

***FACILITY ASSOCIATION RESIDUAL MARKET***

***OCTOBER 2023 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

OCTOBER 2023

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## 1 Summary

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

### 1.1 Valuation Schedule (Fiscal Year 2023)

The October 2023 Participation Report incorporates the results of an updated valuation (as at September 30, 2023). The impact of the implementation of the valuation is discussed in section 1.2. The following table summarizes the implemented valuations for fiscal year 2023.

FARM FISCAL YEAR 2023 – SCHEDULE OF VALUATIONS			
Valuation Date	Discount Rate (per annum)	Participation Report	Description of Changes
Sep. 30, 2022 (completed)	3.64% mfad: 25 bp (IFRS 4 discount rate)	Oct. 2022	updated valuation (roll forward): cash flow projection updated; discount rate updated; no changes to selected risk adjustment factors
Dec. 31, 2022 (completed)	5.66% (IFRS 17 does not have explicit interest rate margin)	Mar. 2023	updated valuation: all jurisdictions: cash flow projections updated; discount rate updated; no changes to selected risk adjustment factors
Mar. 31, 2023	5.44% (IFRS 17 does not have explicit interest rate margin)	May. 2023	updated valuation (partial roll forward): cash flow projection updated; discount rate updated; no changes to selected risk adjustment factors
Jun. 30, 2023	6.04% (IFRS 17 does not have explicit interest rate margin)	Aug. 2023	Full update to valuation: all jurisdictions; cash flow projections updated; discount rate updated; risk adjustment updated; allowed claims expenses valuation updated
Sep. 30, 2023	6.66% (IFRS 17 does not have explicit interest rate margin)	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

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.

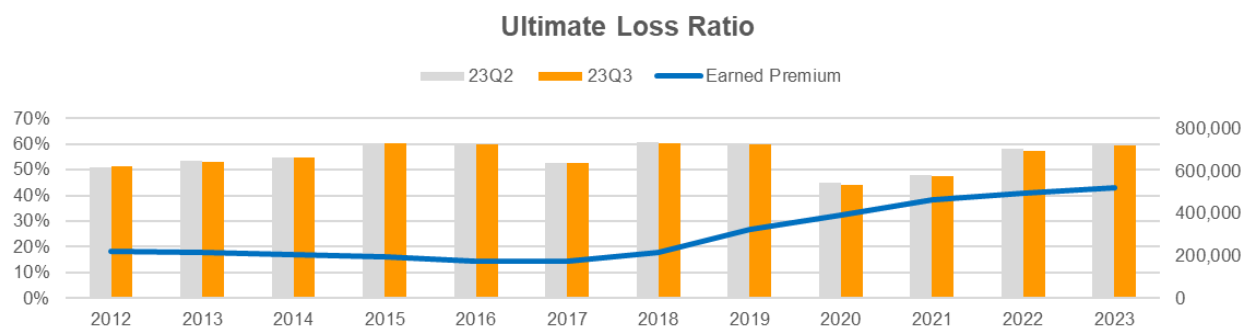
## 1.2 New Valuation

A valuation of the Facility Association Residual Market (“FARM”) as at September 30, 2023 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 valuation implementation impact on the month’s results is summarized in the following table. As indicated in the “Total Impact” column below, the incorporation of the new valuation had an estimated **\$16.7 million favourable impact** on the month’s net result from operations, subtracting an estimated 4.0 points (see “Impact on YTD COR” column) to the **year-to-date Combined Operating Ratio**. In general, this valuation was **favourable** to the FARM results due to:

- **Favourable change** on prior accident years and current accident year 2023 due to better than expected development of Ontario and Alberta non-PPV Third Party Liability claims.
- **Favourable change** due to increased yields between current and prior valuations (approximately between 62 basis points)

### Valuation Results as at September 30, 2023



The graph above shows the current and prior valuation ultimate loss ratios for indemnity against earned premium by accident year. Favourable indemnity impact is seen in recent years (2020-2022) as we recognize emerging favourable experience.

Runoff Summary by Accident Year and Coverage												
Nominal (\$'000s)	2012 & prior	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
TPL	(395)	(70)	272	25	586	307	(667)	(901)	(3,295)	(2,018)	(4,433)	(10,589)
AB	592	(1)	(2)	(3)	1	51	431	378	801	1,163	(839)	2,570
Other	3	(0)	(0)	(1)	(0)	(197)	(3)	(134)	(45)	(195)	2,691	2,119
Total	200	(72)	270	21	587	161	(239)	(657)	(2,539)	(1,051)	(2,582)	(5,899)

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

Other).

*Summary of Impact of Implementing Result of Valuation as at September 30, 2023<sup>1</sup>*

FARM (in \$000s)	LIC Impact	LRC Impact	Total Impact	Impact on YTD COR
PAY (2022 & prior)	(9,034)	-	(9,034)	(2.1%)
CAY (2023)	(7,741)	-	(7,741)	(1.8%)
<b>Total</b>	<b>(16,775)</b>		<b>(16,775)</b>	<b>(4.0%)</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	(5,666)	140	(5,525)	(3,509)	-	(9,034)
CAY	(4,213)	261	(3,952)	(3,789)	-	(7,741)
loss component	-	-	-	-	-	-
<b>TOTAL</b>	<b>(9,878)</b>	<b>401</b>	<b>(9,477)</b>	<b>(7,298)</b>	<b>-</b>	<b>(16,775)</b>

*(negative values are favorable)*

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

## 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 2022 & prior accident year** change of **\$9.0 million** (2.7% of the associated unpaid claims liabilities selected at September 30, 2023). In addition, changes in the selected accident year **2023 nominal indemnity ratios** have an aggregate **favourable change of \$7.7 million**. The PAY change is favorable driven by updates to the Interurban bulk IBNR provision in Alberta Non-PPV in AY 2020. In addition, AY 2022 is favorable driven by aging of methods for Atlantic TPL coverages as lower than expected levels of claim experience become recognized.

<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.

## September 30, 2023 Valuation Summary (Indemnity Only, Nominal Basis)

Valuation Summary (Nominal Basis)

Jurisdiction	2022 & Prior Beginning Indemnity Unpaid (000s)	2022 & Prior Accident Year Indemnity Change (000s)	% of Beginning Unpaid	2023 Indemnity Loss Ratio	Change from Prior Valuation	Change against 2023 Earned Prem (000s)	2024 Indemnity Loss Ratio	Change from Prior Valuation	Change against 2024 Proj Earned Prem (000s)
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
<b>Ontario</b>	<b>192,253</b>	<b>(596)</b>	<b>(0.3%)</b>	<b>53.6%</b>	<b>0.7%</b>	<b>1,397</b>	<b>54.6%</b>	<b>0.1%</b>	<b>198</b>
PPV	72,036	(838)	(1.2%)	78.3%	4.3%	1,884	69.8%	0.0%	-
Non-PPV	120,217	242	0.2%	46.9%	(0.3%)	(487)	50.4%	0.1%	198
<b>Alberta</b>	<b>157,039</b>	<b>(3,601)</b>	<b>(2.3%)</b>	<b>67.3%</b>	<b>(1.8%)</b>	<b>(3,100)</b>	<b>68.3%</b>	<b>(0.4%)</b>	<b>(705)</b>
PPV	6,744	455	6.7%	56.8%	(6.1%)	(444)	53.4%	(0.1%)	(7)
Non-PPV	150,295	(4,056)	(2.7%)	67.8%	(1.6%)	(2,656)	69.0%	(0.4%)	(697)
<b>Newfoundland &amp; Labrador</b>	<b>44,194</b>	<b>(1,897)</b>	<b>(4.3%)</b>	<b>62.8%</b>	<b>(0.8%)</b>	<b>(340)</b>	<b>62.9%</b>	<b>0.0%</b>	<b>-</b>
PPV	30,627	(398)	(1.3%)	63.4%	(0.6%)	(173)	61.6%	0.0%	-
Non-PPV	13,567	(1,499)	(11.0%)	61.5%	(1.3%)	(167)	65.5%	0.0%	-
<b>New Brunswick</b>	<b>37,161</b>	<b>(705)</b>	<b>(1.9%)</b>	<b>61.8%</b>	<b>(2.2%)</b>	<b>(761)</b>	<b>66.5%</b>	<b>(0.2%)</b>	<b>(97)</b>
PPV	15,966	(526)	(3.3%)	51.9%	(0.9%)	(129)	53.9%	0.1%	16
Non-PPV	21,195	(179)	(0.8%)	68.7%	(3.1%)	(632)	73.5%	(0.4%)	(112)
<b>Nova Scotia</b>	<b>47,162</b>	<b>583</b>	<b>1.2%</b>	<b>57.8%</b>	<b>(3.8%)</b>	<b>(1,942)</b>	<b>68.3%</b>	<b>0.0%</b>	<b>-</b>
PPV	15,246	777	5.1%	56.0%	(4.4%)	(1,111)	66.4%	0.0%	-
Non-PPV	31,916	(194)	(0.6%)	59.5%	(3.2%)	(831)	70.2%	0.0%	-
<b>Prince Edward Island</b>	<b>5,936</b>	<b>464</b>	<b>7.8%</b>	<b>44.6%</b>	<b>(1.8%)</b>	<b>(135)</b>	<b>49.6%</b>	<b>0.0%</b>	<b>(4)</b>
PPV	2,657	628	23.6%	49.1%	1.5%	51	48.3%	(0.1%)	(4)
Non-PPV	3,279	(164)	(5.0%)	41.0%	(4.4%)	(186)	50.5%	0.0%	-
<b>Yukon Territory</b>	<b>825</b>	<b>(57)</b>	<b>(6.9%)</b>	<b>44.0%</b>	<b>1.2%</b>	<b>37</b>	<b>43.6%</b>	<b>(0.1%)</b>	<b>(2)</b>
PPV	76	4	5.3%	66.4%	21.0%	71	42.1%	1.2%	4
Non-PPV	749	(61)	(8.1%)	41.3%	(1.2%)	(34)	43.7%	(0.2%)	(7)
<b>Northwest Territories</b>	<b>1,314</b>	<b>(67)</b>	<b>(5.1%)</b>	<b>43.1%</b>	<b>2.1%</b>	<b>95</b>	<b>41.5%</b>	<b>0.0%</b>	<b>2</b>
PPV	778	-	0.0%	49.9%	3.4%	92	49.1%	0.0%	-
Non-PPV	536	(67)	(12.5%)	33.2%	0.2%	4	31.1%	0.1%	2
<b>Nunavut</b>	<b>405</b>	<b>(23)</b>	<b>(5.7%)</b>	<b>41.3%</b>	<b>17.9%</b>	<b>239</b>	<b>26.7%</b>	<b>(0.2%)</b>	<b>(2)</b>
PPV	207	(2)	(1.0%)	12.0%	(4.0%)	(13)	19.1%	0.2%	1
Non-PPV	198	(21)	(10.6%)	51.0%	25.2%	253	29.5%	(0.3%)	(3)
<b>Total</b>	<b>486,289</b>	<b>(5,899)</b>	<b>(1.2%)</b>	<b>59.5%</b>	<b>(0.9%)</b>	<b>(4,509)</b>	<b>61.2%</b>	<b>(0.1%)</b>	<b>(609)</b>

In the preceding table, the columns [1] through [3] highlight the changes in prior accident years' results. Changes to the 2023 accident year indemnity loss ratios are summarized in columns [4] through [6]. Finally, columns [7] through [9] summarize the changes in the 2024 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 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") through the Insurance Bureau of Canada ("IBC")).

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.

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

<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".

## 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 \$16.8 million**, or 1.9% of the \$864.9 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 (there is no change to the selection this quarter). **The selected discount rate** is updated at the jurisdiction / business segment / coverage / accident half-year level. The total changes in actuarial present value adjustments with the valuation implementation are shown in column [5], and are mainly driven by the favorable development in Ontario and Alberta Non PPV TPL and an increase in yields this quarter, resulting in greater discounting.

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	(5,286)	(60)	(319)	(5,666)	(3,369)	(9,034)
current accident year	(3,612)	(49)	(552)	(4,213)	(3,528)	(7,741)
loss component	-	-	-	-	-	-
<b>TOTAL</b>	<b>(8,898)</b>	<b>(109)</b>	<b>(871)</b>	<b>(9,878)</b>	<b>(6,897)</b>	<b>(16,775)</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.

Changes in selected nominal ultimate indemnity (updated quarterly) and selected reporting pattern (updated annually with the December valuation) 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 were therefore not updated with this valuation. Column [3] is non-zero due to the “approximate” approach used to split the impact between retroactive fee and allowed claims expense.

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].

**Implementation Summary Table B (\$000s)**

Jurisdiction / Business Segment	Total				TOTAL [11]
	updates LR, retros, exp [7]	apv adj. [8]	dsct rate [9]	margins [10]	
<b>Ontario</b>	<b>932</b>	<b>(62)</b>	<b>(1,928)</b>	-	<b>(1,058)</b>
PPV	933	37	610	-	1,580
Non-PPV	(1)	(99)	(2,538)	-	(2,638)
<b>Alberta</b>	<b>(6,452)</b>	<b>233</b>	<b>(3,365)</b>	-	<b>(9,584)</b>
PPV	97	4	(117)	-	(17)
Non-PPV	(6,549)	229	(3,248)	-	(9,567)
<b>New Brunswick</b>	<b>(1,437)</b>	<b>113</b>	<b>(732)</b>	-	<b>(2,055)</b>
PPV	(688)	53	(276)	-	(910)
Non-PPV	(748)	59	(456)	-	(1,145)
<b>Nova Scotia</b>	<b>(1,086)</b>	<b>59</b>	<b>(646)</b>	-	<b>(1,673)</b>
PPV	(166)	1	(229)	-	(394)
Non-PPV	(920)	58	(418)	-	(1,279)
<b>Prince Edward Island</b>	<b>379</b>	<b>(42)</b>	<b>(86)</b>	-	<b>250</b>
PPV	682	(51)	(2)	-	629
Non-PPV	(303)	9	(84)	-	(379)
<b>Newfoundland &amp; Labrador</b>	<b>(2,359)</b>	<b>113</b>	<b>(531)</b>	-	<b>(2,777)</b>
PPV	(669)	42	(424)	-	(1,051)
Non-PPV	(1,690)	71	(107)	-	(1,726)
<b>Yukon</b>	<b>(45)</b>	<b>2</b>	<b>(16)</b>	-	<b>(58)</b>
PPV	49	(4)	4	-	49
Non-PPV	(94)	6	(20)	-	(107)
<b>Northwest Territories</b>	<b>11</b>	<b>(1)</b>	<b>(18)</b>	-	<b>(8)</b>
PPV	75	(4)	(9)	-	62
Non-PPV	(64)	3	(9)	-	(70)
<b>Nunavut</b>	<b>178</b>	<b>(13)</b>	<b>24</b>	-	<b>188</b>
PPV	(11)	1	(1)	-	(11)
Non-PPV	189	(15)	25	-	199
<b>Total</b>	<b>(9,878)</b>	<b>401</b>	<b>(7,298)</b>	-	<b>(16,775)</b>

*(negative values are favorable)*

The impact of the valuation on a **nominal basis** (that is, prior to actuarial present value adjustments),

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



is presented in Table A column [4] and Table B column [7], indicating a **total favourable** impact of **\$9.9 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 September 30, 2023 and ultimate selections from the latest applicable valuations – these changes contributed an estimated **unfavourable impact of \$0.4 million** (see Table B, column [8]).

Based on updated yield curve and the updated projected cash flows, the **selected discount rate** was **increased by 62 basis points** from 6.04% to **6.66%**, resulting in an estimated **favourable impact of \$7.3 million** (see Table B, column [9]).

Finally, the **selected risk adjustment** was **not updated** at the coverage / accident quarter level with this valuation.

### **1.3 Appointed Actuary and Hybrid Actuarial Services Model**

At the FA Annual General Meeting, held March 1<sup>st</sup>, 2023, the members of Facility Association (“FA”) appointed Mr. Cosimo Pantaleo as the Appointed Actuary for the 2023 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 have been **no** changes in these descriptions since last month’s highlights, except for updated references to the current valuation.

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.

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-judgement interest awards on pecuniary damages. As described above, Bill 41 (effective December 9, 2020) amended calculation of pre-judgement

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<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>.

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.

It is unclear whether the estimated impact of Bill 41 (18% reduction to loss cost for Bodily Injury claims, as described below) is affected by this decision. If the underlying assumption of that reduction was a retroactive application of the amendment to pre-judgment interest, it is possible the 18% reduction could be overstated. 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 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 3** (An Act to Amend the Automobile Insurance Act, 2018) **received royal assent on April 17 2019 and came into force effective January 1, 2020**. Bill 3 amends the Insurance Act and some of the key changes to the legislation include an increase in the deductible from \$2,500 to \$5,000 for bodily injury claims; introduction of treatment protocols for common injuries as the primary payer; no access to the Uninsured Automobile Fund for losses by uninsured motorists; direct compensation for property damage; requirement for insurance companies to notify the Registrar of Motor Vehicles of the cancellation or expiration of insurance policies; and changes to procedural rules for motor vehicle collision claims; a mandated insurance discount for winter tire usage, implementation of underwriting guidelines concerning the optional use of telematics, and changes to the rate setting process. Starting with the June 30, 2021 valuation, reform adjustments related to changes impacting the bodily injury and accident benefits coverages, were included with the updated industry trend analyses (completed using industry data as at December 31, 2019), impacting the selection of ultimates.

