	0	1	-	-	-	-	-	1
2015	-	(1)	6	5	(3)	0	2	-	-	-	-	-	2
2016	149	(2)	10	157	(23)	8	142	-	-	-	-	-	142
2017	997	(132)	15	879	(149)	46	776	-	-	-	-	-	776
2018	81	1	19	100	(15)	5	90	-	-	-	-	-	90
2019	613	76	48	737	(52)	44	728	-	-	-	-	-	728
2020	11	25	64	100	(24)	3	79	-	-	-	-	-	79
2021	8	77	42	127	(31)	6	102	-	-	-	-	-	102
2022	600	161	24	785	(95)	46	736	-	-	-	-	-	736
2023	167	488	43	699	(94)	42	647	-	-	-	-	-	647
<b>PAYs subtotal</b>	<b>2,625</b>	<b>687</b>	<b>279</b>	<b>3,592</b>	<b>(491)</b>	<b>201</b>	<b>3,301</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,301</b>
CAY (2024)	556	602	(26)	1,133	(139)	58	1,052	-	-	-	1,506	1,506	2,559
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>3,182</b>	<b>1,289</b>	<b>254</b>	<b>4,725</b>	<b>(631)</b>	<b>259</b>	<b>4,353</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,506</b>	<b>1,506</b>	<b>5,860</b>

**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 7 of 10

**Yukon**

Yukon		Projected Balances as at Dec. 31, 2024 (\$000s)											
Private Passenger Ending 2024		nominal values				actuarial present value adjustments (apvs)							Total Insurance Contract Liabilities
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	4	0	4	-	0	4	-	-	-	-	-	4
2005	-	0	0	0	(0)	0	0	-	-	-	-	-	0
2006	-	(0)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)
2007	-	0	-	0	-	-	0	-	-	-	-	-	0
2008	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)
2009	-	0	(0)	0	0	0	0	-	-	-	-	-	0
2010	-	0	-	0	-	-	0	-	-	-	-	-	0
2011	-	1	-	1	-	-	1	-	-	-	-	-	1
2012	-	(0)	(0)	(0)	0	0	(0)	-	-	-	-	-	(0)
2013	-	1	-	1	-	-	1	-	-	-	-	-	1
2014	-	0	3	3	(0)	0	3	-	-	-	-	-	3
2015	0	0	2	2	(0)	0	2	-	-	-	-	-	2
2016	(0)	(0)	2	1	(0)	0	1	-	-	-	-	-	1
2017	0	0	2	2	(0)	0	2	-	-	-	-	-	2
2018	0	1	2	3	(0)	0	2	-	-	-	-	-	2
2019	0	2	2	5	(1)	0	5	-	-	-	-	-	5
2020	0	4	2	6	(1)	0	6	-	-	-	-	-	6
2021	1	11	3	15	(2)	1	15	-	-	-	-	-	15
2022	4	25	1	30	(3)	2	29	-	-	-	-	-	29
2023	0	57	(0)	58	(6)	4	55	-	-	-	-	-	55
<b>PAYs subtotal</b>	<b>6</b>	<b>105</b>	<b>18</b>	<b>129</b>	<b>(14)</b>	<b>9</b>	<b>124</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>124</b>
CAY (2024)	29	54	(9)	74	(9)	4	70	-	-	-	92	92	162
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>35</b>	<b>159</b>	<b>9</b>	<b>203</b>	<b>(23)</b>	<b>14</b>	<b>194</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>92</b>	<b>92</b>	<b>286</b>

EXHIBIT H-1

Projected Year-end Insurance Contract Liabilities

Private Passenger

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

Northwest Territories

Northwest Territories													Projected Balances as at Dec. 31, 2024 (\$000s)																									
Private Passenger Ending 2024													nominal values													actuarial present value adjustments (apvs)												
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities																									
prior	-	0	(0)	0	0	0	0	-	-	-	-	-	0																									
2005	-	0	-	0	-	-	0	-	-	-	-	-	0																									
2006	-	(3)	-	(3)	-	-	(3)	-	-	-	-	-	(3)																									
2007	-	(3)	0	(3)	(0)	0	(3)	-	-	-	-	-	(3)																									
2008	-	3	-	3	-	-	3	-	-	-	-	-	3																									
2009	-	(2)	-	(2)	-	-	(2)	-	-	-	-	-	(2)																									
2010	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)																									
2011	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)																									
2012	-	0	-	0	-	-	0	-	-	-	-	-	0																									
2013	-	2	0	2	(0)	0	2	-	-	-	-	-	2																									
2014	-	0	-	0	-	-	0	-	-	-	-	-	0																									
2015	0	0	7	7	(1)	0	7	-	-	-	-	-	7																									
2016	(0)	(1)	8	7	(2)	0	5	-	-	-	-	-	5																									
2017	0	2	11	14	(2)	1	12	-	-	-	-	-	12																									
2018	0	3	15	17	(3)	1	15	-	-	-	-	-	15																									
2019	2	7	17	26	(4)	2	23	-	-	-	-	-	23																									
2020	39	13	19	72	(8)	5	69	-	-	-	-	-	69																									
2021	6	50	23	79	(9)	6	75	-	-	-	-	-	75																									
2022	385	52	30	467	(42)	39	464	-	-	-	-	-	464																									
2023	74	241	0	315	(35)	21	301	-	-	-	-	-	301																									
<b>PAYs subtotal</b>	<b>507</b>	<b>363</b>	<b>129</b>	<b>1,000</b>	<b>(106)</b>	<b>75</b>	<b>969</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>969</b>																									
CAY (2024)	416	317	(51)	683	(73)	40	649	-	-	-	1,016	1,016	1,665																									
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-																									
<b>Total</b>	<b>923</b>	<b>681</b>	<b>79</b>	<b>1,682</b>	<b>(179)</b>	<b>115</b>	<b>1,618</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,016</b>	<b>1,016</b>	<b>2,634</b>																									



**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 9 of 10

**Nunavut**

Nunavut		Projected Balances as at Dec. 31, 2024 (\$000s)											
Private Passenger Ending 2024		nominal values				actuarial present value adjustments (apvs)							Total Insurance Contract Liabilities
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	(2)	-	(2)	-	-	(2)	-	-	-	-	-	(2)
2005	-	0	-	0	-	-	0	-	-	-	-	-	0
2006	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2007	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2008	-	1	-	1	-	-	1	-	-	-	-	-	1
2009	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2010	-	0	-	0	-	-	0	-	-	-	-	-	0
2011	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2012	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2013	-	1	1	1	(0)	0	1	-	-	-	-	-	1
2014	-	0	-	0	-	-	0	-	-	-	-	-	0
2015	-	1	2	2	(0)	0	2	-	-	-	-	-	2
2016	-	0	2	2	(0)	0	2	-	-	-	-	-	2
2017	0	0	1	2	(0)	0	1	-	-	-	-	-	1
2018	(0)	(0)	1	1	(0)	0	1	-	-	-	-	-	1
2019	0	0	1	1	(0)	0	1	-	-	-	-	-	1
2020	-	(0)	1	1	(0)	0	1	-	-	-	-	-	1
2021	0	2	2	4	(1)	0	4	-	-	-	-	-	4
2022	1	5	2	8	(1)	1	8	-	-	-	-	-	8
2023	(2)	18	5	22	(2)	2	21	-	-	-	-	-	21
<b>PAYs subtotal</b>	<b>(1)</b>	<b>24</b>	<b>18</b>	<b>42</b>	<b>(6)</b>	<b>3</b>	<b>39</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>39</b>
CAY (2024)	15	30	(8)	38	(4)	3	36	-	-	-	163	163	199
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>15</b>	<b>54</b>	<b>10</b>	<b>79</b>	<b>(10)</b>	<b>6</b>	<b>75</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>163</b>	<b>163</b>	<b>238</b>

**EXHIBIT H-1**

Projected Year-end Insurance Contract Liabilities

**Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Private Passenger, broken down by component.

page 10 of 10

**All Jurisdictions**

All Jurisdictions Private Passenger Ending 2024	Projected Balances as at Dec. 31, 2024 (\$000s)												
	nominal values				actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	2,478	11,745	50	14,273	(4,437)	1,318	11,154	-	-	-	-	-	11,154
2005	-	2	(4)	(2)	5	1	5	-	-	-	-	-	5
2006	213	(9)	10	213	(19)	28	222	-	-	-	-	-	222
2007	587	26	22	635	(105)	75	605	-	-	-	-	-	605
2008	-	44	24	68	(5)	2	65	-	-	-	-	-	65
2009	808	(842)	49	15	(3)	5	17	-	-	-	-	-	17
2010	22	(15)	72	79	(11)	9	77	-	-	-	-	-	77
2011	7	0	72	79	(19)	7	67	-	-	-	-	-	67
2012	0	5	84	89	(16)	7	80	-	-	-	-	-	80
2013	516	(261)	61	316	(19)	31	328	-	-	-	-	-	328
2014	690	16	104	810	(114)	66	762	-	-	-	-	-	762
2015	927	(165)	206	967	(93)	68	942	-	-	-	-	-	942
2016	1,405	103	270	1,777	(163)	119	1,734	-	-	-	-	-	1,734
2017	1,688	(61)	389	2,015	(280)	133	1,868	-	-	-	-	-	1,868
2018	3,647	146	631	4,424	(445)	352	4,331	-	-	-	-	-	4,331
2019	8,823	1,224	1,208	11,255	(1,121)	934	11,068	-	-	-	-	-	11,068
2020	11,094	652	1,896	13,642	(1,447)	1,148	13,343	-	-	-	-	-	13,343
2021	12,576	4,110	2,115	18,801	(2,149)	1,639	18,291	-	-	-	-	-	18,291
2022	18,884	7,706	2,300	28,890	(3,486)	2,496	27,900	-	-	-	-	-	27,900
2023	17,636	17,044	2,088	36,769	(4,637)	2,956	35,087	-	-	-	-	-	35,087
<b>PAYs subtotal</b>	<b>82,001</b>	<b>41,470</b>	<b>11,645</b>	<b>135,116</b>	<b>(18,563)</b>	<b>11,394</b>	<b>127,947</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>127,947</b>
CAY (2024)	21,120	30,910	1,460	53,491	(6,553)	3,373	50,311	-	-	-	32,227	32,227	82,537
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>103,121</b>	<b>72,381</b>	<b>13,105</b>	<b>188,607</b>	<b>(25,116)</b>	<b>14,767</b>	<b>178,258</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32,227</b>	<b>32,227</b>	<b>210,484</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 1 of 10

**Ontario**

Projected Balances as at Dec. 31, 2024 (\$000s)													
Non-Private Passenger Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	(26)	5	(20)	(1)	1	(21)	-	-	-	-	-	(21)
2005	-	(1)	3	2	(0)	0	2	-	-	-	-	-	2
2006	-	20	4	24	(1)	0	23	-	-	-	-	-	23
2007	-	(1)	11	10	(3)	1	8	-	-	-	-	-	8
2008	-	(5)	11	5	(2)	1	4	-	-	-	-	-	4
2009	-	(12)	27	16	(2)	2	16	-	-	-	-	-	16
2010	-	1	46	47	(4)	3	46	-	-	-	-	-	46
2011	-	(12)	46	35	(7)	3	31	-	-	-	-	-	31
2012	37	(1)	56	92	(14)	7	86	-	-	-	-	-	86
2013	2,146	(6)	37	2,177	(564)	148	1,761	-	-	-	-	-	1,761
2014	18	(2)	93	109	(16)	8	102	-	-	-	-	-	102
2015	225	22	173	420	(94)	29	355	-	-	-	-	-	355
2016	946	13	224	1,182	(329)	77	930	-	-	-	-	-	930
2017	1,907	(85)	342	2,164	(402)	161	1,923	-	-	-	-	-	1,923
2018	2,793	(203)	812	3,403	(259)	227	3,370	-	-	-	-	-	3,370
2019	7,302	691	2,603	10,595	(737)	815	10,673	-	-	-	-	-	10,673
2020	6,979	1,779	2,589	11,348	(1,071)	1,047	11,324	-	-	-	-	-	11,324
2021	11,812	5,375	3,655	20,842	(2,232)	1,820	20,430	-	-	-	-	-	20,430
2022	16,128	14,916	4,961	36,004	(4,297)	3,117	34,824	-	-	-	-	-	34,824
2023	17,289	25,278	5,628	48,195	(6,508)	4,042	45,729	-	-	-	-	-	45,729
<b>PAYs subtotal</b>	<b>67,581</b>	<b>47,743</b>	<b>21,326</b>	<b>136,650</b>	<b>(16,544)</b>	<b>11,510</b>	<b>131,616</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>131,616</b>
CAY (2024)	12,642	50,680	4,149	67,470	(9,515)	4,541	62,496	-	-	-	86,390	86,390	148,886
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>80,223</b>	<b>98,422</b>	<b>25,475</b>	<b>204,120</b>	<b>(26,059)</b>	<b>16,051</b>	<b>194,112</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>86,390</b>	<b>86,390</b>	<b>280,502</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 2 of 10

**Alberta**

Alberta	Projected Balances as at Dec. 31, 2024 (\$000s)												
Non-Private Passenger Ending 2024	nominal values				actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	(4)	2	(1)	(0)	0	(1)	-	-	-	-	-	(1)
2005	-	(3)	(0)	(3)	0	0	(3)	-	-	-	-	-	(3)
2006	-	(30)	2	(28)	(0)	0	(28)	-	-	-	-	-	(28)
2007	-	(37)	(1)	(38)	0	0	(37)	-	-	-	-	-	(37)
2008	-	17	4	21	(0)	0	20	-	-	-	-	-	20
2009	-	(17)	1	(16)	(0)	0	(16)	-	-	-	-	-	(16)
2010	-	8	6	13	(0)	0	13	-	-	-	-	-	13
2011	-	(25)	9	(16)	(1)	1	(16)	-	-	-	-	-	(16)
2012	4	3	3	11	(1)	(0)	10	-	-	-	-	-	10
2013	1,076	24	16	1,117	(119)	53	1,050	-	-	-	-	-	1,050
2014	1	(29)	57	29	(1)	6	34	-	-	-	-	-	34
2015	15	86	97	199	(21)	13	192	-	-	-	-	-	192
2016	447	18	121	587	(41)	45	591	-	-	-	-	-	591
2017	150	49	174	374	(28)	28	374	-	-	-	-	-	374
2018	3,372	132	301	3,805	(231)	294	3,868	-	-	-	-	-	3,868
2019	4,812	306	236	5,354	(361)	378	5,371	-	-	-	-	-	5,371
2020	8,995	1,434	837	11,267	(805)	836	11,297	-	-	-	-	-	11,297
2021	12,640	5,970	1,041	19,651	(1,593)	1,420	19,478	-	-	-	-	-	19,478
2022	23,059	19,823	1,569	44,451	(4,158)	3,576	43,869	-	-	-	-	-	43,869
2023	28,437	30,383	695	59,515	(6,688)	4,522	57,349	-	-	-	-	-	57,349
<b>PAYs subtotal</b>	<b>83,010</b>	<b>58,108</b>	<b>5,172</b>	<b>146,290</b>	<b>(14,046)</b>	<b>11,172</b>	<b>143,416</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>143,416</b>
CAY (2024)	36,850	50,513	1,399	88,762	(9,948)	5,160	83,974	-	-	-	67,390	67,390	151,364
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>119,860</b>	<b>108,621</b>	<b>6,570</b>	<b>235,051</b>	<b>(23,994)</b>	<b>16,332</b>	<b>227,390</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>67,390</b>	<b>67,390</b>	<b>294,780</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 3 of 10