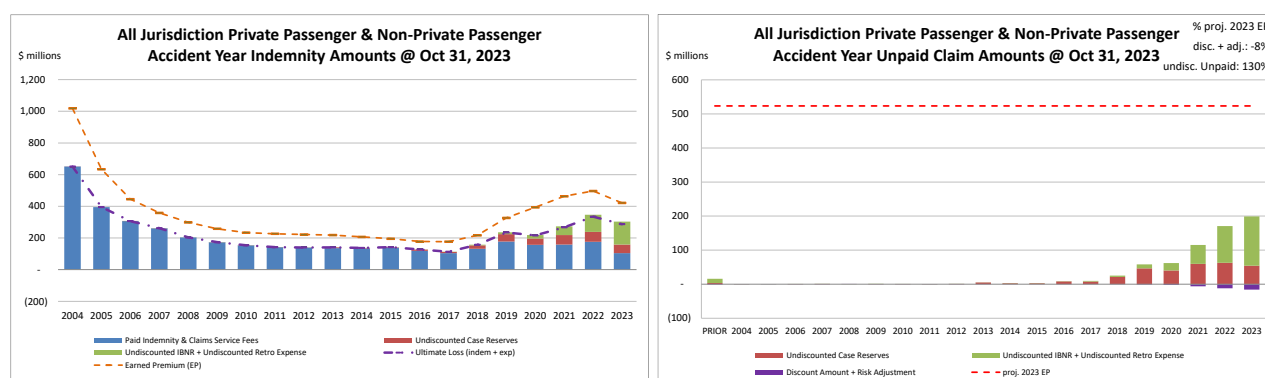
**Newfoundland Bill 6** (An Act to Amend the Insurance Companies Act, 2018) **received royal assent on April 17 2019 and came into force effective March 1, 2019**. Bill 6 amends the Insurance Companies Act requiring the Facility Association to establish and operate a risk sharing pool for members of the

Facility Association and establish 3% as the maximum rate of commission that may be paid to a broker for association business in relation to taxis and limousine services.

In the **Alberta Treasury Board and Finance Notice 04-2018** (Clarification of Minor Injury Regulation), dated **October 17, 2018**, the Alberta Superintendent of Insurance advised that clarifying amendments have been made to the definition of minor injuries under the Minor Injury Regulation (MIR). Starting from the March 31, 2021 valuation, reform adjustments related to changes in the definition of minor injuries under the MIR, were included with the updated industry trend analyses (completed using industry data as at December 31, 2019), impacting the selection of ultimates.

## 1.5 Current Provision Summary

The following charts show the current levels of **indemnity and retro expense<sup>6</sup>** claims amounts booked by accident year<sup>7</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 2023 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	317,379	49.5%
undisc. ibnr (indem)	317,926	49.6%
undisc. retro claims	46,375	7.2%
disc. + risk adj.	(40,360)	(6.3%)
LIC	641,320	100.0%

The current actuarial present value adjustments balance associated with indemnity and retro expense (\$40.3 million – see following table) represents -8% of the earned premium projected for the full year 2023 (see the upper right corner of the preceding chart on the right).

<sup>6</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 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>7</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”.

The table to the 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 6 on page 11) 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	218,195	100.0%
undisc. LC	-	-
disc. amt	-	-
LRC	218,195	100.0%

insurance contract liabilities (\$000s)

	amt	%
claim	681,680	79.3%
premium	218,195	25.4%
disc. + risk adj.	(40,360)	(4.7%)
LIC + LRC	859,515	100.0%

insurance contract liabilities (\$000s)

total by juris (rounded at juris level)	
Ontario	342,258
Alberta	291,174
Newfoundland & Labrador	62,951
New Brunswick	60,369
Nova Scotia	82,511
Prince Edward Island	11,896
Yukon	2,795
Northwest Territories	4,185
Nunavut	1,376
All Jurisdictions	859,515

Total insurance contract liabilities (including discounting and risk adjustment) are summarized by jurisdiction in the table below. Ontario has the largest share of any single jurisdiction (accounting for approximately 39.8% of the total insurance contract liabilities). Alberta is second largest, accounting for approximately 33.9%.

## 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 Claims (000s)	Actual minus Projected Paid Claims (000s)	Actual Recorded Claims (000s)	Actual minus Projected Recorded Claims (000s)
ON	2023	September	16,809	(816)	6,004	(1,202)	9,159	(3,460)
		October	17,809	184	8,232	1,026	9,694	232
<b>ON Total</b>			<b>34,618</b>	<b>(632)</b>	<b>14,236</b>	<b>(176)</b>	<b>18,853</b>	<b>(3,228)</b>
AB	2023	September	13,865	(1,163)	7,424	360	6,933	(3,854)
		October	15,292	264	5,287	(1,777)	9,124	(2,154)
<b>AB Total</b>			<b>29,157</b>	<b>(899)</b>	<b>12,711</b>	<b>(1,417)</b>	<b>16,057</b>	<b>(6,008)</b>
NL	2023	September	3,430	(85)	1,868	(662)	1,800	(1,407)
		October	3,486	(29)	2,194	(336)	2,090	(1,187)
<b>NL Total</b>			<b>6,916</b>	<b>(114)</b>	<b>4,062</b>	<b>(998)</b>	<b>3,890</b>	<b>(2,594)</b>
NB	2023	September	2,769	(71)	2,161	68	2,394	(801)
		October	2,858	18	1,209	(884)	1,210	(1,751)
<b>NB Total</b>			<b>5,627</b>	<b>(53)</b>	<b>3,370</b>	<b>(816)</b>	<b>3,604</b>	<b>(2,552)</b>
NS	2023	September	4,266	(263)	1,932	(917)	2,300	(1,651)
		October	4,379	(150)	2,059	(790)	2,851	(732)
<b>NS Total</b>			<b>8,645</b>	<b>(413)</b>	<b>3,991</b>	<b>(1,707)</b>	<b>5,151</b>	<b>(2,383)</b>
PE	2023	September	634	16	77	(255)	66	(493)
		October	659	41	86	(246)	135	(438)
<b>PE Total</b>			<b>1,293</b>	<b>57</b>	<b>163</b>	<b>(501)</b>	<b>201</b>	<b>(931)</b>
YT	2023	September	255	(12)	67	35	175	53
		October	253	(14)	(79)	(111)	(81)	(95)
<b>YT Total</b>			<b>508</b>	<b>(26)</b>	<b>(12)</b>	<b>(76)</b>	<b>94</b>	<b>(42)</b>
NT	2023	September	369	(18)	25	(134)	43	(150)
		October	391	4	45	(114)	76	(97)
<b>NT Total</b>			<b>760</b>	<b>(14)</b>	<b>70</b>	<b>(248)</b>	<b>119</b>	<b>(247)</b>
NU	2023	September	113	(1)	-	(77)	-	(15)
		October	130	16	183	106	389	374
<b>NU Total</b>			<b>243</b>	<b>15</b>	<b>183</b>	<b>29</b>	<b>389</b>	<b>359</b>
<b>Grand Total</b>			<b>87,767</b>	<b>(2,079)</b>	<b>38,774</b>	<b>(5,910)</b>	<b>48,358</b>	<b>(17,626)</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 Claims (000s)	Actual minus Projected Paid Claims (000s)	Actual Recorded Claims (000s)	Actual minus Projected Recorded Claims (000s)
PAY	2023	September	(92)	(92)	9,692	(3,310)	7,652	1,314
		October	(74)	(74)	10,814	(2,188)	7,942	(437)
<b>PAY Total</b>			<b>(166)</b>	<b>(166)</b>	<b>20,506</b>	<b>(5,498)</b>	<b>15,594</b>	<b>877</b>
CAY	2023	September	42,602	(2,321)	9,866	526	15,218	(13,092)
		October	45,331	408	8,402	(938)	17,546	(5,411)
<b>CAY Total</b>			<b>87,933</b>	<b>(1,913)</b>	<b>18,268</b>	<b>(412)</b>	<b>32,764</b>	<b>(18,503)</b>
<b>Grand Total</b>			<b>87,767</b>	<b>(2,079)</b>	<b>38,774</b>	<b>(5,910)</b>	<b>48,358</b>	<b>(17,626)</b>

(Recorded transaction amounts exclude IBNR & other actuarial provisions)

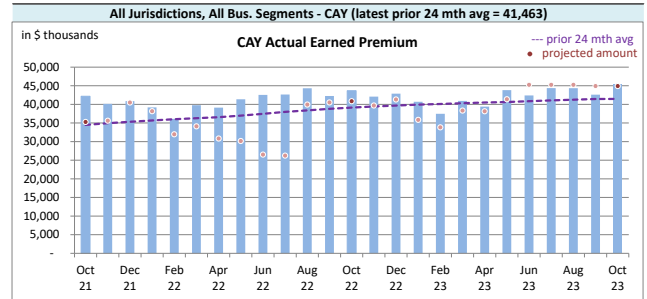
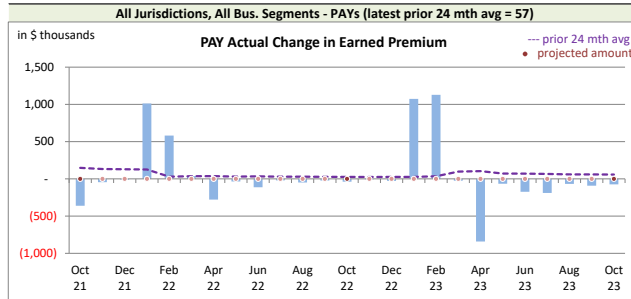
Note that claims transaction activity is generally volatile and changes from one month to the next are anticipated due to this natural “process variance” (i.e. random variation). Each month, the projection variances are reviewed for signs of projection bias and to identify potential ways to reduce the 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>8</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.

Current accident year (CAY) earned premium growth (as shown in the preceding table on the right) is related to increases in CV, IU, and taxi vehicles. Particularly, written premium growth for CV and IU vehicles have been increasing in recent years (61.0% in 2019, 17.5% in 2020, 14.7% in 2021 and 8.5% in 2022).

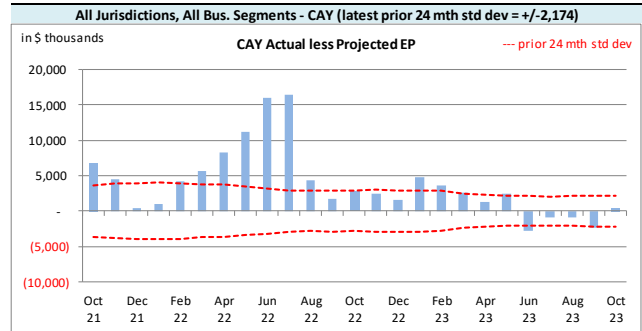
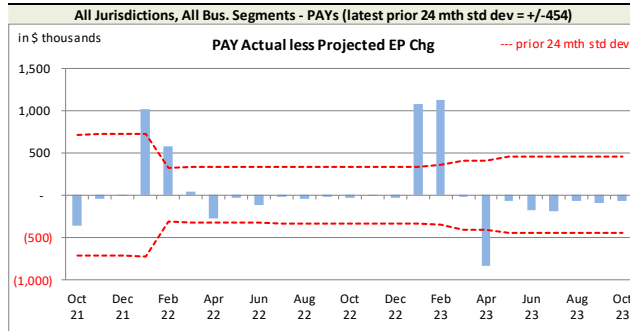
On Latest \$ thousands			
	<b>Earned Premium</b>	PAYs	CAY
Mthly Avg EP Chg (prior 24 mths)		57	41,463
std dev		454	2,174
A-P <> std dev		5	15
% <> std dev		20.0%	60.0%
norm <> std dev		31.7%	31.7%
performance vs 24-mth avg:		better	worse

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.

<sup>8</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.

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

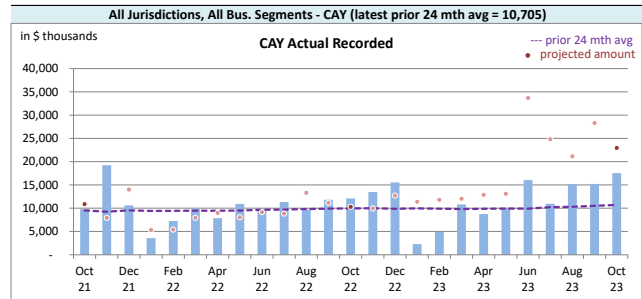
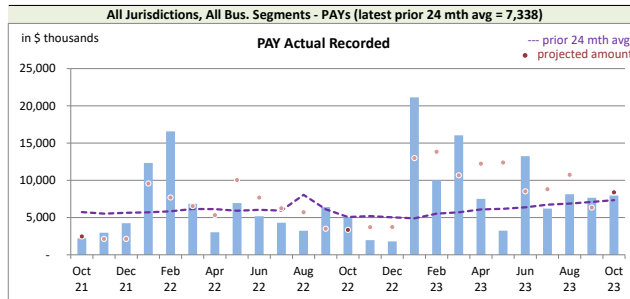


Our admittedly simple approach to projecting **earned premium** changes from projected written premium levels (and uploading all projections as current accident year (CAY)) does indicate bias<sup>9</sup> on a running 25-month basis (ignoring the prior accident years' (PAYs) variances, which tend to be small relative to monthly premium overall), as 21 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. 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.

## FARM Actual **Recorded Indemnity** by Calendar Month

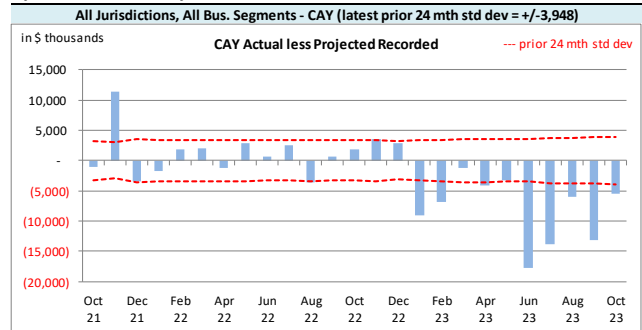
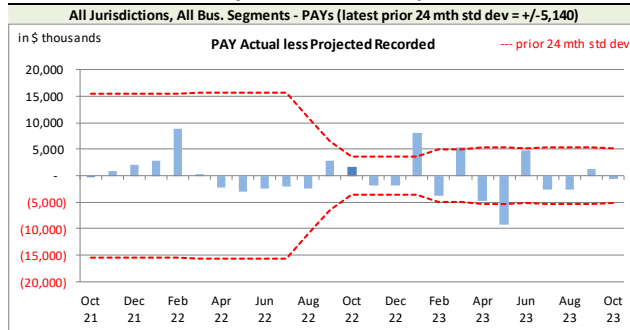


**Recorded indemnity** activity variances from the previous month's projections are shown in the following charts, including the "prior 24-month standard deviation" levels.

<sup>9</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 vs. Projected Summary: **Recorded** Indemnity Variances by Calendar Month



On Latest \$ thousands			
	Recorded	PAYs	CAY
Mthly Avg Recorded (prior 24 mths)		7,338	10,705
std dev		5,140	3,948
A-P <> std dev		3	11
% <> std dev		12.0%	44.0%
norm <> std dev		31.7%	31.7%
performance vs 24-mth avg:		better	worse

With respect to **recorded indemnity**, 12% 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 left), suggesting the projection process performs better than simply projecting the prior 24-month average amount (assuming a normal distribution). Bias has not been

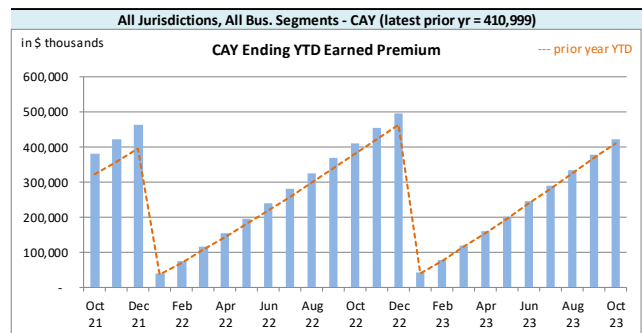
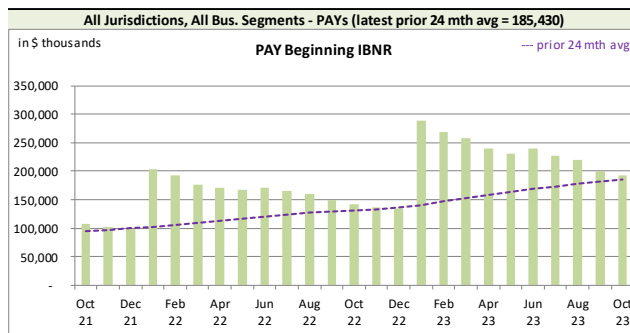
indicated at a 95% confidence level on a running 25-month basis (11 of 25 variances were positive).

The current accident year (CAY) **recorded indemnity** variances fell outside of one standard deviation 44% of the time over the last 25 calendar months (see the preceding table on the right), suggesting the projection process performs worse than simply projecting the prior 24-month average amount. Bias has been indicated at a 95% confidence level on a running 25-month basis (10 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).

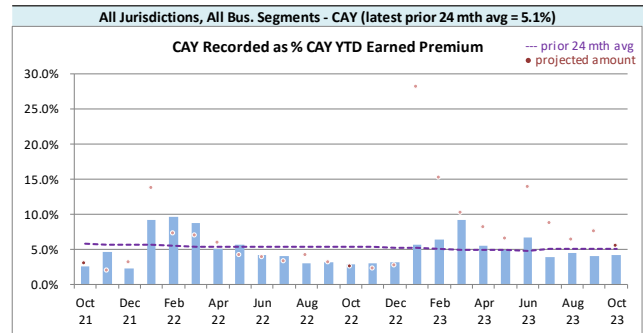
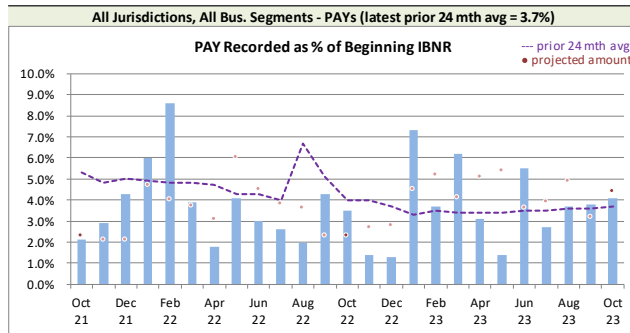
We have included, for reference, the following charts related to levels influencing **recorded indemnity** activity.