**Newfoundland & Labrador**

Newfoundland & Labrador Non-Private Passenger Ending 2024	Projected Balances as at Dec. 31, 2024 (\$000s)												
	nominal values				actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	(1)	4	3	(0)	(0)	3	-	-	-	-	-	3
2005	-	2	(0)	2	(0)	-	2	-	-	-	-	-	2
2006	-	3	(0)	3	0	0	3	-	-	-	-	-	3
2007	-	(1)	0	(1)	(0)	0	(1)	-	-	-	-	-	(1)
2008	-	0	(0)	0	0	0	0	-	-	-	-	-	0
2009	-	3	0	3	(0)	0	3	-	-	-	-	-	3
2010	-	2	1	3	(0)	0	4	-	-	-	-	-	4
2011	-	(1)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)
2012	-	(2)	3	1	(0)	0	2	-	-	-	-	-	2
2013	-	(3)	4	1	(0)	0	1	-	-	-	-	-	1
2014	-	(0)	5	5	(0)	0	5	-	-	-	-	-	5
2015	47	(0)	14	61	(8)	4	57	-	-	-	-	-	57
2016	(2)	2	21	21	(1)	2	22	-	-	-	-	-	22
2017	1,029	(691)	32	370	(59)	24	335	-	-	-	-	-	335
2018	714	40	51	805	(262)	42	585	-	-	-	-	-	585
2019	1,207	-	(49)	1,157	(385)	69	842	-	-	-	-	-	842
2020	949	120	87	1,155	(180)	76	1,051	-	-	-	-	-	1,051
2021	1,480	213	120	1,813	(109)	133	1,837	-	-	-	-	-	1,837
2022	1,430	499	88	2,018	(143)	129	2,003	-	-	-	-	-	2,003
2023	2,212	1,639	85	3,935	(314)	250	3,872	-	-	-	-	-	3,872
<b>PAYs subtotal</b>	<b>9,066</b>	<b>1,823</b>	<b>466</b>	<b>11,355</b>	<b>(1,462)</b>	<b>730</b>	<b>10,622</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,622</b>
CAY (2024)	3,481	3,007	26	6,514	(599)	351	6,265	-	-	-	6,226	6,226	12,491
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>12,547</b>	<b>4,830</b>	<b>492</b>	<b>17,869</b>	<b>(2,061)</b>	<b>1,080</b>	<b>16,888</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,226</b>	<b>6,226</b>	<b>23,114</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 4 of 10

**New Brunswick**

New Brunswick Non-Private Passenger Ending 2024	Projected Balances as at Dec. 31, 2024 (\$000s)												
	nominal values				actuarial present value adjustments (apvs)								
	Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component
prior	-	(5)	1	(4)	(0)	0	(5)	-	-	-	-	-	(5)
2005	-	(6)	(11)	(17)	5	0	(11)	-	-	-	-	-	(11)
2006	-	(5)	0	(5)	(0)	0	(5)	-	-	-	-	-	(5)
2007	-	(0)	(0)	(0)	0	-	(0)	-	-	-	-	-	(0)
2008	-	(2)	(0)	(2)	0	0	(2)	-	-	-	-	-	(2)
2009	-	(4)	(0)	(4)	0	-	(4)	-	-	-	-	-	(4)
2010	99	3	2	105	(8)	8	105	-	-	-	-	-	105
2011	0	(1)	5	4	(3)	0	2	-	-	-	-	-	2
2012	-	(1)	3	3	(2)	0	1	-	-	-	-	-	1
2013	-	1	9	10	(5)	0	6	-	-	-	-	-	6
2014	2	-	10	12	(6)	1	7	-	-	-	-	-	7
2015	-	(3)	19	17	(10)	1	7	-	-	-	-	-	7
2016	37	2	22	61	(17)	4	48	-	-	-	-	-	48
2017	8	(4)	45	49	(26)	2	25	-	-	-	-	-	25
2018	308	(24)	73	356	(101)	20	275	-	-	-	-	-	275
2019	2,678	80	179	2,936	(455)	221	2,702	-	-	-	-	-	2,702
2020	1,853	166	169	2,188	(290)	179	2,077	-	-	-	-	-	2,077
2021	1,661	431	190	2,281	(312)	173	2,142	-	-	-	-	-	2,142
2022	1,067	772	(42)	1,797	(321)	152	1,628	-	-	-	-	-	1,628
2023	1,998	4,433	232	6,663	(853)	472	6,282	-	-	-	-	-	6,282
<b>PAYs subtotal</b>	<b>9,709</b>	<b>5,833</b>	<b>906</b>	<b>16,449</b>	<b>(2,403)</b>	<b>1,233</b>	<b>15,280</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,280</b>
CAY (2024)	4,814	3,830	58	8,701	(1,156)	526	8,072	-	-	-	8,451	8,451	16,522
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>14,523</b>	<b>9,663</b>	<b>964</b>	<b>25,150</b>	<b>(3,559)</b>	<b>1,760</b>	<b>23,351</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,451</b>	<b>8,451</b>	<b>31,802</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 5 of 10

**Nova Scotia**

Projected Balances as at Dec. 31, 2024 (\$000s)													
Non-Private Passenger Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	10	(1)	9	0	0	9	-	-	-	-	-	9
2005	-	(6)	0	(6)	(0)	0	(6)	-	-	-	-	-	(6)
2006	-	(1)	0	(1)	(0)	0	(1)	-	-	-	-	-	(1)
2007	-	(4)	(0)	(5)	0	0	(5)	-	-	-	-	-	(5)
2008	-	(4)	(0)	(4)	0	0	(4)	-	-	-	-	-	(4)
2009	-	(6)	0	(6)	(0)	0	(6)	-	-	-	-	-	(6)
2010	-	(1)	2	1	(1)	0	(0)	-	-	-	-	-	(0)
2011	-	2	1	3	(1)	0	3	-	-	-	-	-	3
2012	-	(3)	1	(2)	(1)	0	(3)	-	-	-	-	-	(3)
2013	4	(47)	6	(37)	(1)	(3)	(41)	-	-	-	-	-	(41)
2014	-	2	1	3	(1)	0	2	-	-	-	-	-	2
2015	240	4	20	263	(27)	18	255	-	-	-	-	-	255
2016	518	(4)	33	546	(93)	35	488	-	-	-	-	-	488
2017	367	(4)	20	383	(55)	25	353	-	-	-	-	-	353
2018	680	0	75	756	(85)	51	722	-	-	-	-	-	722
2019	2,448	(131)	172	2,488	(193)	178	2,473	-	-	-	-	-	2,473
2020	1,261	232	235	1,729	(231)	128	1,626	-	-	-	-	-	1,626
2021	4,726	1,210	235	6,172	(680)	447	5,938	-	-	-	-	-	5,938
2022	6,167	1,251	599	8,017	(884)	505	7,638	-	-	-	-	-	7,638
2023	2,461	3,159	123	5,742	(722)	383	5,402	-	-	-	-	-	5,402
<b>PAYs subtotal</b>	<b>18,871</b>	<b>5,659</b>	<b>1,522</b>	<b>26,052</b>	<b>(2,974)</b>	<b>1,766</b>	<b>24,844</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,844</b>
CAY (2024)	4,167	8,041	224	12,432	(1,416)	634	11,649	-	-	-	10,604	10,604	22,253
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>23,038</b>	<b>13,701</b>	<b>1,746</b>	<b>38,484</b>	<b>(4,391)</b>	<b>2,400</b>	<b>36,493</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,604</b>	<b>10,604</b>	<b>47,097</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 6 of 10