### FARM Levels that influence<sup>10</sup> **Recorded Indemnity** by Calendar Month



<sup>10</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.





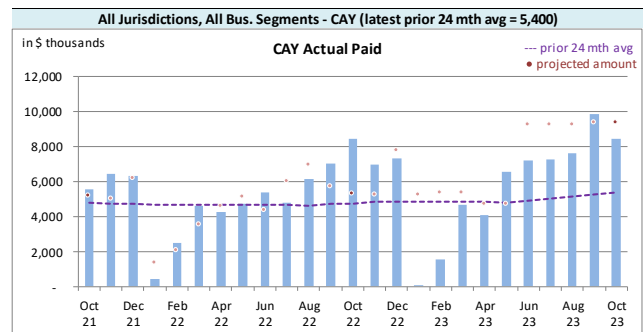
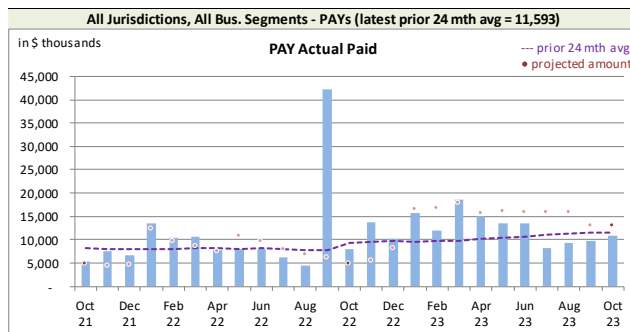
We track the PAY beginning IBNR as **recorded indemnity** activity comes out of IBNR. Changes in the PAY beginning IBNR (see upper left chart within the preceding group of charts) occur for several possible reasons:

- 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

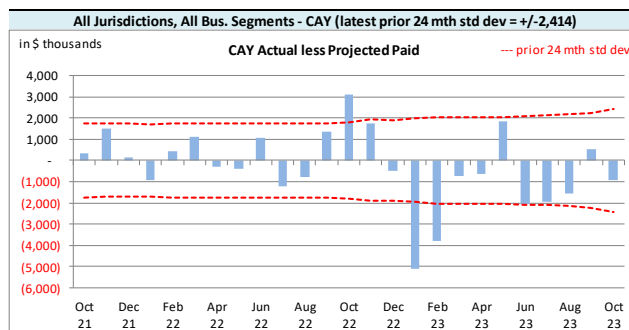
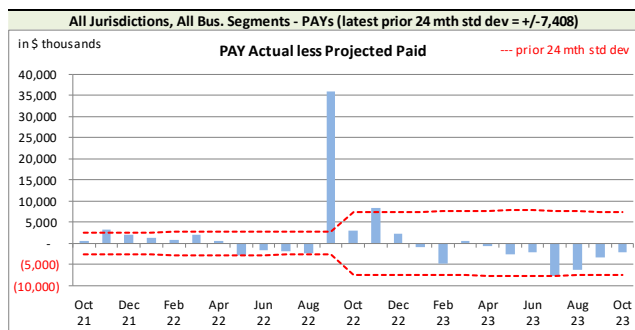
The following charts show actual **paid indemnity** activity in each of the most recent 25 calendar months, along with a "prior 24-month average" to show how each month's actual compares with the average amount of the preceding 24 calendar months.

### 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			
	<b>Paid</b>	PAYs	CAY
Mthly Avg Paid (prior 24 mths)		11,593	5,400
std dev		7,408	2,414
A-P <> std dev		3	3
% <> std dev		12.0%	12.0%
norm <> std dev		31.7%	31.7%
performance vs 24-mth avg:		better	better

With respect to **paid indemnity**, 12% 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 (12 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 12% 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 (11 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>11</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>12</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.

The loss ratios and the factors used to determine the current provisions were based on the most

<sup>11</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>12</sup>For ease of discussion, “IBNR” is used in place of “provisions for incurred but not recorded (IBNR) and development”.

recent valuation (September 31, 2023 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>13</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>14</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.

<sup>13</sup>“Loss” here refers to indemnity only unless otherwise noted.

<sup>14</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	(11,310)	(2.7%)	(2,782)	(0.7%)	(14,092)	(3.3%)
CAY	303,387	72.0%	(15,995)	(3.8%)	287,392	68.2%
TOTAL	292,078	69.3%	(18,777)	(4.5%)	273,300	64.9%

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 2023 (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 Current Participation Report – Additional Exhibits

Section 6 provides exhibits pertaining to the actuarial provisions reflected in the current month's Participation Report.

IBNR (including actuarial present value adjustments) presented in section 6, 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.

IBNR presented in section 6, 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 LIC calculation as well as the payment patterns and actual and projected premiums, risk adjustment, interest rate, loss ratios and expenses of the FARM.

## 6 FARM Outlook Projection for Calendar Year 2024

Please refer to the FARM Outlook that will be released at the end of December 2023 for the latest CY2024 Outlook. The next Quarterly Financial Insights Report will include this section with updated projection figures.

## 7 EXHIBITS

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

EXHIBIT A	IBNR – for Member Sharing ( <u>i</u> ncludes Actuarial Present Value Adjustments)
EXHIBIT B	IBNR – Nominal Basis ( <u>e</u> xcludes Actuarial Present Value Adjustments)
EXHIBIT C	Retro Provisions Nominal Basis ( <u>e</u> xcludes Actuarial Present Value Adjustments)
EXHIBIT D	Liability for Remaining Coverage
EXHIBIT E	Risk Adjustment & Discount Rate
EXHIBIT F	Interest Rate Sensitivity
EXHIBIT G	Components of IBNR Change During Month: <ul style="list-style-type: none"><li>G-1 IBNR – for Member Sharing (<u>i</u>ncludes Actuarial Present Value Adjustments)</li><li>G-2 IBNR – Nominal Basis (<u>e</u>xcludes Actuarial Present Value Adjustments)</li></ul>
EXHIBIT H	Projected Year-end Policy Liabilities <ul style="list-style-type: none"><li>H-1 Private Passenger</li><li>H-2 Non-Private Passenger</li><li>H-3 Total (Private Passenger &amp; Non-Private Passenger)</li></ul>

Additional exhibits available online:

[Detailed Valuation Results](#)

EXHIBIT A

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

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EXHIBIT A - IBNR including APV Adjustments: Ontario

Exhibit A

		Amounts in \$000s			
Accident Year		Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior		9,683	11,012	11,017	11,016
2013		78	8	6	6
2014		(233)	15	0	(13)
2015		18	16	16	15
2016		65	(276)	(277)	(278)
2017		290	30	21	13
2018		(192)	95	100	105
2019		1,151	1,557	1,356	1,154
2020		3,079	2,802	2,685	2,568
2021		6,585	5,535	5,296	5,056
2022		9,238	8,411	8,111	7,811
2023		8,970	9,464	10,038	11,318
<b>PPV Total</b>		<b>38,732</b>	<b>38,671</b>	<b>38,370</b>	<b>38,769</b>
prior		(1,307)	(119)	(99)	(77)
2013		(313)	(328)	(304)	(275)
2014		(53)	(18)	(22)	(25)
2015		(21)	5	4	3
2016		(9)	(20)	(17)	(15)
2017		151	74	57	39
2018		1,081	332	303	275
2019		2,721	1,436	1,370	1,303
2020		4,585	4,121	3,683	3,243
2021		13,628	14,030	13,336	12,639
2022		25,688	24,044	23,075	22,106
2023		34,393	35,954	37,803	41,135
<b>NPPV Total</b>		<b>80,544</b>	<b>79,511</b>	<b>79,188</b>	<b>80,349</b>
<b>TOTAL</b>		<b>119,275</b>	<b>118,182</b>	<b>117,558</b>	<b>119,118</b>
Change			(1,094)	(624)	1,560

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

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EXHIBIT A - IBNR including APV Adjustments: Alberta

Exhibit A

		Amounts in \$000s			
		Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	57	55	47	39
	2013	2	2	2	2
	2014	32	11	9	8
	2015	(19)	(20)	(18)	(16)
	2016	(4)	(11)	(9)	(6)
	2017	11	11	10	10
	2018	31	12	11	9
	2019	50	171	157	143
	2020	97	5	2	(1)
	2021	67	376	351	325
	2022	624	501	483	460
	2023	1,354	1,124	1,119	1,236
	<b>PPV Total</b>	<b>2,303</b>	<b>2,237</b>	<b>2,165</b>	<b>2,208</b>
	prior	(60)	(58)	(60)	(62)
discount rate: 6.66%	2013	(61)	(75)	(71)	(67)
	2014	(33)	(40)	(40)	(39)
	2015	(16)	(17)	(15)	(14)
	2016	(63)	(12)	(10)	(8)
	2017	(22)	64	56	48
	2018	877	466	433	400
	2019	2,838	1,201	1,146	1,089
	2020	7,037	4,560	4,487	4,412
	2021	17,043	15,005	14,234	13,460
	2022	37,550	35,785	34,604	33,276
	2023	45,507	45,912	47,352	52,243
	<b>NPPV Total</b>	<b>110,598</b>	<b>102,792</b>	<b>102,116</b>	<b>104,740</b>
	<b>TOTAL</b>	<b>112,900</b>	<b>105,028</b>	<b>104,282</b>	<b>106,948</b>
	Change		(7,872)	(747)	2,666

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

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EXHIBIT A - IBNR including APV Adjustments: Newfoundland & Labrador

Exhibit A

Amounts in \$000s					
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023	
prior	44	(27)	(27)	(27)	
2013	11	10	(1)	(11)	
2014	(5)	(39)	(44)	(49)	
2015	0	(2)	(2)	(1)	
2016	(6)	(7)	(9)	(12)	
2017	9	7	7	8	
2018	(13)	(262)	(259)	(256)	
2019	(370)	(14)	(3)	8	
2020	55	149	92	34	
2021	361	399	345	291	
2022	5,572	4,481	4,251	3,993	
2023	5,334	5,255	4,826	4,763	
<b>PPV Total</b>	<b>10,994</b>	<b>9,949</b>	<b>9,176</b>	<b>8,742</b>	
prior	6	5	5	5	
discount rate:	2013	(3)	(3)	(3)	(3)
6.66%	2014	0	0	0	0
	2015	(9)	(13)	(12)	(10)
weighted average risk adj. factor:	2016	(2)	3	1	(0)
PPV: 7.70%	2017	(110)	9	10	10
Non PPV: 6.48%	2018	13	89	90	91
	2019	8	11	11	12
	2020	44	88	88	87
	2021	466	358	338	318
	2022	2,853	1,135	1,090	1,033
	2023	3,454	3,672	3,382	3,260
<b>NPPV Total</b>	<b>6,721</b>	<b>5,355</b>	<b>5,000</b>	<b>4,802</b>	
<b>TOTAL</b>	<b>17,715</b>	<b>15,304</b>	<b>14,175</b>	<b>13,544</b>	
Change		(2,411)	(1,129)	(632)	

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

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EXHIBIT A - IBNR including APV Adjustments: New Brunswick

Exhibit A

Amounts in \$000s					
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023	
prior	(7)	(8)	(15)	(22)	
2013	5	6	5	4	
2014	2	(11)	(11)	(11)	
2015	(11)	(9)	(13)	(16)	
2016	31	30	29	28	
2017	(12)	59	54	49	
2018	234	157	151	145	
2019	292	191	183	176	
2020	768	158	138	118	
2021	1,265	1,249	1,200	1,151	
2022	2,103	1,949	1,915	1,881	
2023	2,537	2,338	2,217	2,252	
<b>PPV Total</b>	<b>7,207</b>	<b>6,109</b>	<b>5,855</b>	<b>5,754</b>	
prior	55	(68)	(69)	(69)	
2013	0	0	0	0	
2014	(11)	(11)	(11)	(10)	
2015	(21)	(21)	(21)	(20)	
2016	(5)	(23)	(16)	(10)	
2017	19	(46)	(45)	(43)	
2018	(90)	(34)	(33)	(33)	
2019	104	23	31	38	
2020	273	228	216	205	
2021	598	639	625	612	
2022	4,340	4,273	4,168	4,062	
2023	5,800	5,938	5,134	4,745	
<b>NPPV Total</b>	<b>11,062</b>	<b>10,897</b>	<b>9,982</b>	<b>9,479</b>	
<b>TOTAL</b>	<b>18,269</b>	<b>17,007</b>	<b>15,836</b>	<b>15,233</b>	
Change		(1,263)	(1,170)	(603)	

discount rate:

6.66%

weighted average risk adj. factor:

PPV: 8.33%

Non PPV: 8.55%

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

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EXHIBIT A - IBNR including APV Adjustments: Nova Scotia

Exhibit A

Exhibit A	Amounts in \$000s				
	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	64	65	28	(9)
	2013	10	10	(3)	(17)
	2014	(8)	(9)	(2)	9
	2015	(15)	(22)	(23)	(22)
	2016	(558)	(28)	(27)	(26)
	2017	(25)	(25)	(26)	(27)
	2018	(16)	(21)	(48)	(74)
	2019	(89)	(4)	(68)	(128)
	2020	76	(90)	(28)	34
	2021	452	723	695	666
	2022	1,791	1,640	1,666	1,670
	2023	4,604	4,184	3,751	3,637
	PPV Total	6,287	6,423	5,914	5,713
	prior	(20)	(21)	(21)	(21)
discount rate:	2013	(6)	(17)	(12)	(7)
6.66%	2014	(10)	(10)	(9)	(9)
	2015	(17)	(19)	(18)	(16)
weighted average risk adj. factor:	2016	(79)	(93)	(90)	(87)
PPV: 7.04%	2017	(246)	88	80	72
Non PPV: 8.31%	2018	(110)	(26)	(44)	(62)
	2019	119	14	10	5
	2020	838	344	313	282
	2021	2,433	2,331	2,150	1,969
	2022	3,708	2,439	2,327	2,187
	2023	6,691	6,536	6,705	7,229
	NPPV Total	13,299	11,567	11,390	11,540
	TOTAL	19,586	17,990	17,305	17,253
	Change		(1,596)	(685)	(52)

discount rate:

6.66%

weighted average risk adj. factor:

PPV: 7.04%

Non PPV: 8.31%

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

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EXHIBIT A - IBNR including APV Adjustments: Prince Edward Island

Exhibit A

Exhibit A		Amounts in \$000s			
		Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
discount rate: 6.66%  weighted average risk adj. factor: PPV: 7.21% Non PPV: 10.49%	prior	(12)	(13)	(12)	(12)
	2013	(3)	(3)	(2)	(2)
	2014	(4)	(4)	(4)	(4)
	2015	(6)	(6)	(6)	(6)
	2016	15	7	9	10
	2017	(68)	(26)	(26)	(25)
	2018	(5)	(10)	(10)	(10)
	2019	20	12	8	4
	2020	(473)	41	38	36
	2021	145	130	122	114
	2022	438	493	473	451
	2023	601	715	518	354
	PPV Total	648	1,335	1,109	910
	prior	(3)	(3)	(3)	(2)
	2013	(0)	(0)	(0)	(0)
	2014	(2)	(2)	(2)	(2)
	2015	(5)	(6)	(5)	(5)
	2016	(141)	(185)	(175)	(166)
	2017	(7)	(7)	(7)	(6)
	2018	22	13	12	11
	2019	24	21	23	24
	2020	16	11	13	14
	2021	55	67	62	57
	2022	805	616	637	653
	2023	1,064	1,006	770	571
NPPV Total	1,829	1,532	1,323	1,148	
TOTAL	2,477	2,867	2,432	2,058	
Change		390	(435)	(374)	

discount rate:

6.66%

weighted average risk adj. factor:

PPV: 7.21%

Non PPV: 10.49%

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

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EXHIBIT A - IBNR including APV Adjustments: Yukon

Exhibit A

		Amounts in \$000s			
Accident Year		Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior		4	4	4	4
2013		1	1	1	1
2014		0	(0)	(0)	(0)
2015		0	0	0	0
2016		(0)	(0)	(0)	(0)
2017		4	5	5	4
2018		2	2	2	2
2019		3	3	2	2
2020		8	8	7	7
2021		16	13	12	11
2022		(81)	(87)	(87)	(86)
2023		(46)	42	53	75
<b>PPV Total</b>		<b>(89)</b>	<b>(10)</b>	<b>(1)</b>	<b>19</b>
prior		(0)	(0)	(0)	(0)
2013		(0)	(0)	(0)	(0)
2014		(3)	(4)	(4)	(4)
2015		(0)	(0)	(0)	(0)
2016		(1)	(1)	(1)	(1)
2017		12	13	13	12
2018		6	9	8	8
2019		15	17	16	15
2020		28	26	26	25
2021		64	51	47	44
2022		203	149	141	134
2023		346	461	549	672
<b>NPPV Total</b>		<b>670</b>	<b>720</b>	<b>795</b>	<b>905</b>
<b>TOTAL</b>		<b>581</b>	<b>710</b>	<b>794</b>	<b>924</b>
Change			130	84	130

discount rate:

6.66%

weighted average risk adj. factor:

PPV: 7.73%

Non PPV: 6.95%

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

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EXHIBIT A - IBNR including APV Adjustments: Northwest Territories

Exhibit A	Amounts in \$000s				
	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	(6)	(6)	(6)	(6)
	2013	(3)	(3)	(3)	(3)
	2014	(4)	(4)	(3)	(2)
	2015	(3)	(3)	(3)	(3)
	2016	0	(0)	(0)	(0)
	2017	1	1	1	1
	2018	7	6	6	5
	2019	19	18	17	16
	2020	51	47	43	39
	2021	115	58	54	50
	2022	136	161	152	142
	2023	183	316	304	318
	<b>PPV Total</b>	<b>496</b>	<b>593</b>	<b>562</b>	<b>558</b>
	prior	3	3	3	3
discount rate:	2013	1	1	1	1
6.66%	2014	(1)	(1)	(1)	(1)
	2015	(1)	(1)	(1)	(1)
weighted average risk adj. factor:	2016	0	0	0	0
PPV: 7.52%	2017	2	2	2	2
Non PPV: 7.94%	2018	5	5	5	4
	2019	17	15	14	13
	2020	27	25	24	24
	2021	23	19	18	16
	2022	143	85	82	80
	2023	201	245	236	238
	<b>NPPV Total</b>	<b>421</b>	<b>398</b>	<b>384</b>	<b>380</b>
	<b>TOTAL</b>	<b>917</b>	<b>991</b>	<b>946</b>	<b>938</b>
	Change		74	(45)	(8)

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

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EXHIBIT A - IBNR including APV Adjustments: Nunavut

Exhibit A

		Amounts in \$000s			
Accident Year		Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior		1	2	0	(1)
2013		4	4	4	4
2014		4	3	3	4
2015		5	5	5	5
2016		(0)	(0)	(0)	(0)
2017		(0)	(0)	(0)	(0)
2018		0	0	0	0
2019		(0)	(0)	(0)	(0)
2020		1	2	1	1
2021		3	3	3	3
2022		11	9	8	8
2023		25	20	19	19
<b>PPV Total</b>		<b>53</b>	<b>48</b>	<b>44</b>	<b>42</b>
prior		(2)	(2)	(2)	(2)
2013		(1)	(1)	(1)	(1)
discount rate: 6.66%	2014	6	6	6	6
	2015	1	1	1	1
	2016	(0)	(0)	(0)	(1)
weighted average risk adj. factor: PPV: 2.71% Non PPV: 9.49%	2017	4	4	3	3
	2018	10	10	9	9
	2019	24	24	22	21
2020		36	40	39	39
2021		67	60	57	54
2022		210	(144)	(167)	(161)
2023		(161)	(118)	(50)	45
<b>NPPV Total</b>		<b>194</b>	<b>(120)</b>	<b>(82)</b>	<b>12</b>
<b>TOTAL</b>		<b>247</b>	<b>(72)</b>	<b>(37)</b>	<b>54</b>
Change			(319)	35	91

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

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EXHIBIT A - IBNR including APV Adjustments: Total

Exhibit A

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	9,827	11,085	11,035	10,981
2013	107	34	8	(17)
2014	(215)	(38)	(50)	(57)
2015	(30)	(40)	(43)	(44)
2016	(458)	(285)	(284)	(284)
2017	211	62	47	33
2018	49	(20)	(48)	(75)
2019	1,075	1,933	1,652	1,374
2020	3,661	3,122	2,979	2,835
2021	9,009	8,488	8,078	7,667
2022	19,832	17,558	16,973	16,329
2023	23,562	23,457	22,846	23,972
<b>PPV Total</b>	<b>66,630</b>	<b>65,355</b>	<b>63,194</b>	<b>62,715</b>
prior	(1,329)	(263)	(246)	(227)
2013	(384)	(423)	(390)	(352)
2014	(107)	(79)	(82)	(83)
2015	(88)	(71)	(67)	(63)
2016	(300)	(330)	(308)	(286)
2017	(196)	202	168	136
2018	1,815	863	783	702
2019	5,871	2,760	2,642	2,520
2020	12,884	9,444	8,889	8,331
2021	34,376	32,560	30,867	29,169
2022	75,500	68,381	65,958	63,369
2023	97,295	99,607	101,882	110,138
<b>NPPV Total</b>	<b>225,338</b>	<b>212,652</b>	<b>210,097</b>	<b>213,354</b>
<b>TOTAL</b>	<b>291,968</b>	<b>278,007</b>	<b>273,291</b>	<b>276,069</b>
Change		(13,961)	(4,716)	2,778

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)

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EXHIBIT B - Undiscounted IBNR: Ontario

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	12,423	11,894	11,844	11,794
2013	157	88	85	82
2014	(189)	54	53	51
2015	22	22	22	21
2016	63	(270)	(271)	(273)
2017	292	38	30	22
2018	(234)	103	106	108
2019	1,142	1,587	1,376	1,166
2020	3,254	3,076	2,936	2,796
2021	7,030	6,131	5,860	5,588
2022	10,208	9,719	9,358	8,996
2023	9,799	10,740	11,448	12,925
<b>PPV Total</b>	<b>43,968</b>	<b>43,183</b>	<b>42,846</b>	<b>43,278</b>
prior	(1,267)	(22)	(8)	6
2013	(69)	(69)	(69)	(69)
2014	(44)	(12)	(12)	(12)
2015	(37)	(6)	(6)	(6)
2016	(2)	(2)	(2)	(2)
2017	143	63	50	36
2018	1,000	343	316	290
2019	2,793	1,634	1,524	1,413
2020	5,046	4,735	4,247	3,760
2021	15,144	16,033	15,228	14,424
2022	28,890	27,835	26,746	25,658
2023	38,243	40,894	43,193	47,134
<b>NPPV Total</b>	<b>89,841</b>	<b>91,426</b>	<b>91,207</b>	<b>92,632</b>
<b>TOTAL</b>	<b>133,809</b>	<b>134,609</b>	<b>134,053</b>	<b>135,910</b>
Change		800	(556)	1,856

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)

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EXHIBIT B - Undiscounted IBNR: Alberta

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	35	35	35	35
2013	4	4	4	4
2014	(3)	(3)	(2)	(1)
2015	(17)	(17)	(15)	(12)
2016	6	6	6	5
2017	15	15	14	14
2018	37	29	26	24
2019	85	208	195	182
2020	162	92	85	77
2021	131	469	440	410
2022	683	570	549	529
2023	1,519	1,320	1,329	1,470
<b>PPV Total</b>	<b>2,658</b>	<b>2,729</b>	<b>2,666</b>	<b>2,736</b>
prior	(86)	(84)	(84)	(84)
2013	2	2	2	2
2014	(29)	(29)	(29)	(29)
2015	2	3	3	3
2016	(60)	(10)	(5)	-
2017	(15)	77	69	60
2018	749	421	391	361
2019	2,844	1,280	1,205	1,130
2020	7,279	4,973	4,865	4,756
2021	18,315	16,557	15,708	14,859
2022	40,545	39,623	38,205	36,788
2023	49,601	51,583	53,576	59,311
<b>NPPV Total</b>	<b>119,146</b>	<b>114,395</b>	<b>113,905</b>	<b>117,157</b>
<b>TOTAL</b>	<b>121,803</b>	<b>117,124</b>	<b>116,571</b>	<b>119,893</b>
Change		(4,679)	(553)	3,322

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)

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EXHIBIT B - Undiscounted IBNR: Newfoundland & Labrador

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	51	(27)	(27)	(27)
2013	14	14	7	-
2014	(3)	(37)	(43)	(48)
2015	3	3	3	3
2016	(9)	(9)	(9)	(9)
2017	10	10	10	10
2018	1	(244)	(244)	(244)
2019	(313)	62	68	75
2020	224	359	289	218
2021	615	703	639	575
2022	5,997	4,949	4,696	4,444
2023	5,822	5,917	5,536	5,544
<b>PPV Total</b>	<b>12,412</b>	<b>11,699</b>	<b>10,925</b>	<b>10,541</b>
prior	5	5	5	5
2013	(3)	(3)	(3)	(3)
2014	(0)	(0)	(0)	(0)
2015	(0)	(0)	(0)	(0)
2016	2	2	2	2
2017	(118)	(1)	(1)	(1)
2018	(5)	71	71	71
2019	(10)	(6)	(5)	(4)
2020	64	115	110	106
2021	541	443	417	391
2022	3,038	1,272	1,218	1,163
2023	3,724	4,025	3,754	3,660
<b>NPPV Total</b>	<b>7,237</b>	<b>5,924</b>	<b>5,569</b>	<b>5,391</b>
<b>TOTAL</b>	<b>19,649</b>	<b>17,623</b>	<b>16,494</b>	<b>15,932</b>
Change		(2,026)	(1,129)	(562)

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)

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EXHIBIT B - Undiscounted IBNR: New Brunswick

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	(12)	(12)	(12)	(12)
2013	4	4	4	3
2014	25	12	11	10
2015	23	23	20	17
2016	76	76	74	72
2017	40	117	109	101
2018	296	227	218	209
2019	404	346	329	312
2020	917	331	307	283
2021	1,530	1,523	1,464	1,405
2022	2,486	2,330	2,284	2,238
2023	2,917	2,821	2,736	2,824
<b>PPV Total</b>	<b>8,705</b>	<b>7,798</b>	<b>7,544</b>	<b>7,463</b>
prior	108	(20)	(20)	(20)
2013	1	1	1	1
2014	2	2	2	2
2015	(3)	(3)	(3)	(3)
2016	(1)	(1)	(1)	(1)
2017	60	(5)	(5)	(5)
2018	(31)	24	23	21
2019	265	222	217	211
2020	425	397	385	373
2021	862	890	866	842
2022	4,889	4,927	4,781	4,634
2023	6,429	6,775	6,033	5,750
<b>NPPV Total</b>	<b>13,007</b>	<b>13,211</b>	<b>12,279</b>	<b>11,806</b>
<b>TOTAL</b>	<b>21,712</b>	<b>21,009</b>	<b>19,823</b>	<b>19,269</b>
Change		(704)	(1,186)	(554)

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)

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EXHIBIT B - Undiscounted IBNR: Nova Scotia

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	53	53	27	-
2013	3	3	2	-
2014	(1)	(1)	(1)	(0)
2015	(0)	(7)	(4)	(0)
2016	(537)	(2)	(1)	(0)
2017	5	5	3	(0)
2018	28	38	10	(17)
2019	33	103	46	(11)
2020	234	88	140	192
2021	662	956	922	889
2022	2,137	2,032	2,049	2,067
2023	5,090	4,753	4,375	4,343
<b>PPV Total</b>	<b>7,708</b>	<b>8,021</b>	<b>7,568</b>	<b>7,461</b>
prior	(14)	(14)	(14)	(14)
2013	1	1	1	1
2014	2	2	2	2
2015	3	3	3	3
2016	(0)	(0)	(0)	(0)
2017	(184)	160	160	160
2018	(96)	(19)	(33)	(48)
2019	204	117	104	91
2020	1,012	524	486	449
2021	2,940	2,959	2,749	2,539
2022	4,291	3,064	2,934	2,803
2023	7,270	7,262	7,490	8,100
<b>NPPV Total</b>	<b>15,428</b>	<b>14,059</b>	<b>13,881</b>	<b>14,085</b>
<b>TOTAL</b>	<b>23,135</b>	<b>22,080</b>	<b>21,449</b>	<b>21,546</b>
Change		(1,055)	(631)	98

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)

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EXHIBIT B - Undiscounted IBNR: Prince Edward Island

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	(6)	(6)	(6)	(6)
2013	(2)	(2)	(2)	(2)
2014	(0)	(0)	(0)	(0)
2015	(1)	(1)	(1)	(1)
2016	1	1	1	1
2017	(47)	(1)	(1)	(1)
2018	9	7	6	6
2019	39	34	30	26
2020	(449)	77	73	69
2021	178	165	156	147
2022	523	592	569	546
2023	675	810	620	466
<b>PPV Total</b>	<b>922</b>	<b>1,677</b>	<b>1,447</b>	<b>1,253</b>
prior	1	1	1	1
2013	0	0	0	0
2014	0	0	0	0
2015	0	0	0	0
2016	0	0	0	0
2017	1	1	1	1
2018	30	25	23	21
2019	39	39	40	41
2020	36	33	33	33
2021	83	98	92	86
2022	837	647	667	687
2023	1,104	1,056	824	630
<b>NPPV Total</b>	<b>2,133</b>	<b>1,901</b>	<b>1,682</b>	<b>1,501</b>
<b>TOTAL</b>	<b>3,055</b>	<b>3,578</b>	<b>3,129</b>	<b>2,754</b>
Change		523	(449)	(375)

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)

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EXHIBIT B - Undiscounted IBNR: Yukon

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	4	4	4	4
2013	1	1	1	1
2014	0	0	0	0
2015	1	1	0	0
2016	0	0	0	0
2017	1	1	1	1
2018	2	2	2	2
2019	3	3	3	3
2020	9	9	8	7
2021	17	15	14	13
2022	(79)	(85)	(85)	(85)
2023	(45)	47	59	82
<b>PPV Total</b>	<b>(87)</b>	<b>(4)</b>	<b>6</b>	<b>28</b>
prior	(0)	(0)	(0)	(0)
2013	(0)	(0)	(0)	(0)
2014	(3)	(3)	(3)	(3)
2015	0	0	0	0
2016	(0)	(0)	(0)	-
2017	3	3	3	2
2018	3	6	6	5
2019	17	18	17	16
2020	31	31	31	30
2021	69	56	53	49
2022	218	165	157	148
2023	377	507	603	737
<b>NPPV Total</b>	<b>715</b>	<b>783</b>	<b>865</b>	<b>985</b>
<b>TOTAL</b>	<b>628</b>	<b>779</b>	<b>871</b>	<b>1,012</b>
Change		151	91	142

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)

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EXHIBIT B - Undiscounted IBNR: Northwest Territories

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	(6)	(6)	(6)	(6)
2013	(3)	(3)	(3)	(3)
2014	(4)	(4)	(2)	(1)
2015	(2)	(2)	(2)	(2)
2016	1	1	1	1
2017	3	3	3	3
2018	9	9	8	8
2019	21	21	20	19
2020	56	53	49	45
2021	124	70	65	60
2022	156	186	175	165
2023	217	357	348	367
<b>PPV Total</b>	<b>573</b>	<b>686</b>	<b>656</b>	<b>655</b>
prior	3	3	3	3
2013	1	1	1	1
2014	(1)	(1)	(1)	(1)
2015	(1)	(1)	(1)	(1)
2016	1	1	1	1
2017	3	3	2	2
2018	6	6	6	5
2019	17	15	14	13
2020	29	27	27	26
2021	28	25	23	22
2022	155	95	92	89
2023	219	269	261	265
<b>NPPV Total</b>	<b>459</b>	<b>443</b>	<b>428</b>	<b>425</b>
<b>TOTAL</b>	<b>1,033</b>	<b>1,128</b>	<b>1,085</b>	<b>1,080</b>
Change		96	(44)	(4)

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)

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EXHIBIT B - Undiscounted IBNR: Nunavut

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	(1)	(1)	(1)	(1)
2013	4	4	4	4
2014	4	4	4	4
2015	6	6	6	6
2016	0	0	0	0
2017	0	0	0	0
2018	1	1	0	0
2019	0	0	0	0
2020	1	2	2	2
2021	4	4	4	4
2022	13	11	10	10
2023	29	24	23	23
<b>PPV Total</b>	<b>59</b>	<b>53</b>	<b>51</b>	<b>51</b>
prior	(2)	(2)	(2)	(2)
2013	(1)	(1)	(1)	(1)
2014	6	6	6	6
2015	1	1	1	1
2016	0	0	0	-
2017	4	4	4	4
2018	11	11	10	9
2019	25	25	24	22
2020	38	42	41	40
2021	70	65	61	58
2022	225	(182)	(175)	(168)
2023	(136)	(87)	(10)	94
<b>NPPV Total</b>	<b>241</b>	<b>(117)</b>	<b>(40)</b>	<b>63</b>
<b>TOTAL</b>	<b>301</b>	<b>(63)</b>	<b>12</b>	<b>114</b>
Change		(364)	75	102

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)

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EXHIBIT B - Undiscounted IBNR: Total

Exhibit B

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	12,542	11,935	11,858	11,781
2013	182	113	102	90
2014	(172)	24	19	14
2015	34	27	30	33
2016	(399)	(197)	(199)	(202)
2017	321	189	170	150
2018	149	171	133	95
2019	1,416	2,365	2,068	1,771
2020	4,408	4,087	3,887	3,688
2021	10,291	10,035	9,563	9,092
2022	22,123	20,304	19,606	18,909
2023	26,024	26,790	26,474	28,044
<b>PPV Total</b>	<b>76,918</b>	<b>75,842</b>	<b>73,711</b>	<b>73,465</b>
prior	(1,253)	(134)	(120)	(106)
2013	(68)	(68)	(68)	(68)
2014	(68)	(36)	(36)	(36)
2015	(33)	(1)	(1)	(1)
2016	(60)	(10)	(5)	0
2017	(103)	306	283	261
2018	1,667	889	812	736
2019	6,194	3,345	3,139	2,933
2020	13,960	10,877	10,226	9,574
2021	38,053	37,125	35,197	33,269
2022	83,087	77,447	74,624	71,802
2023	106,832	112,284	115,723	125,682
<b>NPPV Total</b>	<b>248,207</b>	<b>242,026</b>	<b>239,775</b>	<b>244,045</b>
<b>TOTAL</b>	<b>325,126</b>	<b>317,868</b>	<b>313,486</b>	<b>317,510</b>
Change		(7,258)	(4,382)	4,024

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)

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Ontario

Exhibit C	Amounts in \$000s				
Retro Claims Expense	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	522	527	522	517
	2013	56	56	54	52
	2014	122	122	119	116
	2015	142	142	138	134
	2016	177	177	172	167
	2017	261	261	255	248
	2018	503	499	491	483
	2019	1,034	1,003	987	971
	2020	1,384	1,379	1,364	1,348
	2021	1,633	1,633	1,622	1,611
	2022	1,764	1,763	1,758	1,754
	2023	804	898	989	1,103
	<b>PPV Total</b>	<b>8,401</b>	<b>8,462</b>	<b>8,471</b>	<b>8,505</b>
	prior	394	395	389	383
	2013	56	56	54	52
	2014	228	228	222	216
	2015	317	317	308	299
	2016	393	393	381	370
	2017	580	580	566	552
	2018	1,583	1,571	1,546	1,520
	2019	3,197	3,103	3,053	3,004
	2020	3,299	3,288	3,251	3,215
	2021	4,557	4,557	4,526	4,496
	2022	5,688	5,687	5,672	5,656
	2023	2,955	3,312	3,656	4,083
	<b>NPPV Total</b>	<b>23,247</b>	<b>23,486</b>	<b>23,625</b>	<b>23,846</b>
	<b>TOTAL</b>	<b>31,648</b>	<b>31,948</b>	<b>32,096</b>	<b>32,351</b>
	Change		300	148	255