**Prince Edward Island**

Prince Edward Island													Projected Balances as at Dec. 31, 2024 (\$000s)																									
Non-Private Passenger Ending 2024													nominal values													actuarial present value adjustments (apvs)												
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities																									
prior	-	(0)	0	(0)	(0)	0	(0)	-	-	-	-	-	(0)																									
2005	-	0	(0)	0	0	-	0	-	-	-	-	-	0																									
2006	-	0	(0)	0	0	0	0	-	-	-	-	-	0																									
2007	-	0	0	0	(0)	0	0	-	-	-	-	-	0																									
2008	-	(0)	(0)	(0)	0	0	(0)	-	-	-	-	-	(0)																									
2009	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)																									
2010	-	(1)	0	(1)	(0)	0	(1)	-	-	-	-	-	(1)																									
2011	-	1	2	2	(1)	0	2	-	-	-	-	-	2																									
2012	-	1	2	3	(1)	0	2	-	-	-	-	-	2																									
2013	-	0	0	1	(0)	0	0	-	-	-	-	-	0																									
2014	1	-	2	3	(1)	0	2	-	-	-	-	-	2																									
2015	21	2	4	27	(5)	2	24	-	-	-	-	-	24																									
2016	878	6	7	891	(188)	76	779	-	-	-	-	-	779																									
2017	0	2	10	12	(6)	1	7	-	-	-	-	-	7																									
2018	39	10	14	64	(14)	2	52	-	-	-	-	-	52																									
2019	97	31	44	172	(31)	16	157	-	-	-	-	-	157																									
2020	15	34	63	112	(31)	6	88	-	-	-	-	-	88																									
2021	69	260	45	374	(72)	33	335	-	-	-	-	-	335																									
2022	220	213	28	461	(73)	47	435	-	-	-	-	-	435																									
2023	514	556	53	1,124	(137)	107	1,094	-	-	-	-	-	1,094																									
<b>PAYs subtotal</b>	<b>1,856</b>	<b>1,116</b>	<b>273</b>	<b>3,245</b>	<b>(560)</b>	<b>290</b>	<b>2,975</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,975</b>																									
CAY (2024)	702	534	(29)	1,207	(142)	94	1,158	-	-	-	1,648	1,648	2,806																									
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-																									
<b>Total</b>	<b>2,558</b>	<b>1,650</b>	<b>243</b>	<b>4,452</b>	<b>(703)</b>	<b>384</b>	<b>4,133</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,648</b>	<b>1,648</b>	<b>5,781</b>																									



**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 7 of 10

**Yukon**

Yukon		Projected Balances as at Dec. 31, 2024 (\$000s)											
Non-Private Passenger Ending 2024		nominal values				actuarial present value adjustments (apvs)							Total Insurance Contract Liabilities
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	(0)	0	(0)	0	0	(0)	-	-	-	-	-	(0)
2005	-	0	0	0	-	-	0	-	-	-	-	-	0
2006	-	(0)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)
2007	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2008	-	1	-	1	-	-	1	-	-	-	-	-	1
2009	-	0	(0)	0	0	0	0	-	-	-	-	-	0
2010	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2011	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2012	-	1	(0)	0	0	0	0	-	-	-	-	-	0
2013	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2014	-	(1)	4	3	(0)	0	3	-	-	-	-	-	3
2015	-	0	2	3	(0)	0	2	-	-	-	-	-	2
2016	-	(0)	3	3	(1)	0	2	-	-	-	-	-	2
2017	(0)	2	5	7	(1)	0	7	-	-	-	-	-	7
2018	(1)	5	7	11	(2)	1	10	-	-	-	-	-	10
2019	(1)	8	10	17	(2)	1	16	-	-	-	-	-	16
2020	164	9	11	185	(14)	15	186	-	-	-	-	-	186
2021	(0)	20	17	37	(5)	2	34	-	-	-	-	-	34
2022	18	39	10	67	(11)	5	62	-	-	-	-	-	62
2023	169	115	(2)	283	(36)	20	267	-	-	-	-	-	267
<b>PAYs subtotal</b>	<b>350</b>	<b>197</b>	<b>67</b>	<b>615</b>	<b>(72)</b>	<b>45</b>	<b>588</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>588</b>
CAY (2024)	280	413	(104)	590	(76)	31	545	-	-	-	1,277	1,277	1,822
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>630</b>	<b>610</b>	<b>(36)</b>	<b>1,204</b>	<b>(148)</b>	<b>77</b>	<b>1,133</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,277</b>	<b>1,277</b>	<b>2,410</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

**Northwest Territories**

Northwest Territories Non-Private Passenger Ending 2024	Projected Balances as at Dec. 31, 2024 (\$000s)												
	nominal values				actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	1	(0)	1	0	0	1	-	-	-	-	-	1
2005	-	0	-	0	-	-	0	-	-	-	-	-	0
2006	-	1	-	1	-	-	1	-	-	-	-	-	1
2007	-	(0)	0	(0)	(0)	0	(0)	-	-	-	-	-	(0)
2008	-	0	-	0	-	-	0	-	-	-	-	-	0
2009	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2010	-	1	-	1	-	-	1	-	-	-	-	-	1
2011	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2012	(0)	0	-	0	(0)	(0)	0	-	-	-	-	-	0
2013	(0)	1	0	1	(0)	(0)	1	-	-	-	-	-	1
2014	(1)	0	-	(1)	0	(0)	(0)	-	-	-	-	-	(0)
2015	(0)	0	2	2	(0)	0	2	-	-	-	-	-	2
2016	(0)	1	3	3	(1)	0	3	-	-	-	-	-	3
2017	(0)	0	5	5	(1)	0	4	-	-	-	-	-	4
2018	(0)	3	7	9	(1)	1	8	-	-	-	-	-	8
2019	(0)	6	10	15	(2)	1	14	-	-	-	-	-	14
2020	(1)	17	12	28	(4)	2	27	-	-	-	-	-	27
2021	0	12	13	26	(4)	2	23	-	-	-	-	-	23
2022	170	(48)	18	140	(14)	12	138	-	-	-	-	-	138
2023	27	118	0	145	(18)	9	136	-	-	-	-	-	136
<b>PAYs subtotal</b>	<b>194</b>	<b>113</b>	<b>70</b>	<b>377</b>	<b>(45)</b>	<b>27</b>	<b>359</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>359</b>
CAY (2024)	181	229	(36)	374	(39)	17	353	-	-	-	736	736	1,088
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>375</b>	<b>342</b>	<b>34</b>	<b>751</b>	<b>(84)</b>	<b>44</b>	<b>711</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>736</b>	<b>736</b>	<b>1,447</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 9 of 10

**Nunavut**

Nunavut		Projected Balances as at Dec. 31, 2024 (\$000s)											
Non-Private Passenger Ending 2024		nominal values				actuarial present value adjustments (apvs)							Total Insurance Contract Liabilities
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)
2005	-	0	-	0	-	-	0	-	-	-	-	-	0
2006	-	0	-	0	-	-	0	-	-	-	-	-	0
2007	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2008	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2009	-	0	-	0	-	-	0	-	-	-	-	-	0
2010	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2011	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2012	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2013	-	(0)	0	(0)	(0)	-	0	(0)	-	-	-	-	(0)
2014	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2015	5	1	1	7	(0)	0	7	-	-	-	-	-	7
2016	-	0	2	2	(0)	0	2	-	-	-	-	-	2
2017	(0)	1	3	4	(1)	0	4	-	-	-	-	-	4
2018	(1)	5	4	8	(1)	1	7	-	-	-	-	-	7
2019	(1)	7	6	12	(1)	1	12	-	-	-	-	-	12
2020	(1)	9	6	15	(2)	1	14	-	-	-	-	-	14
2021	21	18	7	46	(4)	2	44	-	-	-	-	-	44
2022	7	33	8	47	(5)	3	46	-	-	-	-	-	46
2023	390	101	16	508	(49)	27	486	-	-	-	-	-	486
<b>PAYs subtotal</b>	<b>421</b>	<b>174</b>	<b>54</b>	<b>648</b>	<b>(64)</b>	<b>36</b>	<b>620</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>620</b>
CAY (2024)	53	235	(22)	266	(32)	20	254	-	-	-	481	481	735
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>474</b>	<b>408</b>	<b>32</b>	<b>914</b>	<b>(96)</b>	<b>55</b>	<b>873</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>481</b>	<b>481</b>	<b>1,355</b>

**EXHIBIT H-2**

Projected Year-end Insurance Contract Liabilities

**Non-Private Passenger**

The table below presents the projected insurance contract liabilities as at December 31, 2024 for Non-Private Passenger, broken down by component.

page 10 of 10

**All Jurisdictions**

All Jurisdictions Non-Private Passenger Ending 2024	Projected Balances as at Dec. 31, 2024 (\$000s)												
	nominal values				actuarial present value adjustments (apvs)								
	Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component
prior	-	(24)	11	(14)	(1)	1	(14)	-	-	-	-	-	(14)
2005	-	(14)	(7)	(21)	5	1	(16)	-	-	-	-	-	(16)
2006	-	(13)	6	(7)	(1)	0	(8)	-	-	-	-	-	(8)
2007	-	(44)	10	(34)	(3)	1	(36)	-	-	-	-	-	(36)
2008	-	6	14	21	(2)	1	20	-	-	-	-	-	20
2009	-	(36)	29	(8)	(2)	2	(7)	-	-	-	-	-	(7)
2010	99	12	57	168	(14)	13	167	-	-	-	-	-	167
2011	0	(36)	63	27	(12)	4	20	-	-	-	-	-	20
2012	41	(2)	69	109	(18)	7	98	-	-	-	-	-	98
2013	3,226	(29)	72	3,268	(689)	199	2,778	-	-	-	-	-	2,778
2014	22	(31)	172	164	(25)	15	155	-	-	-	-	-	155
2015	553	112	333	998	(166)	68	900	-	-	-	-	-	900
2016	2,824	37	436	3,296	(670)	239	2,865	-	-	-	-	-	2,865
2017	3,461	(728)	636	3,369	(578)	241	3,032	-	-	-	-	-	3,032
2018	7,905	(33)	1,345	9,217	(957)	638	8,898	-	-	-	-	-	8,898
2019	18,541	998	3,209	22,748	(2,167)	1,679	22,260	-	-	-	-	-	22,260
2020	20,215	3,801	4,011	28,026	(2,628)	2,290	27,688	-	-	-	-	-	27,688
2021	32,409	13,509	5,322	51,241	(5,012)	4,031	50,261	-	-	-	-	-	50,261
2022	48,265	37,499	7,239	93,003	(9,906)	7,546	90,643	-	-	-	-	-	90,643
2023	53,497	65,782	6,829	126,109	(15,324)	9,832	120,617	-	-	-	-	-	120,617
<b>PAYs subtotal</b>	<b>191,059</b>	<b>120,767</b>	<b>29,855</b>	<b>341,681</b>	<b>(38,171)</b>	<b>26,809</b>	<b>330,319</b>	-	-	-	-	-	<b>330,319</b>
CAY (2024)	63,169	117,481	5,665	186,315	(22,923)	11,374	174,766	-	-	-	183,202	183,202	357,968
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>254,228</b>	<b>238,248</b>	<b>35,520</b>	<b>527,996</b>	<b>(61,094)</b>	<b>38,183</b>	<b>505,085</b>	-	-	-	<b>183,202</b>	<b>183,202</b>	<b>688,287</b>

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 1 of 10

**Ontario**

Ontario														Projected Balances as at Dec. 31, 2024 (\$000s)
PPV & non-PPV														
Ending 2024	nominal values				actuarial present value adjustments (apvs)									
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities	
prior	2,554	11,589	39	14,181	(4,441)	1,319	11,059	-	-	-	-	-	11,059	
2005	-	(28)	13	(16)	(2)	1	(16)	-	-	-	-	-	(16)	
2006	213	27	12	252	(20)	28	260	-	-	-	-	-	260	
2007	598	41	35	674	(109)	76	640	-	-	-	-	-	640	
2008	-	14	34	48	(7)	3	44	-	-	-	-	-	44	
2009	-	(30)	76	45	(5)	7	48	-	-	-	-	-	48	
2010	23	2	106	132	(13)	12	131	-	-	-	-	-	131	
2011	7	(0)	104	111	(19)	10	102	-	-	-	-	-	102	
2012	37	9	118	164	(25)	12	152	-	-	-	-	-	152	
2013	2,580	2	61	2,643	(615)	189	2,217	-	-	-	-	-	2,217	
2014	362	1	143	506	(87)	47	466	-	-	-	-	-	466	
2015	334	(153)	251	433	(94)	30	368	-	-	-	-	-	368	
2016	947	13	324	1,285	(341)	87	1,031	-	-	-	-	-	1,031	
2017	2,036	(80)	496	2,452	(438)	188	2,203	-	-	-	-	-	2,203	
2018	3,645	(137)	1,071	4,578	(385)	358	4,551	-	-	-	-	-	4,551	
2019	9,801	1,543	3,444	14,789	(1,160)	1,244	14,873	-	-	-	-	-	14,873	
2020	10,952	2,137	3,675	16,765	(1,649)	1,612	16,727	-	-	-	-	-	16,727	
2021	17,085	8,183	4,964	30,233	(3,284)	2,808	29,757	-	-	-	-	-	29,757	
2022	25,023	20,109	6,504	51,637	(6,243)	4,721	50,115	-	-	-	-	-	50,115	
2023	24,368	33,106	7,156	64,630	(8,723)	5,639	61,545	-	-	-	-	-	61,545	
<b>PAYs subtotal</b>	<b>100,566</b>	<b>76,348</b>	<b>28,627</b>	<b>205,541</b>	<b>(27,659)</b>	<b>18,392</b>	<b>196,274</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>196,274</b>	
CAY (2024)	18,510	66,704	5,280	90,495	(12,481)	6,237	84,251	-	-	-	91,293	91,293	175,544	
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>	<b>119,077</b>	<b>143,052</b>	<b>33,907</b>	<b>296,036</b>	<b>(40,141)</b>	<b>24,629</b>	<b>280,525</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>91,293</b>	<b>91,293</b>	<b>371,817</b>	