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Alberta

Exhibit C	Amounts in \$000s				
Retro Claims Expense	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	269	270	251	232
	2013	14	14	14	14
	2014	20	20	20	20
	2015	29	29	29	28
	2016	32	32	32	31
	2017	31	27	26	26
	2018	21	28	28	27
	2019	21	21	20	20
	2020	58	58	57	57
	2021	54	52	51	51
	2022	54	54	54	54
	2023	42	36	41	46
	<b>PPV Total</b>	<b>645</b>	<b>640</b>	<b>624</b>	<b>606</b>
	prior	950	950	891	832
	2013	14	14	14	14
	2014	88	88	87	86
	2015	137	137	135	133
	2016	172	172	169	166
	2017	197	168	165	162
	2018	163	223	218	214
	2019	217	217	212	207
	2020	695	695	692	688
	2021	878	845	843	842
	2022	1,172	1,172	1,171	1,170
	2023	942	794	905	1,028
	<b>NPPV Total</b>	<b>5,626</b>	<b>5,476</b>	<b>5,502</b>	<b>5,540</b>
	<b>TOTAL</b>	<b>6,271</b>	<b>6,116</b>	<b>6,125</b>	<b>6,146</b>
	Change		(155)	9	21

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Newfoundland & Labrador

Exhibit C

Retro Claims Expense

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	46	47	45	44
2013	14	14	13	13
2014	60	60	58	55
2015	64	64	63	61
2016	28	28	27	26
2017	92	92	89	86
2018	95	95	92	90
2019	307	330	325	321
2020	304	304	301	298
2021	256	256	255	254
2022	377	233	233	233
2023	173	169	202	223
<b>PPV Total</b>	<b>1,817</b>	<b>1,692</b>	<b>1,702</b>	<b>1,703</b>
prior	2	2	2	2
2013	14	14	13	13
2014	16	16	16	15
2015	19	19	19	18
2016	9	9	9	8
2017	32	32	31	30
2018	36	36	35	34
2019	119	127	126	124
2020	105	105	104	102
2021	95	95	95	94
2022	152	94	94	94
2023	76	75	90	100
<b>NPPV Total</b>	<b>675</b>	<b>624</b>	<b>633</b>	<b>636</b>
<b>TOTAL</b>	<b>2,492</b>	<b>2,316</b>	<b>2,335</b>	<b>2,338</b>
Change		(175)	19	3

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): New Brunswick

Exhibit C	Amounts in \$000s				
Retro Claims Expense	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	17	18	19	19
	2013	2	2	2	2
	2014	40	40	38	37
	2015	59	59	58	56
	2016	93	93	89	86
	2017	117	117	113	110
	2018	145	145	141	137
	2019	306	306	302	298
	2020	209	209	207	204
	2021	133	116	115	114
	2022	232	217	216	216
	2023	149	142	156	173
	<b>PPV Total</b>	<b>1,502</b>	<b>1,464</b>	<b>1,457</b>	<b>1,454</b>
	prior	12	13	13	13
	2013	2	2	2	2
	2014	26	26	25	24
	2015	36	36	35	34
	2016	56	56	54	52
	2017	75	75	72	70
	2018	104	104	102	99
	2019	244	244	241	238
	2020	176	176	174	172
	2021	132	116	115	114
	2022	273	255	255	254
	2023	203	194	214	241
	<b>NPPV Total</b>	<b>1,340</b>	<b>1,296</b>	<b>1,301</b>	<b>1,314</b>
	<b>TOTAL</b>	<b>2,842</b>	<b>2,760</b>	<b>2,758</b>	<b>2,768</b>
	Change		(82)	(2)	10

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Nova Scotia

Exhibit C	Amounts in \$000s				
Retro Claims Expense	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	14	13	14	15
	2013	11	11	10	10
	2014	17	17	17	16
	2015	27	27	26	25
	2016	40	40	38	37
	2017	56	56	55	53
	2018	81	90	89	87
	2019	172	172	169	166
	2020	199	180	178	176
	2021	290	290	289	288
	2022	259	259	258	258
	2023	156	94	103	116
	<b>PPV Total</b>	<b>1,322</b>	<b>1,249</b>	<b>1,247</b>	<b>1,248</b>
	prior	14	14	14	15
	2013	11	11	10	10
	2014	23	23	22	21
	2015	36	36	35	35
	2016	54	54	52	50
	2017	75	75	73	71
	2018	99	111	109	107
	2019	165	165	162	160
	2020	234	212	209	207
	2021	426	426	425	424
	2022	350	350	349	349
	2023	161	96	106	119
	<b>NPPV Total</b>	<b>1,649</b>	<b>1,573</b>	<b>1,568</b>	<b>1,566</b>
	<b>TOTAL</b>	<b>2,971</b>	<b>2,822</b>	<b>2,815</b>	<b>2,814</b>
	Change		(149)	(7)	(2)

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Prince Edward Island

Exhibit C

Retro Claims Expense

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	13	13	13	12
2013	2	2	2	2
2014	7	7	7	7
2015	10	10	10	10
2016	(19)	(19)	(19)	(18)
2017	24	24	23	22
2018	9	9	9	8
2019	39	39	38	38
2020	38	63	62	62
2021	7	7	7	7
2022	49	42	42	42
2023	(14)	(21)	(24)	(26)
<b>PPV Total</b>	<b>166</b>	<b>176</b>	<b>170</b>	<b>165</b>
prior	7	7	7	6
2013	2	2	2	2
2014	5	5	4	4
2015	7	7	7	7
2016	(13)	(13)	(12)	(12)
2017	16	16	15	15
2018	7	7	7	6
2019	36	36	35	35
2020	37	62	62	61
2021	8	8	7	7
2022	58	50	50	50
2023	(18)	(27)	(30)	(33)
<b>NPPV Total</b>	<b>151</b>	<b>159</b>	<b>153</b>	<b>147</b>
<b>TOTAL</b>	<b>317</b>	<b>335</b>	<b>324</b>	<b>312</b>
Change		18	(11)	(11)



EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Yukon

Exhibit C	Amounts in \$000s				
Retro Claims Expense	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	1	1	1	1
	2013	-	-	-	-
	2014	1	1	1	1
	2015	2	2	2	2
	2016	2	2	2	2
	2017	(12)	(12)	(12)	(12)
	2018	2	2	2	2
	2019	2	2	2	2
	2020	2	2	2	2
	2021	(1)	(1)	(1)	(1)
	2022	1	1	1	1
	2023	(3)	(3)	(20)	(20)
	<b>PPV Total</b>	<b>(4)</b>	<b>(4)</b>	<b>(21)</b>	<b>(21)</b>
	prior	1	1	1	1
	2013	-	-	-	-
	2014	2	2	2	2
	2015	3	3	3	3
	2016	4	4	4	4
	2017	(40)	(40)	(39)	(38)
	2018	6	6	6	6
	2019	10	10	10	10
	2020	9	9	9	9
	2021	(8)	(8)	(8)	(8)
	2022	6	6	6	6
	2023	(31)	(35)	(94)	(99)
	<b>NPPV Total</b>	<b>(38)</b>	<b>(42)</b>	<b>(101)</b>	<b>(106)</b>
	<b>TOTAL</b>	<b>(42)</b>	<b>(46)</b>	<b>(122)</b>	<b>(127)</b>
	Change		(4)	(75)	(5)

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Northwest Territories

Exhibit C

Retro Claims Expense

Amounts in \$000s				
Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
prior	0	0	0	0
2013	1	1	1	1
2014	5	5	5	5
2015	8	8	8	8
2016	10	10	10	10
2017	13	13	12	12
2018	16	16	15	15
2019	17	17	16	16
2020	17	17	17	17
2021	(2)	(2)	(2)	(2)
2022	20	18	17	17
2023	(34)	(34)	(45)	(50)
<b>PPV Total</b>	<b>71</b>	<b>69</b>	<b>56</b>	<b>51</b>
prior	(1)	(1)	(0)	(0)
2013	1	1	1	1
2014	2	2	2	2
2015	3	3	3	3
2016	4	4	4	4
2017	5	5	5	5
2018	7	7	7	7
2019	10	10	10	9
2020	11	11	11	11
2021	(1)	(1)	(1)	(1)
2022	12	10	10	10
2023	(23)	(23)	(31)	(33)
<b>NPPV Total</b>	<b>30</b>	<b>28</b>	<b>20</b>	<b>17</b>
<b>TOTAL</b>	<b>101</b>	<b>97</b>	<b>76</b>	<b>68</b>
Change		(4)	(20)	(9)

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Nunavut

Exhibit C	Amounts in \$000s				
Retro Claims Expense	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	-	-	-	-
	2013	1	1	1	1
	2014	1	1	1	1
	2015	2	2	2	2
	2016	2	2	2	2
	2017	2	2	1	1
	2018	1	1	1	1
	2019	1	1	1	1
	2020	1	1	1	1
	2021	2	2	2	2
	2022	2	2	2	2
	2023	(6)	(5)	(7)	(7)
	<b>PPV Total</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>6</b>
	prior	(0)	(0)	(0)	(0)
	2013	1	1	1	1
	2014	1	1	1	1
	2015	1	1	1	1
	2016	2	2	2	2
	2017	3	3	3	3
	2018	4	4	4	4
	2019	5	5	5	5
	2020	5	5	5	5
	2021	5	5	5	5
	2022	6	6	6	6
	2023	(17)	(15)	(19)	(21)
	<b>NPPV Total</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>12</b>
	<b>TOTAL</b>	<b>24</b>	<b>27</b>	<b>21</b>	<b>18</b>
	Change		2	(6)	(3)

EXHIBIT C

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

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EXHIBIT C - Retro Claims Expense Provision (Nominal): Total

Exhibit C	Amounts in \$000s				
Retro Claims Expense	Accident Year	Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
	prior	883	890	865	840
	2013	100	100	97	94
	2014	274	274	266	258
	2015	344	344	336	327
	2016	364	364	353	342
	2017	582	578	562	546
	2018	872	885	867	850
	2019	1,899	1,891	1,862	1,834
	2020	2,212	2,213	2,189	2,165
	2021	2,372	2,353	2,338	2,324
	2022	2,758	2,588	2,582	2,577
	2023	1,267	1,276	1,396	1,559
	<b>PPV Total</b>	<b>13,928</b>	<b>13,755</b>	<b>13,714</b>	<b>13,716</b>
	prior	1,380	1,381	1,317	1,252
	2013	100	100	97	94
	2014	390	390	380	370
	2015	560	560	546	533
	2016	681	681	663	644
	2017	943	915	892	869
	2018	2,011	2,070	2,033	1,997
	2019	4,001	3,915	3,853	3,790
	2020	4,571	4,563	4,516	4,469
	2021	6,093	6,044	6,009	5,974
	2022	7,717	7,629	7,612	7,595
	2023	4,247	4,371	4,797	5,385
	<b>NPPV Total</b>	<b>32,696</b>	<b>32,619</b>	<b>32,715</b>	<b>32,973</b>
	<b>TOTAL</b>	<b>46,623</b>	<b>46,375</b>	<b>46,429</b>	<b>46,689</b>
	Change		(249)	54	260

EXHIBIT D

Liability for Remaining Coverage

EXHIBIT D - Liability for Remaining Coverage: FARM - All Jurisdiction Private Passenger & Non-Private Passenger					
amounts in \$000s					
Accident Year		Actual Sep 2023	Actual Oct 2023	Projected Nov 2023	Projected Dec 2023
<b>LRC excl. Loss Component</b>					
2023		215,759	218,195	224,482	226,865
2024		-	-	-	-
2025		-	-	-	-
2026		-	-	-	-
Total		215,759	218,195	224,482	226,865
<b>Undiscounted Loss Component</b>					
2023		-	-	-	-
2024		-	-	-	-
2025		-	-	-	-
2026		-	-	-	-
Total		-	-	-	-
<b>Discounted Loss Component</b>					
2023		-	-	-	-
2024		-	-	-	-
2025		-	-	-	-
2026		-	-	-	-
Total		-	-	-	-
<b>LRC incl. Loss Component</b>					
2023		215,759	218,195	224,482	226,865
2024		-	-	-	-
2025		-	-	-	-
2026		-	-	-	-
Total		215,759	218,195	224,482	226,865

## 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 unpaid claims projection for September 30, 2023 from the valuation), 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	10.91%	7.77%	8.27%	9.33%	8.31%	7.62%	8.04%	10.27%	2.68%
Property Damage	Third Party Liability	3.41%	0.00%		3.78%			2.36%	2.37%	2.37%
Direct Comp Property Damage	Third Party Liability	2.15%			2.02%					
Property Damage (w DCPD)	Third Party Liability			1.69%		2.04%	2.16%			
AccBen (indivis)	Accident Benefits	14.20%	6.58%	5.49%	6.97%	5.46%	8.04%	3.40%	3.37%	3.29%
Uninsured Automobile	Accident Benefits	7.70%	0.00%	5.52%	7.22%	4.91%	6.42%			
Underinsured Motorist	Other Coverages	8.82%	7.56%	8.52%	7.70%	10.03%	10.39%	10.55%	10.62%	10.71%
Collision	Other Coverages	2.36%	0.39%	2.65%	1.67%	1.94%	1.50%	1.48%	0.56%	1.49%
Comprehensive	Other Coverages	5.02%	2.04%	1.52%	2.61%	1.96%	2.29%	3.07%	2.03%	2.93%
All Perils	Other Coverages	0.00%	3.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Specified Perils	Other Coverages	0.00%	2.01%	2.07%	3.88%	1.95%	8.03%	0.00%	2.01%	0.00%
Total	Total	11.82%	6.95%	7.70%	8.33%	7.04%	7.21%	7.73%	7.52%	2.71%

#### 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	9.61%	9.40%	6.80%	9.57%	9.27%	11.57%	8.72%	9.30%	10.17%
Property Damage	Third Party Liability	4.33%	0.00%		3.20%			2.97%	2.97%	3.68%
Direct Comp Property Damage	Third Party Liability	1.92%			1.92%					
Property Damage (w DCPD)	Third Party Liability			1.69%		2.65%	3.65%			
AccBen (indivis)	Accident Benefits	10.41%	7.09%	4.82%	8.00%	7.04%	6.98%	5.09%	5.59%	5.12%
Uninsured Automobile	Accident Benefits	10.52%	0.00%	5.29%	8.50%	10.97%	7.11%			
Underinsured Motorist	Other Coverages	10.70%	10.33%	8.39%	11.80%	10.68%	8.08%	10.67%	10.58%	10.65%
Collision	Other Coverages	2.62%	1.78%	4.65%	1.64%	1.95%	9.42%	1.56%	1.48%	12.33%
Comprehensive	Other Coverages	2.13%	2.11%	5.47%	1.81%	2.83%	3.73%	1.97%	2.07%	2.00%
All Perils	Other Coverages	2.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Specified Perils	Other Coverages	2.25%	2.39%	1.92%	1.72%	2.16%	0.00%	2.03%	2.21%	1.80%
Total	Total	9.26%	8.54%	6.48%	8.55%	8.31%	10.49%	6.95%	7.94%	9.49%

discount rate: 6.66%

EXHIBIT F

Interest Rate Sensitivity – PPV and Non-PPV Combined

	Dollar Impact Relative to Valuation Assumption							
AY	5.66%	6.16%	6.66%	7.16%	7.66%	8.16%	6.04%	5.83%
2008 & prior	652	320	-	(307)	(602)	(886)	398	538
1983	-	-	-	-	-	-	-	-
1984	-	-	-	-	-	-	-	-
1985	-	-	-	-	-	-	-	-
1986	-	-	-	-	-	-	-	-
1987	-	-	-	-	-	-	-	-
1988	-	-	-	-	-	-	-	-
1989	-	-	-	-	-	-	-	-
1990	-	-	-	-	-	-	-	-
1991	-	-	-	-	-	-	-	-
1992	-	-	-	-	-	-	-	-
1993	11	5	-	(5)	(10)	(15)	7	9
1994	568	278	-	(266)	(522)	(767)	346	468
1995	-	-	-	-	-	-	-	-
1996	-	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-	-
2002	7	3	-	(3)	(7)	(10)	4	6
2003	39	19	-	(19)	(37)	(55)	24	32
2004	-	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-	-
2006	7	3	-	(3)	(7)	(10)	4	6
2007	21	10	-	(10)	(20)	(29)	13	17
2008	1	0	-	(0)	(0)	(1)	0	0
2009	49	24	-	(23)	(45)	(67)	30	40
2010	6	3	-	(3)	(6)	(8)	4	5
2011	4	2	-	(2)	(4)	(5)	2	3
2012	11	6	-	(5)	(11)	(16)	7	9
2013	104	51	-	(49)	(96)	(142)	63	85
2014	35	17	-	(16)	(32)	(48)	21	28
2015	32	16	-	(15)	(30)	(45)	20	26
2016	125	62	-	(60)	(118)	(174)	77	103
2017	90	45	-	(44)	(87)	(129)	56	75
2018	235	116	-	(114)	(227)	(337)	145	194
2019	710	352	-	(345)	(685)	(1,018)	437	588
2020	905	448	-	(439)	(870)	(1,292)	557	749
2021	2,006	992	-	(972)	(1,924)	(2,857)	1,234	1,659
2022	3,529	1,744	-	(1,705)	(3,372)	(5,001)	2,169	2,918
2023	5,296	2,615	-	(2,551)	(5,040)	(7,470)	3,252	4,377
2024	-	-	-	-	-	-	-	-
Total	13,789	6,812	-	(6,652)	(13,149)	(19,496)	8,471	11,398
	curr - 100 bp	curr - 50 bp	curr val assumption	curr + 50bp	curr + 100bp	curr + 150bp	prior val assumption	prior fyr end assumption