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 2 of 10

**Alberta**

Alberta														Projected Balances as at Dec. 31, 2024 (\$'000s)
PPV & non-PPV														
Ending 2024	nominal values				actuarial present value adjustments (apvs)									
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities	
prior	-	28	4	32	2	1	35	-	-	-	-	-	35	
2005	-	(1)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)	
2006	-	(31)	3	(27)	(0)	0	(27)	-	-	-	-	-	(27)	
2007	(11)	(25)	(1)	(38)	0	0	(38)	-	-	-	-	-	(38)	
2008	-	22	5	27	(0)	0	27	-	-	-	-	-	27	
2009	-	(26)	2	(24)	(0)	0	(24)	-	-	-	-	-	(24)	
2010	(2)	9	8	15	(0)	1	15	-	-	-	-	-	15	
2011	-	(33)	12	(21)	(1)	1	(21)	-	-	-	-	-	(21)	
2012	4	(2)	4	6	(1)	(0)	5	-	-	-	-	-	5	
2013	1,076	28	20	1,125	(120)	53	1,058	-	-	-	-	-	1,058	
2014	1	(23)	70	48	(2)	7	53	-	-	-	-	-	53	
2015	15	86	118	218	(22)	14	210	-	-	-	-	-	210	
2016	490	103	144	737	(54)	54	737	-	-	-	-	-	737	
2017	150	50	201	401	(30)	29	400	-	-	-	-	-	400	
2018	3,558	138	339	4,034	(249)	309	4,094	-	-	-	-	-	4,094	
2019	5,011	372	259	5,642	(391)	398	5,649	-	-	-	-	-	5,649	
2020	9,334	1,585	907	11,826	(853)	871	11,845	-	-	-	-	-	11,845	
2021	13,519	6,223	1,105	20,847	(1,684)	1,496	20,659	-	-	-	-	-	20,659	
2022	24,836	20,110	1,641	46,588	(4,337)	3,725	45,975	-	-	-	-	-	45,975	
2023	29,490	31,696	726	61,913	(6,938)	4,689	59,664	-	-	-	-	-	59,664	
<b>PAYs subtotal</b>	<b>87,471</b>	<b>60,311</b>	<b>5,567</b>	<b>153,349</b>	<b>(14,680)</b>	<b>11,648</b>	<b>150,317</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>150,317</b>	
CAY (2024)	38,159	52,603	1,466	92,229	(10,332)	5,353	87,250	-	-	-	70,403	70,403	157,652	
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>	<b>125,630</b>	<b>112,914</b>	<b>7,033</b>	<b>245,578</b>	<b>(25,012)</b>	<b>17,001</b>	<b>237,567</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>70,403</b>	<b>70,403</b>	<b>307,969</b>	

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 3 of 10

**Newfoundland & Labrador**

Newfoundland & Labrador													Projected Balances as at Dec. 31, 2024 (\$000s)												
PPV & non-PPV													Ending 2024												
nominal values													actuarial present value adjustments (apvs)												
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities												
prior	-	(19)	20	1	(1)	(1)	(1)	-	-	-	-	-	(1)												
2005	-	5	(0)	5	-	0	5	-	-	-	-	-	5												
2006	-	3	(1)	3	0	0	3	-	-	-	-	-	3												
2007	-	(5)	0	(4)	(0)	0	(4)	-	-	-	-	-	(4)												
2008	-	0	(0)	0	0	0	0	-	-	-	-	-	0												
2009	5	(2)	0	3	(0)	0	3	-	-	-	-	-	3												
2010	1	(5)	5	1	(0)	(0)	1	-	-	-	-	-	1												
2011	-	(4)	(0)	(4)	0	0	(4)	-	-	-	-	-	(4)												
2012	0	4	17	20	(1)	2	21	-	-	-	-	-	21												
2013	76	(283)	18	(189)	43	(11)	(158)	-	-	-	-	-	(158)												
2014	111	(0)	23	135	(23)	9	121	-	-	-	-	-	121												
2015	326	3	59	388	(31)	28	385	-	-	-	-	-	385												
2016	330	(6)	86	410	(24)	31	416	-	-	-	-	-	416												
2017	1,208	(692)	125	640	(75)	45	610	-	-	-	-	-	610												
2018	1,959	17	187	2,163	(362)	141	1,941	-	-	-	-	-	1,941												
2019	2,876	30	(176)	2,729	(541)	207	2,395	-	-	-	-	-	2,395												
2020	3,452	74	339	3,865	(419)	272	3,718	-	-	-	-	-	3,718												
2021	5,497	126	441	6,064	(529)	434	5,969	-	-	-	-	-	5,969												
2022	5,060	981	308	6,349	(592)	410	6,167	-	-	-	-	-	6,167												
2023	6,913	5,501	276	12,689	(1,204)	810	12,296	-	-	-	-	-	12,296												
<b>PAYs subtotal</b>	<b>27,814</b>	<b>5,729</b>	<b>1,726</b>	<b>35,269</b>	<b>(3,760)</b>	<b>2,376</b>	<b>33,885</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33,885</b>												
CAY (2024)	9,600	7,664	79	17,343	(1,768)	964	16,538	-	-	-	8,324	8,324	24,862												
FLAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-												
<b>Total</b>	<b>37,414</b>	<b>13,393</b>	<b>1,805</b>	<b>52,612</b>	<b>(5,528)</b>	<b>3,340</b>	<b>50,424</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,324</b>	<b>8,324</b>	<b>58,748</b>												

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 4 of 10

**New Brunswick**

New Brunswick													
Projected Balances as at Dec. 31, 2024 (\$'000s)													
PPV & non-PPV													
Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	(76)	80	3	7	(2)	0	6	-	-	-	-	-	6
2005	-	4	(26)	(21)	13	1	(8)	-	-	-	-	-	(8)
2006	-	(14)	0	(14)	(0)	0	(14)	-	-	-	-	-	(14)
2007	-	(8)	(0)	(8)	0	-	(8)	-	-	-	-	-	(8)
2008	-	2	(1)	2	0	0	2	-	-	-	-	-	2
2009	-	(9)	(0)	(9)	0	-	(9)	-	-	-	-	-	(9)
2010	99	2	4	105	(10)	9	104	-	-	-	-	-	104
2011	0	(5)	12	7	(7)	0	1	-	-	-	-	-	1
2012	-	(3)	7	4	(4)	0	0	-	-	-	-	-	0
2013	7	6	21	34	(11)	2	24	-	-	-	-	-	24
2014	34	7	26	67	(16)	4	54	-	-	-	-	-	54
2015	410	4	50	464	(58)	32	438	-	-	-	-	-	438
2016	162	25	59	246	(46)	14	214	-	-	-	-	-	214
2017	381	57	116	554	(90)	36	500	-	-	-	-	-	500
2018	1,214	67	174	1,455	(220)	97	1,332	-	-	-	-	-	1,332
2019	4,941	239	403	5,583	(716)	418	5,285	-	-	-	-	-	5,285
2020	3,995	225	371	4,590	(583)	353	4,361	-	-	-	-	-	4,361
2021	2,383	1,010	380	3,773	(551)	272	3,494	-	-	-	-	-	3,494
2022	1,895	1,463	(77)	3,281	(608)	275	2,948	-	-	-	-	-	2,948
2023	3,813	5,566	400	9,780	(1,351)	698	9,127	-	-	-	-	-	9,127
<b>PAYs subtotal</b>	<b>19,258</b>	<b>8,717</b>	<b>1,924</b>	<b>29,900</b>	<b>(4,260)</b>	<b>2,211</b>	<b>27,851</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27,851</b>
CAY (2024)	6,619	6,087	99	12,805	(1,821)	784	11,768	-	-	-	14,436	14,436	26,205
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>25,877</b>	<b>14,804</b>	<b>2,023</b>	<b>42,705</b>	<b>(6,080)</b>	<b>2,995</b>	<b>39,619</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,436</b>	<b>14,436</b>	<b>54,055</b>