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Ontario								
August 2023 to October 2023								
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	9,622	34	19	1,337	1,390	14.4%	11,012
	2013	12	(12)	78	(71)	(4)	(36.0%)	8
	2014	(224)	(4)	(5)	248	239	(106.8%)	15
	2015	18	(0)	0	(2)	(2)	(13.3%)	16
	2016	65	(1)	(320)	(20)	(341)	(521.6%)	(276)
	2017	83	(55)	262	(259)	(53)	(63.5%)	30
	2018	224	5	(417)	283	(129)	(57.6%)	95
	2019	1,486	(207)	(28)	306	71	4.8%	1,557
	2020	3,207	(252)	(4)	(149)	(404)	(12.6%)	2,802
	2021	6,652	(539)	411	(988)	(1,117)	(16.8%)	5,535
	2022	9,584	(418)	(628)	(127)	(1,174)	(12.2%)	8,411
	2023	8,123	1,035	(868)	1,174	1,341	16.5%	9,464
Private Passenger Total		38,854	(415)	(1,500)	1,731	(183)	(0.5%)	38,671
Non Private Passenger	prior	(69)	3	(1,176)	1,123	(50)	72.9%	(119)
	2013	(296)	28	(43)	(17)	(32)	10.7%	(328)
	2014	(50)	(4)	1	35	32	(64.1%)	(18)
	2015	(22)	(0)	1	26	26	(122.7%)	5
	2016	(11)	4	(2)	(10)	(9)	79.5%	(20)
	2017	145	(61)	76	(86)	(70)	(48.6%)	74
	2018	1,102	(168)	159	(762)	(770)	(69.9%)	332
	2019	2,780	(471)	151	(1,024)	(1,344)	(48.3%)	1,436
	2020	4,602	(787)	703	(397)	(481)	(10.5%)	4,121
	2021	13,762	(1,481)	1,426	323	268	1.9%	14,030
	2022	26,732	(1,965)	(184)	(540)	(2,688)	(10.1%)	24,044
	2023	32,341	3,946	784	(1,118)	3,612	11.2%	35,954
Non Private Passenger Total		81,017	(955)	1,896	(2,447)	(1,506)	(1.9%)	79,511
Grand Total		119,870	(1,370)	397	(716)	(1,689)	(1.4%)	118,182



EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Alberta								
August 2023 to October 2023								
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	57	(7)	6	(1)	(2)	(3.6%)	55
	2013	2	0	(0)	(0)	(0)	(9.2%)	2
	2014	31	(13)	(4)	(3)	(20)	(65.4%)	11
	2015	(19)	4	(4)	(1)	(1)	3.4%	(20)
	2016	(6)	4	(2)	(7)	(4)	69.7%	(11)
	2017	11	(1)	6	(4)	0	4.5%	11
	2018	38	(12)	(2)	(11)	(26)	(67.8%)	12
	2019	103	(15)	41	43	68	66.0%	171
	2020	266	(32)	(390)	161	(261)	(98.1%)	5
	2021	406	(33)	(274)	278	(30)	(7.3%)	376
	2022	683	(50)	(58)	(75)	(183)	(26.7%)	501
	2023	1,122	(2)	391	(387)	2	0.2%	1,124
Private Passenger Total		2,692	(159)	(288)	(8)	(456)	(16.9%)	2,237
Non Private Passenger	prior	(61)	(3)	6	(0)	3	(5.1%)	(58)
	2013	(64)	6	(3)	(14)	(11)	17.3%	(75)
	2014	(33)	(7)	7	(7)	(7)	21.2%	(40)
	2015	(16)	(0)	0	(1)	(1)	5.7%	(17)
	2016	(63)	31	(31)	52	51	(81.4%)	(12)
	2017	93	(7)	(125)	103	(29)	(30.9%)	64
	2018	970	(175)	(365)	36	(504)	(51.9%)	466
	2019	2,829	(296)	(859)	(473)	(1,628)	(57.6%)	1,201
	2020	7,130	(404)	435	(2,601)	(2,570)	(36.0%)	4,560
	2021	16,672	(2,042)	2,100	(1,725)	(1,667)	(10.0%)	15,005
	2022	38,189	(2,384)	1,014	(1,035)	(2,405)	(6.3%)	35,785
	2023	42,122	3,346	3,973	(3,530)	3,790	9.0%	45,912
Non Private Passenger Total		107,768	(1,936)	6,152	(9,194)	(4,977)	(4.6%)	102,792
Grand Total		110,461	(2,095)	5,864	(9,202)	(5,433)	(4.9%)	105,028

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Newfoundland & Labrador								
August 2023 to October 2023								
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	(35)	(1)	80	(70)	9	(24.6%)	(27)
	2013	14	(11)	9	(2)	(4)	(29.6%)	10
	2014	(5)	2	(35)	(1)	(34)	647.1%	(39)
	2015	1	1	(1)	(2)	(3)	(460.1%)	(2)
	2016	(3)	(5)	2	(1)	(4)	132.4%	(7)
	2017	9	1	(1)	(2)	(2)	(24.4%)	7
	2018	21	6	(285)	(4)	(283)	(1,340.2%)	(262)
	2019	(413)	(5)	111	293	399	(96.6%)	(14)
	2020	6	(66)	305	(97)	143	2,408.8%	149
	2021	424	(93)	(101)	169	(25)	(5.9%)	399
	2022	5,617	(645)	481	(972)	(1,136)	(20.2%)	4,481
	2023	5,150	(572)	980	(304)	105	2.0%	5,255
Private Passenger Total		10,785	(1,388)	1,545	(993)	(836)	(7.8%)	9,949
Non Private Passenger	prior	6	(0)	(0)	(0)	(1)	(8.8%)	5
	2013	(3)	(0)	(0)	(0)	(0)	5.2%	(3)
	2014	0	(0)	0	(0)	-	-	0
	2015	(10)	3	(2)	(4)	(3)	30.9%	(13)
	2016	1	(2)	(1)	4	2	169.8%	3
	2017	(111)	1	(0)	119	120	(108.1%)	9
	2018	16	0	65	8	73	467.2%	89
	2019	26	(1)	(30)	16	(15)	(58.3%)	11
	2020	219	(2)	(156)	28	(130)	(59.7%)	88
	2021	471	(64)	17	(65)	(113)	(24.0%)	358
	2022	2,923	(174)	12	(1,626)	(1,788)	(61.2%)	1,135
	2023	3,020	(342)	1,191	(196)	652	21.6%	3,672
Non Private Passenger Total		6,558	(581)	1,095	(1,716)	(1,203)	(18.3%)	5,355
Grand Total		17,343	(1,969)	2,640	(2,709)	(2,039)	(11.8%)	15,304

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): New Brunswick								
August 2023 to October 2023								
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)	(4)	4	0	(1)	7.9%	(8)
	2013	5	(1)	1	0	0	3.0%	6
	2014	1	(1)	2	(13)	(12)	(1,127.1%)	(11)
	2015	(8)	(10)	7	3	(0)	5.5%	(9)
	2016	32	(1)	1	(1)	(1)	(3.8%)	30
	2017	(33)	0	63	29	93	(277.5%)	59
	2018	233	(31)	52	(97)	(76)	(32.7%)	157
	2019	287	(15)	23	(104)	(96)	(33.5%)	191
	2020	765	(111)	(322)	(174)	(607)	(79.4%)	158
	2021	1,290	(77)	155	(118)	(41)	(3.2%)	1,249
	2022	2,571	(69)	(341)	(211)	(622)	(24.2%)	1,949
	2023	2,401	(181)	309	(192)	(63)	(2.6%)	2,338
Private Passenger Total		7,537	(503)	(46)	(878)	(1,427)	(18.9%)	6,109
Non Private Passenger	prior	55	3	(4)	(123)	(123)	(223.7%)	(68)
	2013	0	0	(0)	0	0	4.1%	0
	2014	(11)	1	(1)	(0)	0	(0.0%)	(11)
	2015	(22)	1	(1)	(0)	1	(2.4%)	(21)
	2016	(11)	11	(5)	(18)	(12)	102.4%	(23)
	2017	19	4	(3)	(66)	(65)	(343.8%)	(46)
	2018	(30)	6	(67)	56	(5)	15.8%	(34)
	2019	104	(2)	(29)	(51)	(82)	(78.3%)	23
	2020	272	(16)	(25)	(3)	(44)	(16.3%)	228
	2021	574	(26)	212	(121)	65	11.3%	639
	2022	5,235	(544)	(364)	(54)	(962)	(18.4%)	4,273
	2023	5,185	(1,066)	2,502	(683)	753	14.5%	5,938
Non Private Passenger Total		11,371	(1,628)	2,217	(1,063)	(474)	(4.2%)	10,897
Grand Total		18,908	(2,130)	2,171	(1,942)	(1,901)	(10.1%)	17,007

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Nova Scotia								
August 2023 to October 2023								
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	64	(11)	12	0	1	1.8%	65
	2013	10	(8)	8	(1)	(0)	(3.2%)	10
	2014	(9)	3	(2)	(1)	(1)	8.1%	(9)
	2015	(15)	1	(1)	(7)	(7)	49.3%	(22)
	2016	(18)	15	(555)	530	(10)	54.2%	(28)
	2017	(25)	1	(1)	(1)	(1)	2.2%	(25)
	2018	(25)	(1)	1	4	4	(16.1%)	(21)
	2019	(38)	(24)	(13)	71	34	(88.6%)	(4)
	2020	72	(32)	(154)	25	(161)	(225.1%)	(90)
	2021	672	(96)	(11)	158	51	7.6%	723
	2022	1,775	(172)	133	(96)	(134)	(7.6%)	1,640
	2023	4,299	(695)	1,603	(1,022)	(114)	(2.7%)	4,184
Private Passenger Total		6,762	(1,018)	1,020	(340)	(339)	(5.0%)	6,423
Non Private Passenger	prior	(20)	0	0	(0)	(0)	2.1%	(21)
	2013	(11)	10	(5)	(11)	(6)	58.4%	(17)
	2014	(10)	1	(1)	0	0	(0.2%)	(10)
	2015	(17)	2	(2)	(2)	(1)	7.1%	(19)
	2016	(81)	6	(4)	(14)	(12)	15.5%	(93)
	2017	(191)	(15)	118	176	279	(146.2%)	88
	2018	(119)	(72)	56	109	93	(77.8%)	(26)
	2019	(64)	(11)	194	(105)	78	(122.1%)	14
	2020	378	(102)	567	(499)	(34)	(8.9%)	344
	2021	2,464	(544)	505	(93)	(133)	(5.4%)	2,331
	2022	4,346	(375)	(1,557)	26	(1,907)	(43.9%)	2,439
	2023	5,868	457	1,042	(831)	668	11.4%	6,536
Non Private Passenger Total		12,543	(643)	911	(1,243)	(975)	(7.8%)	11,567
Grand Total		19,304	(1,661)	1,931	(1,584)	(1,314)	(6.8%)	17,990

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Prince Edward Island								
August 2023 to October 2023								
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	(12)	1	(1)	(0)	(0)	1.9%	(13)
	2013	(3)	0	(0)	(0)	(0)	0.2%	(3)
	2014	(4)	0	(0)	0	0	(0.3%)	(4)
	2015	(6)	0	(0)	(0)	(0)	0.9%	(6)
	2016	14	(2)	3	(8)	(7)	(51.8%)	7
	2017	(69)	(1)	(0)	44	43	(62.3%)	(26)
	2018	(5)	(0)	0	(5)	(5)	87.9%	(10)
	2019	21	(9)	8	(8)	(9)	(43.7%)	12
	2020	(473)	49	(74)	539	514	(108.6%)	41
	2021	144	(17)	15	(12)	(14)	(9.7%)	130
	2022	431	5	8	48	61	14.2%	493
	2023	540	(214)	363	26	175	32.5%	715
Private Passenger Total		577	(187)	323	623	759	131.5%	1,335
Non Private Passenger	prior	(3)	0	(0)	(0)	(0)	6.8%	(3)
	2013	(0)	0	(0)	0	0	(0.7%)	(0)
	2014	(2)	0	(0)	(0)	-	-	(2)
	2015	(5)	1	(1)	(1)	(1)	15.2%	(6)
	2016	(149)	15	(7)	(44)	(36)	24.3%	(185)
	2017	(7)	0	(0)	(0)	(0)	0.3%	(7)
	2018	22	(3)	4	(9)	(9)	(39.5%)	13
	2019	24	2	(2)	(3)	(3)	(11.5%)	21
	2020	15	1	(25)	19	(4)	(28.6%)	11
	2021	55	(9)	9	12	12	22.4%	67
	2022	790	35	(31)	(177)	(173)	(22.0%)	616
	2023	931	(328)	565	(162)	75	8.1%	1,006
Non Private Passenger Total		1,671	(285)	511	(365)	(139)	(8.3%)	1,532
Grand Total		2,248	(472)	834	258	620	27.6%	2,867

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Yukon								
August 2023 to October 2023								
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	(0)	(0)	(0)	(2.6%)	4
	2013	1	-	(0)	0	-	-	1
	2014	(0)	(0)	0	(0)	(0)	1,366.7%	(0)
	2015	0	(0)	0	(0)	(0)	(12.9%)	0
	2016	(0)	(0)	0	(0)	(0)	34.5%	(0)
	2017	4	(3)	3	0	0	4.4%	5
	2018	2	(0)	0	(0)	(0)	(2.7%)	2
	2019	3	(0)	0	(0)	(0)	(2.1%)	3
	2020	8	(1)	1	(0)	(0)	(1.5%)	8
	2021	15	(2)	2	(2)	(2)	(14.3%)	13
	2022	(81)	10	(21)	5	(5)	6.8%	(87)
	2023	(13)	18	(6)	43	55	(414.4%)	42
Private Passenger Total		(57)	21	(19)	46	47	(82.2%)	(10)
Non Private Passenger	prior	(0)	0	(0)	(0)	(0)	9.8%	(0)
	2013	(0)	-	-	-	-	-	(0)
	2014	(3)	(0)	0	(0)	(0)	2.1%	(4)
	2015	(0)	0	(0)	(0)	(0)	207.1%	(0)
	2016	(1)	0	(0)	(0)	(0)	11.8%	(1)
	2017	12	(10)	10	1	1	5.1%	13
	2018	8	(1)	(1)	2	1	12.6%	9
	2019	15	(2)	2	1	1	8.8%	17
	2020	28	(2)	2	(2)	(2)	(5.6%)	26
	2021	64	(10)	10	(13)	(13)	(20.6%)	51
	2022	198	(16)	21	(54)	(49)	(24.7%)	149
	2023	387	192	(82)	(36)	74	19.1%	461
Non Private Passenger Total		707	152	(38)	(101)	13	1.8%	720
Grand Total		650	173	(57)	(55)	60	9.3%	710

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Northwest Territories								
August 2023 to October 2023								
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	(6)	(0)	0	0	0	(0.1%)	(6)
	2013	(3)	(0)	0	(0)	(0)	1.5%	(3)
	2014	(4)	2	(2)	(0)	(0)	2.9%	(4)
	2015	(3)	0	(0)	(0)	(0)	6.4%	(3)
	2016	0	(0)	0	(0)	(0)	(147.8%)	(0)
	2017	1	(0)	0	(0)	(0)	(17.0%)	1
	2018	7	(1)	1	(0)	(0)	(5.2%)	6
	2019	19	(3)	3	(0)	(0)	(2.2%)	18
	2020	51	(9)	9	(4)	(4)	(7.4%)	47
	2021	115	(16)	(21)	(19)	(56)	(49.0%)	58
	2022	97	(11)	62	14	64	66.0%	161
	2023	171	20	51	73	145	84.6%	316
Private Passenger Total		446	(18)	103	62	147	33.0%	593
Non Private Passenger	prior	3	0	(0)	0	0	0.1%	3
	2013	1	0	(0)	(0)	(0)	(1.1%)	1
	2014	(1)	0	(0)	(0)	(0)	4.0%	(1)
	2015	(1)	0	(0)	(0)	(0)	4.6%	(1)
	2016	0	0	(0)	(0)	(0)	(17.2%)	0
	2017	2	(0)	0	(0)	(0)	(5.5%)	2
	2018	5	(1)	1	(0)	(0)	(2.5%)	5
	2019	17	(2)	2	(2)	(2)	(10.9%)	15
	2020	27	(2)	2	(2)	(2)	(7.6%)	25
	2021	24	(4)	3	(4)	(5)	(21.0%)	19
	2022	138	(10)	17	(60)	(53)	(38.2%)	85
	2023	156	3	85	2	90	57.6%	245
Non Private Passenger Total		371	(15)	109	(67)	28	7.5%	398
Grand Total		816	(33)	212	(4)	175	21.4%	991

EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Nunavut								
August 2023 to October 2023								
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	1	(1)	1	1	1	108.8%	2
	2013	4	(0)	0	0	0	0.4%	4
	2014	3	0	(0)	(0)	(0)	(1.7%)	3
	2015	5	0	(0)	0	0	0.8%	5
	2016	(0)	(0)	0	(0)	(0)	23.1%	(0)
	2017	(0)	(0)	0	(0)	(0)	27.2%	(0)
	2018	0	(0)	0	(0)	(0)	(6.4%)	0
	2019	(0)	(0)	0	(0)	(0)	38.6%	(0)
	2020	1	(0)	0	1	1	170.9%	2
	2021	3	(1)	1	(0)	(0)	(2.2%)	3
	2022	11	(1)	1	(2)	(2)	(17.4%)	9
	2023	21	(1)	10	(9)	(1)	(4.0%)	20
Private Passenger Total		49	(4)	13	(10)	(1)	(1.8%)	48
Non Private Passenger	prior	(1)	-	-	-	-	-	(1)
	2013	(0)	0	(0)	(0)	(0)	2.4%	(1)
	2014	3	(0)	0	(0)	0	0.0%	3
	2015	1	(0)	0	(0)	(0)	(2.6%)	1
	2016	(0)	(0)	0	(0)	(0)	160.7%	(0)
	2017	2	(0)	0	(0)	(0)	(3.8%)	2
	2018	5	(1)	1	(0)	(0)	(1.5%)	5
	2019	12	(1)	1	(0)	(0)	(1.2%)	12
	2020	18	(1)	1	2	2	12.5%	20
	2021	33	(4)	4	(3)	(3)	(9.1%)	30
	2022	105	(9)	(164)	(5)	(177)	(168.7%)	(72)
	2023	(101)	41	(206)	207	42	(41.5%)	(59)
Non Private Passenger Total		76	24	(361)	201	(136)	(179.6%)	(60)
Grand Total		125	20	(349)	192	(137)	(109.9%)	(12)



EXHIBIT G-1

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

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EXHIBIT G-1 - Components of Change in M/S IBNR (i.e. IBNR + Discount Amount + Risk Adjustment): Total								
August 2023 to October 2023								
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	9,687	11	121	1,266	1,398	14.4%	11,085
	2013	43	(32)	96	(73)	(9)	(20.5%)	34
	2014	(210)	(12)	(46)	230	172	(81.9%)	(38)
	2015	(27)	(4)	1	(10)	(14)	52.2%	(40)
	2016	83	9	(870)	493	(368)	(444.0%)	(285)
	2017	(19)	(58)	332	(194)	80	(434.5%)	62
	2018	495	(36)	(649)	170	(515)	(104.1%)	(20)
	2019	1,467	(278)	144	599	466	31.7%	1,933
	2020	3,902	(454)	(628)	302	(780)	(20.0%)	3,122
	2021	9,721	(875)	176	(535)	(1,234)	(12.7%)	8,488
	2022	20,688	(1,350)	(363)	(1,416)	(3,130)	(15.1%)	17,558
	2023	21,813	(592)	2,834	(598)	1,644	7.5%	23,457
Private Passenger Total		67,644	(3,671)	1,149	233	(2,289)	(3.4%)	65,355
Non Private Passenger	prior	(91)	4	(1,174)	999	(171)	188.4%	(262)
	2013	(373)	44	(52)	(42)	(49)	13.2%	(422)
	2014	(107)	(10)	7	28	25	(23.5%)	(82)
	2015	(93)	7	(3)	17	21	(22.3%)	(72)
	2016	(313)	64	(50)	(30)	(16)	5.2%	(330)
	2017	(36)	(88)	77	247	235	(661.2%)	200
	2018	1,978	(414)	(147)	(559)	(1,120)	(56.6%)	858
	2019	5,742	(783)	(571)	(1,640)	(2,994)	(52.1%)	2,749
	2020	12,689	(1,314)	1,502	(3,453)	(3,265)	(25.7%)	9,424
	2021	34,119	(4,184)	4,285	(1,690)	(1,589)	(4.7%)	32,530
	2022	78,656	(5,442)	(1,236)	(3,525)	(10,202)	(13.0%)	68,453
	2023	89,909	6,249	9,854	(6,347)	9,756	10.9%	99,666
Non Private Passenger Total		222,081	(5,866)	12,492	(15,995)	(9,369)	(4.2%)	212,712
Grand Total		289,724	(9,537)	13,642	(15,762)	(11,658)	(4.0%)	278,067

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Ontario								
August 2023 to October 2023								
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	12,423	(82)	72	(519)	(529)	(4.3%)	11,894
	2013	84	(7)	80	(69)	4	4.7%	88
	2014	(189)	10	(10)	243	243	(128.6%)	54
	2015	22	(0)	0	-	-	-	22
	2016	63	(1)	(320)	(12)	(333)	(528.2%)	(270)
	2017	84	(51)	259	(254)	(45)	(54.1%)	38
	2018	184	2	(416)	334	(81)	(44.0%)	103
	2019	1,492	(232)	(17)	344	95	6.4%	1,587
	2020	3,396	(286)	16	(50)	(320)	(9.4%)	3,076
	2021	7,123	(598)	445	(839)	(992)	(13.9%)	6,131
	2022	10,603	(518)	(596)	231	(883)	(8.3%)	9,719
	2023	8,885	1,269	(938)	1,524	1,855	20.9%	10,740
Private Passenger Total		44,169	(494)	(1,425)	933	(986)	(2.2%)	43,183
Non Private Passenger	prior	(27)	2	(1,243)	1,246	5	(19.1%)	(22)
	2013	(69)	20	(20)	-	-	-	(69)
	2014	(44)	1	(1)	32	32	(72.9%)	(12)
	2015	(37)	0	(0)	31	31	(85.0%)	(6)
	2016	(2)	(0)	0	(0)	0	(0.4%)	(2)
	2017	135	(55)	73	(89)	(71)	(52.9%)	63
	2018	1,016	(153)	149	(670)	(673)	(66.3%)	343
	2019	2,905	(566)	191	(896)	(1,271)	(43.8%)	1,634
	2020	5,098	(872)	736	(227)	(364)	(7.1%)	4,735
	2021	15,381	(1,663)	1,490	826	652	4.2%	16,033
	2022	30,031	(2,179)	(166)	149	(2,197)	(7.3%)	27,835
	2023	35,788	4,770	740	(403)	5,106	14.3%	40,894
Non Private Passenger Total		90,174	(695)	1,948	(1)	1,252	1.4%	91,426
Grand Total		134,343	(1,189)	524	932	266	0.2%	134,609

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Alberta								
August 2023 to October 2023								
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	35	-	(1)	1	-	-	35
	2013	4	-	-	-	-	-	4
	2014	(3)	2	(2)	0	-	-	(3)
	2015	(17)	4	(4)	-	-	-	(17)
	2016	6	(1)	1	-	-	-	6
	2017	15	(1)	6	(5)	-	-	15
	2018	37	(7)	(1)	-	(8)	(20.6%)	29
	2019	139	(14)	35	48	70	50.1%	208
	2020	332	(38)	(384)	182	(240)	(72.3%)	92
	2021	472	(40)	(272)	308	(3)	(0.7%)	469
	2022	752	(56)	(63)	(63)	(182)	(24.2%)	570
	2023	1,268	22	405	(375)	52	4.1%	1,320
Private Passenger Total		3,040	(129)	(279)	97	(312)	(10.2%)	2,729
Non Private Passenger	prior	(87)	-	3	0	3	(3.5%)	(84)
	2013	2	-	0	-	0	9.1%	2
	2014	(29)	-	-	-	-	-	(29)
	2015	2	-	1	-	1	43.0%	3
	2016	(61)	35	(34)	50	51	(83.4%)	(10)
	2017	97	(7)	(125)	112	(20)	(20.4%)	77
	2018	749	(107)	(339)	119	(328)	(43.7%)	421
	2019	2,850	(332)	(840)	(399)	(1,571)	(55.1%)	1,280
	2020	7,391	(452)	453	(2,420)	(2,418)	(32.7%)	4,973
	2021	18,023	(2,221)	2,184	(1,429)	(1,467)	(8.1%)	16,557
	2022	41,376	(2,778)	1,177	(152)	(1,753)	(4.2%)	39,623
	2023	45,800	4,336	3,877	(2,430)	5,783	12.6%	51,583
Non Private Passenger Total		116,113	(1,526)	6,357	(6,549)	(1,718)	(1.5%)	114,395
Grand Total		119,153	(1,655)	6,078	(6,452)	(2,029)	(1.7%)	117,124

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Newfoundland & Labrador								
August 2023 to October 2023								
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	(24)	-	75	(77)	(3)	12.0%	(27)
	2013	14	(8)	8	-	-	-	14
	2014	(3)	-	(34)	-	(34)	1,122.8%	(37)
	2015	3	-	-	-	-	-	3
	2016	(9)	-	-	-	-	-	(9)
	2017	10	-	-	-	-	-	10
	2018	37	-	(282)	-	(282)	(757.6%)	(244)
	2019	(351)	(12)	109	316	413	(117.7%)	62
	2020	186	(88)	314	(52)	173	93.5%	359
	2021	686	(107)	(106)	231	18	2.6%	703
	2022	6,057	(684)	498	(921)	(1,108)	(18.3%)	4,949
	2023	5,593	(480)	969	(165)	324	5.8%	5,917
Private Passenger Total		12,198	(1,379)	1,550	(669)	(498)	(4.1%)	11,699
Non Private Passenger	prior	5	-	(0)	0	-	-	5
	2013	(3)	-	-	-	-	-	(3)
	2014	(0)	-	-	-	-	-	(0)
	2015	(0)	-	-	-	-	-	(0)
	2016	2	-	-	-	-	-	2
	2017	(118)	-	-	118	118	(99.5%)	(1)
	2018	(2)	-	65	8	73	(4,581.8%)	71
	2019	8	1	(32)	17	(14)	(173.0%)	(6)
	2020	242	(11)	(152)	36	(127)	(52.5%)	115
	2021	549	(75)	23	(54)	(106)	(19.2%)	443
	2022	3,119	(197)	21	(1,670)	(1,847)	(59.2%)	1,272
	2023	3,268	(303)	1,205	(145)	757	23.2%	4,025
Non Private Passenger Total		7,070	(586)	1,130	(1,690)	(1,146)	(16.2%)	5,924
Grand Total		19,267	(1,965)	2,680	(2,359)	(1,644)	(8.5%)	17,623

**EXHIBIT G-2**

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: New Brunswick								
August 2023 to October 2023								
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	(12)	-	(1)	1	-	-	(12)
	2013	4	(1)	1	-	-	-	4
	2014	25	(4)	4	(13)	(13)	(51.7%)	12
	2015	23	(5)	5	-	-	-	23
	2016	76	(4)	4	-	0	0.1%	76
	2017	20	(5)	64	38	97	488.0%	117
	2018	296	(36)	56	(89)	(69)	(23.4%)	227
	2019	404	(31)	30	(59)	(59)	(14.5%)	346
	2020	916	(120)	(316)	(149)	(585)	(63.9%)	331
	2021	1,566	(97)	155	(102)	(43)	(2.7%)	1,523
	2022	2,963	(91)	(356)	(186)	(633)	(21.4%)	2,330
	2023	2,744	(110)	317	(130)	77	2.8%	2,821
Private Passenger Total		9,026	(502)	(38)	(688)	(1,228)	(13.6%)	7,798
Non Private Passenger	prior	108	-	(0)	(129)	(129)	(118.8%)	(20)
	2013	1	-	0	(0)	-	-	1
	2014	2	-	-	-	-	-	2
	2015	(3)	-	-	-	-	-	(3)
	2016	(1)	-	-	-	-	-	(1)
	2017	60	-	-	(64)	(64)	(107.5%)	(5)
	2018	55	(1)	(85)	55	(30)	(55.9%)	24
	2019	265	(13)	(18)	(12)	(42)	(16.0%)	222
	2020	425	(20)	(21)	14	(28)	(6.5%)	397
	2021	838	(37)	224	(135)	53	6.3%	890
	2022	5,826	(614)	(340)	55	(899)	(15.4%)	4,927
	2023	5,741	(934)	2,502	(533)	1,035	18.0%	6,775
Non Private Passenger Total		13,317	(1,620)	2,263	(748)	(106)	(0.8%)	13,211
Grand Total		22,343	(2,122)	2,225	(1,437)	(1,334)	(6.0%)	21,009

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Nova Scotia								
August 2023 to October 2023								
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	53	-	1	(1)	-	-	53
	2013	3	(2)	2	-	-	-	3
	2014	(1)	1	(1)	-	-	-	(1)
	2015	(0)	(0)	0	(7)	(7)	6,510.3%	(7)
	2016	2	14	(553)	535	(4)	(180.3%)	(2)
	2017	5	(1)	1	-	0	0.0%	5
	2018	28	(6)	(3)	19	9	32.6%	38
	2019	73	(17)	(13)	61	31	42.1%	103
	2020	240	(56)	(153)	57	(152)	(63.3%)	88
	2021	893	(105)	(26)	193	63	7.0%	956
	2022	2,131	(175)	121	(45)	(99)	(4.7%)	2,032
	2023	4,722	(586)	1,596	(979)	32	0.7%	4,753
Private Passenger Total		8,150	(932)	970	(166)	(128)	(1.6%)	8,021
Non Private Passenger	prior	(14)	-	0	(0)	-	-	(14)
	2013	1	-	-	-	-	-	1
	2014	2	-	-	-	-	-	2
	2015	3	-	-	-	-	-	3
	2016	(0)	-	-	-	-	-	(0)
	2017	(139)	-	113	186	299	(215.2%)	160
	2018	(96)	(73)	48	103	78	(80.5%)	(19)
	2019	26	(23)	202	(87)	92	355.2%	117
	2020	556	(113)	574	(493)	(33)	(5.9%)	524
	2021	2,988	(590)	529	32	(30)	(1.0%)	2,959
	2022	4,957	(384)	(1,599)	91	(1,892)	(38.2%)	3,064
	2023	6,378	588	1,047	(751)	884	13.9%	7,262
Non Private Passenger Total		14,661	(595)	913	(920)	(602)	(4.1%)	14,059
Grand Total		22,810	(1,527)	1,882	(1,086)	(730)	(3.2%)	22,080

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Prince Edward Island								
August 2023 to October 2023								
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	(6)	-	0	(0)	-	-	(6)
	2013	(2)	-	-	-	-	-	(2)
	2014	(0)	0	(0)	-	-	-	(0)
	2015	(1)	-	-	-	-	-	(1)
	2016	1	-	-	-	-	-	1
	2017	(47)	(4)	2	48	46	(98.4%)	(1)
	2018	9	(1)	1	(3)	(3)	(27.5%)	7
	2019	39	(9)	9	(5)	(5)	(13.8%)	34
	2020	(449)	48	(73)	552	527	(117.2%)	77
	2021	179	(19)	14	(10)	(14)	(8.0%)	165
	2022	517	0	12	63	76	14.7%	592
	2023	606	(202)	369	38	205	33.8%	810
Private Passenger Total		847	(186)	334	682	830	98.1%	1,677
Non Private Passenger	prior	1	-	0	(0)	-	-	1
	2013	0	-	-	-	-	-	0
	2014	0	-	-	-	-	-	0
	2015	0	-	-	-	-	-	0
	2016	0	-	-	-	-	-	0
	2017	1	-	-	-	-	-	1
	2018	30	(5)	5	(6)	(6)	(19.4%)	25
	2019	39	1	(1)	0	-	-	39
	2020	36	(1)	(24)	22	(3)	(8.7%)	33
	2021	83	(9)	9	14	14	17.4%	98
	2022	821	35	(31)	(177)	(174)	(21.2%)	647
	2023	966	(320)	566	(156)	90	9.3%	1,056
Non Private Passenger Total		1,980	(299)	524	(303)	(79)	(4.0%)	1,901
Grand Total		2,826	(486)	858	379	752	26.6%	3,578

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Yukon								
August 2023 to October 2023								
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)	0	-	-	4
	2013	1	-	(0)	0	-	-	1
	2014	0	(0)	0	-	-	-	0
	2015	1	(0)	0	-	-	-	1
	2016	0	(0)	0	-	-	-	0
	2017	1	(0)	0	-	-	-	1
	2018	2	(0)	0	-	-	-	2
	2019	3	(0)	0	(0)	-	-	3
	2020	9	(1)	1	-	-	-	9
	2021	17	(2)	2	(2)	(2)	(12.7%)	15
	2022	(80)	10	(22)	6	(6)	7.4%	(85)
	2023	(12)	19	(6)	45	58	(492.8%)	47
Private Passenger Total		(54)	24	(23)	49	50	(92.8%)	(4)
Non Private Passenger	prior	(0)	-	(0)	0	-	-	(0)
	2013	(0)	-	-	-	-	-	(0)
	2014	(3)	-	-	-	-	-	(3)
	2015	0	-	-	-	-	-	0
	2016	(0)	0	(0)	-	-	-	(0)
	2017	3	(0)	0	-	-	-	3
	2018	5	(1)	(1)	3	1	29.6%	6
	2019	17	(2)	2	2	2	9.5%	18
	2020	31	(2)	2	-	-	-	31
	2021	69	(11)	11	(13)	(13)	(18.5%)	56
	2022	214	(17)	22	(54)	(49)	(22.8%)	165
	2023	414	207	(82)	(32)	93	22.5%	507
Non Private Passenger Total		749	174	(46)	(94)	35	4.6%	783
Grand Total		695	198	(69)	(45)	85	12.2%	779



EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Northwest Territories								
August 2023 to October 2023								
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	(6)	-	0	(0)	-	-	(6)
	2013	(3)	-	-	-	-	-	(3)
	2014	(4)	2	(2)	-	-	-	(4)
	2015	(2)	1	(1)	-	-	-	(2)
	2016	1	(0)	0	-	-	-	1
	2017	3	(0)	0	(0)	-	-	3
	2018	9	(2)	2	-	-	-	9
	2019	21	(3)	3	-	-	-	21
	2020	56	(9)	9	(3)	(3)	(4.8%)	53
	2021	124	(17)	(20)	(17)	(55)	(44.1%)	70
	2022	117	(13)	63	19	69	58.9%	186
	2023	201	25	55	76	157	78.1%	357
Private Passenger Total		518	(16)	109	75	168	32.4%	686
Non Private Passenger	prior	3	-	-	(0)	-	-	3
	2013	1	-	-	-	-	-	1
	2014	(1)	-	-	-	-	-	(1)
	2015	(1)	-	-	-	-	-	(1)
	2016	1	-	-	-	-	-	1
	2017	3	(0)	0	-	-	-	3
	2018	6	(1)	1	-	-	-	6
	2019	17	(2)	2	(2)	(2)	(9.5%)	15
	2020	29	(2)	2	(2)	(2)	(5.9%)	27
	2021	29	(4)	3	(3)	(5)	(15.7%)	25
	2022	150	(11)	18	(61)	(55)	(36.6%)	95
	2023	169	7	88	4	99	58.6%	269
Non Private Passenger Total		406	(14)	114	(64)	37	9.0%	443
Grand Total		924	(30)	223	11	205	22.2%	1,128