**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 5 of 10

**Nova Scotia**

Nova Scotia													
Projected Balances as at Dec. 31, 2024 (\$000s)													
PPV & non-PPV													
Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	40	(5)	34	3	0	37	-	-	-	-	-	37
2005	-	11	2	13	(1)	0	12	-	-	-	-	-	12
2006	-	(5)	1	(4)	(0)	0	(5)	-	-	-	-	-	(5)
2007	-	(16)	(3)	(19)	1	0	(17)	-	-	-	-	-	(17)
2008	-	9	(0)	9	0	0	9	-	-	-	-	-	9
2009	803	(809)	0	(6)	(0)	0	(6)	-	-	-	-	-	(6)
2010	-	(9)	4	(4)	(2)	0	(7)	-	-	-	-	-	(7)
2011	-	7	3	10	(1)	0	8	-	-	-	-	-	8
2012	-	(5)	3	(2)	(1)	0	(3)	-	-	-	-	-	(3)
2013	3	(45)	11	(32)	(4)	(3)	(38)	-	-	-	-	-	(38)
2014	203	2	2	207	(7)	14	214	-	-	-	-	-	214
2015	369	4	34	407	(42)	27	392	-	-	-	-	-	392
2016	1,273	1	56	1,330	(153)	87	1,264	-	-	-	-	-	1,264
2017	375	1	35	411	(64)	26	373	-	-	-	-	-	373
2018	1,058	2	137	1,197	(148)	75	1,124	-	-	-	-	-	1,124
2019	4,025	(100)	351	4,276	(387)	281	4,170	-	-	-	-	-	4,170
2020	3,348	318	435	4,102	(487)	298	3,912	-	-	-	-	-	3,912
2021	6,396	1,626	396	8,417	(986)	609	8,040	-	-	-	-	-	8,040
2022	8,930	2,060	1,043	12,032	(1,369)	756	11,420	-	-	-	-	-	11,420
2023	5,207	5,263	244	10,714	(1,368)	720	10,066	-	-	-	-	-	10,066
<b>PAYs subtotal</b>	<b>31,991</b>	<b>8,353</b>	<b>2,747</b>	<b>43,091</b>	<b>(5,017)</b>	<b>2,891</b>	<b>40,965</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40,965</b>
CAY (2024)	9,168	12,918	485	22,571	(2,560)	1,141	21,153	-	-	-	24,055	24,055	45,207
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>41,160</b>	<b>21,271</b>	<b>3,232</b>	<b>65,662</b>	<b>(7,577)</b>	<b>4,032</b>	<b>62,118</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,055</b>	<b>24,055</b>	<b>86,172</b>

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 6 of 10

**Prince Edward Island**

Prince Edward Island													
Projected Balances as at Dec. 31, 2024 (\$000s)													
PPV & non-PPV													
Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	1	1	2	(0)	0	1	-	-	-	-	-	1
2005	-	(4)	(0)	(4)	0	-	(4)	-	-	-	-	-	(4)
2006	-	0	(0)	(0)	0	0	0	-	-	-	-	-	0
2007	-	(1)	0	(1)	(0)	0	(1)	-	-	-	-	-	(1)
2008	-	(1)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)
2009	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2010	-	(1)	1	(0)	(0)	0	(0)	-	-	-	-	-	(0)
2011	-	0	4	4	(2)	0	2	-	-	-	-	-	2
2012	-	1	5	5	(2)	0	3	-	-	-	-	-	3
2013	-	(1)	1	(0)	(0)	0	(1)	-	-	-	-	-	(1)
2014	1	(0)	5	6	(3)	0	3	-	-	-	-	-	3
2015	21	1	10	32	(9)	3	26	-	-	-	-	-	26
2016	1,027	4	17	1,048	(211)	84	921	-	-	-	-	-	921
2017	998	(130)	24	892	(155)	47	784	-	-	-	-	-	784
2018	120	11	33	164	(30)	8	142	-	-	-	-	-	142
2019	710	107	91	909	(83)	60	885	-	-	-	-	-	885
2020	25	60	127	212	(55)	9	166	-	-	-	-	-	166
2021	77	337	87	501	(103)	39	437	-	-	-	-	-	437
2022	821	374	51	1,246	(168)	93	1,171	-	-	-	-	-	1,171
2023	682	1,044	97	1,823	(231)	149	1,741	-	-	-	-	-	1,741
<b>PAYs subtotal</b>	<b>4,482</b>	<b>1,803</b>	<b>552</b>	<b>6,837</b>	<b>(1,052)</b>	<b>491</b>	<b>6,276</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,276</b>
CAY (2024)	1,258	1,137	(55)	2,340	(281)	152	2,210	-	-	-	3,154	3,154	5,364
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>5,740</b>	<b>2,940</b>	<b>497</b>	<b>9,177</b>	<b>(1,333)</b>	<b>643</b>	<b>8,486</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,154</b>	<b>3,154</b>	<b>11,640</b>

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 7 of 10

**Yukon**

Yukon		Projected Balances as at Dec. 31, 2024 (\$000s)											
PPV & non-PPV													
Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	4	0	4	0	0	4	-	-	-	-	-	4
2005	-	0	0	0	(0)	0	0	-	-	-	-	-	0
2006	-	(1)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)
2007	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2008	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2009	-	0	(0)	0	0	0	0	-	-	-	-	-	0
2010	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2011	-	0	-	0	-	-	0	-	-	-	-	-	0
2012	-	0	(0)	0	0	0	0	-	-	-	-	-	0
2013	-	1	-	1	-	-	1	-	-	-	-	-	1
2014	-	(1)	7	6	(1)	0	6	-	-	-	-	-	6
2015	0	0	4	4	(1)	0	4	-	-	-	-	-	4
2016	(0)	(0)	5	4	(1)	0	3	-	-	-	-	-	3
2017	(0)	3	7	9	(1)	1	9	-	-	-	-	-	9
2018	(1)	5	9	14	(2)	1	12	-	-	-	-	-	12
2019	(0)	10	12	22	(3)	1	21	-	-	-	-	-	21
2020	164	13	13	191	(15)	15	192	-	-	-	-	-	192
2021	1	31	20	52	(7)	4	48	-	-	-	-	-	48
2022	22	64	11	97	(14)	8	91	-	-	-	-	-	91
2023	170	173	(2)	340	(42)	24	322	-	-	-	-	-	322
<b>PAYs subtotal</b>	<b>356</b>	<b>302</b>	<b>86</b>	<b>744</b>	<b>(86)</b>	<b>54</b>	<b>712</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>712</b>
CAY (2024)	309	467	(112)	664	(85)	36	615	-	-	-	1,368	1,368	1,984
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>666</b>	<b>769</b>	<b>(27)</b>	<b>1,408</b>	<b>(171)</b>	<b>90</b>	<b>1,327</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,368</b>	<b>1,368</b>	<b>2,696</b>

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 8 of 10

**Northwest Territories**

Northwest Territories		Projected Balances as at Dec. 31, 2024 (\$000s)											
PPV & non-PPV													
Ending 2024													
nominal values					actuarial present value adjustments (apvs)								
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	-	2	(0)	2	0	0	2	-	-	-	-	-	2
2005	-	0	-	0	-	-	0	-	-	-	-	-	0
2006	-	(2)	-	(2)	-	-	(2)	-	-	-	-	-	(2)
2007	-	(3)	0	(3)	(0)	0	(3)	-	-	-	-	-	(3)
2008	-	3	-	3	-	-	3	-	-	-	-	-	3
2009	-	(2)	-	(2)	-	-	(2)	-	-	-	-	-	(2)
2010	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)
2011	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)
2012	(0)	1	-	1	(0)	(0)	1	-	-	-	-	-	1
2013	(0)	2	0	2	(0)	(0)	2	-	-	-	-	-	2
2014	(1)	0	-	(0)	0	(0)	(0)	-	-	-	-	-	(0)
2015	0	1	9	9	(1)	1	9	-	-	-	-	-	9
2016	(1)	(0)	11	10	(2)	0	8	-	-	-	-	-	8
2017	0	2	16	19	(3)	1	17	-	-	-	-	-	17
2018	(0)	5	22	27	(4)	2	24	-	-	-	-	-	24
2019	1	13	27	41	(6)	3	37	-	-	-	-	-	37
2020	38	31	32	101	(12)	7	96	-	-	-	-	-	96
2021	6	63	35	104	(13)	7	98	-	-	-	-	-	98
2022	555	5	48	608	(56)	51	602	-	-	-	-	-	602
2023	101	358	0	459	(53)	30	437	-	-	-	-	-	437
<b>PAYs subtotal</b>	<b>701</b>	<b>477</b>	<b>199</b>	<b>1,377</b>	<b>(151)</b>	<b>102</b>	<b>1,327</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,327</b>
CAY (2024)	597	546	(86)	1,056	(112)	57	1,002	-	-	-	1,752	1,752	2,753
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>1,298</b>	<b>1,023</b>	<b>113</b>	<b>2,433</b>	<b>(263)</b>	<b>159</b>	<b>2,329</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,752</b>	<b>1,752</b>	<b>4,081</b>

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 9 of 10

**Nunavut**

Nunavut														Projected Balances as at Dec. 31, 2024 (\$000s)
PPV & non-PPV														
Ending 2024	nominal values				actuarial present value adjustments (apvs)									
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities	
prior	-	(3)	-	(3)	-	-	(3)	-	-	-	-	-	(3)	
2005	-	0	-	0	-	-	0	-	-	-	-	-	0	
2006	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)	
2007	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)	
2008	-	1	-	1	-	-	1	-	-	-	-	-	1	
2009	-	0	-	0	-	-	0	-	-	-	-	-	0	
2010	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)	
2011	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)	
2012	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)	
2013	-	0	1	1	(0)	0	1	-	-	-	-	-	1	
2014	-	0	-	0	-	-	0	-	-	-	-	-	0	
2015	5	1	3	9	(1)	0	9	-	-	-	-	-	9	
2016	-	0	4	4	(1)	0	4	-	-	-	-	-	4	
2017	0	1	5	6	(1)	0	5	-	-	-	-	-	5	
2018	(1)	4	5	8	(1)	1	8	-	-	-	-	-	8	
2019	(0)	8	7	14	(2)	1	13	-	-	-	-	-	13	
2020	(1)	9	8	16	(2)	1	15	-	-	-	-	-	15	
2021	21	21	9	51	(5)	2	49	-	-	-	-	-	49	
2022	7	38	10	56	(6)	4	53	-	-	-	-	-	53	
2023	389	120	22	530	(52)	29	507	-	-	-	-	-	507	
<b>PAYs subtotal</b>	<b>420</b>	<b>198</b>	<b>72</b>	<b>690</b>	<b>(70)</b>	<b>39</b>	<b>658</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>658</b>	
CAY (2024)	68	265	(29)	304	(36)	22	290	-	-	-	645	645	934	
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>	<b>488</b>	<b>462</b>	<b>42</b>	<b>993</b>	<b>(106)</b>	<b>61</b>	<b>948</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>645</b>	<b>645</b>	<b>1,593</b>	

**EXHIBIT H-3**

Projected Year-end Insurance Contract Liabilities

**TOTAL**

(Private Passenger & Non-Private Passenger)

The table below presents the projected policy liabilities for both business segments combined (i.e. Private Passenger plus Non-Private Passenger) as at December 31, 2024, broken down by component.

page 10 of 10

**All Jurisdictions**

All Jurisdictions		Projected Balances as at Dec. 31, 2024 (\$000s)											
PPV & non-PPV		nominal values				actuarial present value adjustments (apvs)							
Ending 2024													
Accident Year	Case	IBNR	Retro Claims Fee & Expense	Total Unpaid	Discount Amount	Risk Adjustment	Liability for Incurred Claims (LIC)	Discounted Loss Component	Undiscounted Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities
prior	2,478	11,721	61	14,260	(4,438)	1,319	11,140	-	-	-	-	-	11,140
2005	-	(12)	(11)	(23)	10	2	(11)	-	-	-	-	-	(11)
2006	213	(22)	15	206	(20)	29	214	-	-	-	-	-	214
2007	587	(18)	32	601	(108)	76	569	-	-	-	-	-	569
2008	-	51	38	89	(7)	3	85	-	-	-	-	-	85
2009	808	(878)	78	7	(5)	7	10	-	-	-	-	-	10
2010	122	(2)	128	248	(26)	21	244	-	-	-	-	-	244
2011	7	(36)	135	106	(30)	11	87	-	-	-	-	-	87
2012	41	3	153	198	(34)	14	178	-	-	-	-	-	178
2013	3,742	(290)	132	3,584	(708)	230	3,106	-	-	-	-	-	3,106
2014	712	(15)	277	974	(138)	81	917	-	-	-	-	-	917
2015	1,480	(53)	538	1,965	(259)	136	1,841	-	-	-	-	-	1,841
2016	4,228	140	705	5,074	(833)	358	4,599	-	-	-	-	-	4,599
2017	5,149	(789)	1,025	5,384	(858)	374	4,900	-	-	-	-	-	4,900
2018	11,552	113	1,975	13,640	(1,401)	990	13,229	-	-	-	-	-	13,229
2019	27,365	2,222	4,417	34,003	(3,289)	2,613	33,327	-	-	-	-	-	33,327
2020	31,309	4,453	5,907	41,668	(4,075)	3,438	41,031	-	-	-	-	-	41,031
2021	44,986	17,619	7,437	70,042	(7,161)	5,671	68,551	-	-	-	-	-	68,551
2022	67,149	45,205	9,539	121,893	(13,392)	10,042	118,543	-	-	-	-	-	118,543
2023	71,133	82,826	8,918	162,878	(19,961)	12,788	155,704	-	-	-	-	-	155,704
<b>PAYs subtotal</b>	<b>273,060</b>	<b>162,237</b>	<b>41,500</b>	<b>476,797</b>	<b>(56,734)</b>	<b>38,204</b>	<b>458,266</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>458,266</b>
CAY (2024)	84,289	148,391	7,126	239,806	(29,476)	14,746	225,077	-	-	-	215,429	215,429	440,505
FtAY (2025)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>357,349</b>	<b>310,628</b>	<b>48,625</b>	<b>716,603</b>	<b>(86,210)</b>	<b>52,950</b>	<b>683,343</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>215,429</b>	<b>215,429</b>	<b>898,771</b>