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Nunavut								
August 2023 to October 2023								
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	(1)	-	0	(0)	-	-	(1)
	2013	4	-	-	-	-	-	4
	2014	4	-	-	-	-	-	4
	2015	6	-	-	-	-	-	6
	2016	0	(0)	0	-	-	-	0
	2017	0	(0)	0	-	-	-	0
	2018	1	(0)	0	-	-	-	1
	2019	0	(0)	0	-	-	-	0
	2020	1	(0)	0	1	1	124.8%	2
	2021	4	(1)	1	-	-	-	4
	2022	13	(1)	1	(2)	(2)	(15.3%)	11
	2023	24	(1)	11	(10)	(1)	(2.8%)	24
Private Passenger Total		55	(3)	13	(11)	(1)	(2.7%)	53
Non Private Passenger	prior	(1)	-	-	-	-	-	(1)
	2013	(0)	-	-	-	-	-	(0)
	2014	3	-	-	-	-	-	3
	2015	1	-	-	-	-	-	1
	2016	0	(0)	0	-	-	-	0
	2017	2	(0)	0	-	-	-	2
	2018	5	(1)	1	0	-	-	5
	2019	13	(1)	1	-	-	-	13
	2020	19	(1)	1	2	2	13.0%	21
	2021	35	(5)	5	(3)	(3)	(7.6%)	33
	2022	112	(9)	(174)	(20)	(203)	(180.8%)	(91)
	2023	(90)	43	(205)	208	46	(51.5%)	(44)
Non Private Passenger Total		98	25	(371)	189	(157)	(159.6%)	(59)
Grand Total		153	22	(358)	178	(158)	(103.4%)	(5)

EXHIBIT G-2

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

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EXHIBIT G-2 - Components of Change in Undiscounted IBNR: Total								
August 2023 to October 2023								
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	12,466	(82)	146	(596)	(532)	(4.3%)	11,935
	2013	109	(18)	91	(69)	4	3.6%	113
	2014	(172)	11	(45)	230	196	(114.0%)	24
	2015	34	(1)	1	(7)	(7)	(20.5%)	27
	2016	141	8	(869)	523	(337)	(239.6%)	(197)
	2017	92	(62)	332	(173)	97	106.1%	189
	2018	603	(51)	(642)	260	(433)	(71.7%)	171
	2019	1,821	(316)	156	705	544	29.9%	2,365
	2020	4,686	(551)	(587)	538	(599)	(12.8%)	4,087
	2021	11,064	(985)	194	(238)	(1,029)	(9.3%)	10,035
	2022	23,072	(1,529)	(342)	(898)	(2,769)	(12.0%)	20,304
	2023	24,031	(42)	2,777	25	2,759	11.5%	26,790
Private Passenger Total		77,948	(3,617)	1,211	301	(2,105)	(2.7%)	75,842
Non Private Passenger	prior	(12)	2	(1,240)	1,118	(121)	994.0%	(133)
	2013	(68)	20	(20)	(0)	0	(0.3%)	(68)
	2014	(71)	1	(1)	32	32	(45.7%)	(38)
	2015	(34)	0	1	31	32	(94.2%)	(2)
	2016	(61)	35	(34)	50	51	(83.6%)	(10)
	2017	43	(64)	63	262	261	611.2%	304
	2018	1,768	(342)	(156)	(388)	(885)	(50.1%)	883
	2019	6,138	(937)	(492)	(1,377)	(2,806)	(45.7%)	3,332
	2020	13,828	(1,475)	1,571	(3,067)	(2,971)	(21.5%)	10,856
	2021	37,996	(4,615)	4,477	(764)	(903)	(2.4%)	37,093
	2022	86,606	(6,155)	(1,074)	(1,839)	(9,068)	(10.5%)	77,538
	2023	98,434	8,393	9,739	(4,238)	13,894	14.1%	112,328
Non Private Passenger Total		244,567	(5,136)	12,833	(10,180)	(2,483)	(1.0%)	242,084
Grand Total		322,515	(8,754)	14,044	(9,878)	(4,589)	(1.4%)	317,926

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Ontario

Ontario	Projected Balances as at Dec. 31, 2023 (\$000s)												
Private Passenger Ending 2023	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	2,493	11,877	45	14,415	(2,531)	1,679	13,563	-	-	-	-	-	13,563
2004	231	(231)	(77)	(77)	9	8	(60)	-	-	-	-	-	(60)
2005	-	(28)	10	(18)	(1)	1	(18)	-	-	-	-	-	(18)
2006	226	7	65	298	(66)	32	264	-	-	-	-	-	264
2007	638	20	56	715	(163)	77	629	-	-	-	-	-	629
2008	0	19	54	73	(9)	8	72	-	-	-	-	-	72
2009	1	29	83	113	(16)	12	109	-	-	-	-	-	109
2010	27	36	93	156	(30)	16	142	-	-	-	-	-	142
2011	67	26	72	165	(41)	16	140	-	-	-	-	-	140
2012	3	39	115	156	(34)	15	137	-	-	-	-	-	137
2013	390	82	52	525	(122)	45	448	-	-	-	-	-	448
2014	1,441	51	116	1,609	(223)	159	1,544	-	-	-	-	-	1,544
2015	43	21	134	199	(27)	20	193	-	-	-	-	-	193
2016	1,018	(273)	167	912	(113)	107	907	-	-	-	-	-	907
2017	436	22	248	706	(81)	71	696	-	-	-	-	-	696
2018	1,790	108	483	2,381	(248)	244	2,378	-	-	-	-	-	2,378
2019	6,346	1,166	971	8,483	(970)	959	8,472	-	-	-	-	-	8,472
2020	5,043	2,796	1,348	9,187	(1,231)	1,003	8,959	-	-	-	-	-	8,959
2021	6,723	5,588	1,611	13,922	(2,089)	1,556	13,389	-	-	-	-	-	13,389
2022	7,566	8,996	1,754	18,315	(3,119)	1,933	17,130	-	-	-	-	-	17,130
PAYs subtotal	34,482	30,353	7,401	72,236	(11,105)	7,963	69,094	-	-	-	-	-	69,094
CAY (2023)	6,835	12,925	1,103	20,863	(3,586)	1,979	19,256	-	-	-	3,932	3,932	23,188
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	41,316	43,278	8,505	93,099	(14,691)	9,942	88,350	-	-	-	3,932	3,932	92,282

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Alberta

Alberta	Projected Balances as at Dec. 31, 2023 (\$000s)												
Private Passenger Ending 2023	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	-	61	(2)	59	0	1	60	-	-	-	-	-	60
2004	-	(29)	3	(27)	(0)	0	(27)	-	-	-	-	-	(27)
2005	-	5	(0)	4	0	0	4	-	-	-	-	-	4
2006	1	(1)	1	1	(0)	0	1	-	-	-	-	-	1
2007	(11)	11	80	80	(3)	5	83	-	-	-	-	-	83
2008	-	6	76	82	(3)	5	84	-	-	-	-	-	84
2009	-	(8)	58	49	(4)	4	49	-	-	-	-	-	49
2010	(4)	4	4	4	(0)	0	3	-	-	-	-	-	3
2011	-	(8)	5	(3)	(1)	0	(3)	-	-	-	-	-	(3)
2012	5	(5)	8	8	(1)	0	7	-	-	-	-	-	7
2013	-	4	14	18	(2)	1	16	-	-	-	-	-	16
2014	192	(1)	20	210	(7)	16	219	-	-	-	-	-	219
2015	5	(12)	28	21	(6)	2	18	-	-	-	-	-	18
2016	280	5	31	317	(33)	22	305	-	-	-	-	-	305
2017	(2)	14	26	37	(6)	2	33	-	-	-	-	-	33
2018	152	24	27	203	(30)	16	189	-	-	-	-	-	189
2019	676	182	20	878	(110)	71	839	-	-	-	-	-	839
2020	1,583	77	57	1,717	(193)	114	1,639	-	-	-	-	-	1,639
2021	1,026	410	51	1,488	(186)	101	1,403	-	-	-	-	-	1,403
2022	579	529	54	1,162	(171)	101	1,092	-	-	-	-	-	1,092
PAYs subtotal	4,482	1,266	560	6,308	(755)	462	6,015	-	-	-	-	-	6,015
CAY (2023)	1,369	1,470	46	2,884	(417)	183	2,650	-	-	-	3,570	3,570	6,220
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	5,851	2,736	606	9,193	(1,172)	644	8,665	-	-	-	3,570	3,570	12,235

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Newfoundland & Labrador

Newfoundland & Labrador	Projected Balances as at Dec. 31, 2023 (\$'000s)												
Private Passenger													
Ending 2023	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	-	(8)	(4)	(12)	0	1	(11)	-	-	-	-	-	(11)
2004	-	(11)	(0)	(11)	0	0	(11)	-	-	-	-	-	(11)
2005	-	3	(0)	3	0	0	3	-	-	-	-	-	3
2006	-	1	(0)	0	0	0	0	-	-	-	-	-	0
2007	29	(3)	0	26	(4)	2	24	-	-	-	-	-	24
2008	-	0	(0)	0	(0)	0	0	-	-	-	-	-	0
2009	0	(5)	2	(3)	1	(0)	(2)	-	-	-	-	-	(2)
2010	0	(7)	8	1	(1)	0	0	-	-	-	-	-	0
2011	-	(3)	7	5	(1)	1	4	-	-	-	-	-	4
2012	(2)	5	31	35	(2)	3	36	-	-	-	-	-	36
2013	524	-	13	537	(52)	40	525	-	-	-	-	-	525
2014	346	(48)	55	353	(28)	27	352	-	-	-	-	-	352
2015	345	3	61	409	(35)	31	405	-	-	-	-	-	405
2016	1,267	(9)	26	1,283	(100)	98	1,281	-	-	-	-	-	1,281
2017	305	10	86	401	(33)	31	399	-	-	-	-	-	399
2018	1,640	(244)	90	1,485	(143)	131	1,473	-	-	-	-	-	1,473
2019	2,674	75	321	3,070	(311)	245	3,003	-	-	-	-	-	3,003
2020	3,615	218	298	4,131	(486)	302	3,947	-	-	-	-	-	3,947
2021	5,145	575	254	5,973	(721)	437	5,689	-	-	-	-	-	5,689
2022	4,542	4,444	233	9,218	(1,119)	669	8,768	-	-	-	-	-	8,768
PAYs subtotal	20,430	4,996	1,479	26,906	(3,035)	2,017	25,888	-	-	-	-	-	25,888
CAY (2023)	6,817	5,544	223	12,585	(1,604)	823	11,804	-	-	-	1,828	1,828	13,632
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	27,248	10,541	1,703	39,491	(4,639)	2,840	37,692	-	-	-	1,828	1,828	39,520

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### New Brunswick

New Brunswick Private Passenger Ending 2023	Projected Balances as at Dec. 31, 2023 (\$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	4	3	4	11	(2)	0	10	-	-	-	-	-	10	
2004	-	1	0	2	(0)	0	2	-	-	-	-	-	2	
2005	-	10	(19)	(9)	10	1	2	-	-	-	-	-	2	
2006	-	(9)	0	(9)	(0)	0	(9)	-	-	-	-	-	(9)	
2007	-	(8)	(0)	(8)	0	-	(8)	-	-	-	-	-	(8)	
2008	-	4	(1)	3	0	0	4	-	-	-	-	-	4	
2009	-	(5)	3	(2)	(2)	0	(4)	-	-	-	-	-	(4)	
2010	-	(2)	7	5	(5)	0	0	-	-	-	-	-	0	
2011	-	(4)	13	9	(8)	0	1	-	-	-	-	-	1	
2012	-	(3)	11	9	(6)	0	3	-	-	-	-	-	3	
2013	24	3	2	29	(2)	3	30	-	-	-	-	-	30	
2014	36	10	37	83	(25)	5	62	-	-	-	-	-	62	
2015	384	17	56	457	(69)	35	424	-	-	-	-	-	424	
2016	356	72	86	514	(76)	31	470	-	-	-	-	-	470	
2017	522	101	110	733	(107)	54	681	-	-	-	-	-	681	
2018	950	209	137	1,296	(179)	115	1,231	-	-	-	-	-	1,231	
2019	2,348	312	298	2,959	(379)	242	2,822	-	-	-	-	-	2,822	
2020	1,556	283	204	2,043	(332)	168	1,878	-	-	-	-	-	1,878	
2021	1,283	1,405	114	2,803	(505)	251	2,548	-	-	-	-	-	2,548	
2022	1,049	2,238	216	3,503	(649)	292	3,147	-	-	-	-	-	3,147	
PAYs subtotal	8,513	4,639	1,280	14,432	(2,336)	1,199	13,296	-	-	-	-	-	13,296	
CAY (2023)	2,419	2,824	173	5,417	(954)	381	4,845	-	-	-	6,381	6,381	11,226	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	10,932	7,463	1,454	19,849	(3,289)	1,580	18,140	-	-	-	6,381	6,381	24,521	

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Nova Scotia

Nova Scotia	Projected Balances as at Dec. 31, 2023 (\$'000s)												
Private Passenger Ending 2023	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)	1	0	(1)	-	-	-	-	-	(1)
2004	-	-	(2)	(2)	1	0	(1)	-	-	-	-	-	(1)
2005	-	-	2	2	(1)	0	1	-	-	-	-	-	1
2006	-	-	0	0	(0)	0	0	-	-	-	-	-	0
2007	-	-	(1)	(1)	1	0	(1)	-	-	-	-	-	(1)
2008	-	-	(0)	(0)	0	0	(0)	-	-	-	-	-	(0)
2009	-	-	6	6	(3)	0	3	-	-	-	-	-	3
2010	-	-	6	6	(4)	0	2	-	-	-	-	-	2
2011	-	-	3	3	(2)	0	1	-	-	-	-	-	1
2012	-	-	3	3	(2)	0	2	-	-	-	-	-	2
2013	(177)	-	10	(167)	(3)	(14)	(184)	-	-	-	-	-	(184)
2014	991	(0)	16	1,007	(70)	80	1,016	-	-	-	-	-	1,016
2015	1,079	(0)	25	1,105	(108)	86	1,083	-	-	-	-	-	1,083
2016	765	(0)	37	802	(85)	59	776	-	-	-	-	-	776
2017	(106)	(0)	53	(53)	(20)	(6)	(80)	-	-	-	-	-	(80)
2018	629	(17)	87	699	(108)	51	642	-	-	-	-	-	642
2019	1,831	(11)	166	1,986	(240)	123	1,869	-	-	-	-	-	1,869
2020	2,171	192	176	2,539	(354)	196	2,381	-	-	-	-	-	2,381
2021	1,837	889	288	3,014	(461)	238	2,791	-	-	-	-	-	2,791
2022	2,847	2,067	258	5,172	(772)	375	4,776	-	-	-	-	-	4,776
PAYs subtotal	11,868	3,118	1,132	16,118	(2,230)	1,188	15,076	-	-	-	-	-	15,076
CAY (2023)	4,847	4,343	116	9,306	(1,261)	555	8,600	-	-	-	11,583	11,583	20,183
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	16,714	7,461	1,248	25,423	(3,491)	1,743	23,675	-	-	-	11,583	11,583	35,258



## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Prince Edward Island

Prince Edward Island Private Passenger Ending 2023	Projected Balances as at Dec. 31, 2023 (\$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	-	(3)	0	(3)	(0)	0	(3)	-	-	-	-	-	(3)	
2004	-	4	0	4	(0)	0	4	-	-	-	-	-	4	
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	1	1	(0)	0	1	-	-	-	-	-	1	
2011	-	(1)	5	4	(3)	0	1	-	-	-	-	-	1	
2012	-	(0)	6	6	(3)	0	3	-	-	-	-	-	3	
2013	-	(2)	2	0	(1)	0	(1)	-	-	-	-	-	(1)	
2014	(0)	(0)	7	6	(4)	0	3	-	-	-	-	-	3	
2015	-	(1)	10	9	(5)	0	4	-	-	-	-	-	4	
2016	72	1	(18)	55	4	6	64	-	-	-	-	-	64	
2017	401	(1)	22	422	(53)	28	397	-	-	-	-	-	397	
2018	115	6	8	129	(25)	9	113	-	-	-	-	-	113	
2019	350	26	38	414	(49)	27	392	-	-	-	-	-	392	
2020	661	69	62	792	(90)	57	759	-	-	-	-	-	759	
2021	26	147	7	181	(46)	13	147	-	-	-	-	-	147	
2022	513	546	42	1,101	(170)	75	1,006	-	-	-	-	-	1,006	
PAYs subtotal	2,138	787	191	3,116	(447)	217	2,885	-	-	-	-	-	2,885	
CAY (2023)	808	466	(26)	1,249	(189)	77	1,137	-	-	-	1,415	1,415	2,551	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	2,946	1,253	165	4,364	(636)	293	4,022	-	-	-	1,415	1,415	5,436	

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Yukon

Projected Balances as at Dec. 31, 2023 (\$'000s)													
Accident Year	nominal values				actuarial present value adjustments (apvs)								
	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	0	3	0	0	3	-	-	-	-	-	3
2004	-	0	(0)	0	0	0	0	-	-	-	-	-	0
2005	-	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)	1	0	(0)	0	0	-	-	-	-	-	0
2013	-	1	-	1	-	-	1	-	-	-	-	-	1
2014	0	0	1	1	(0)	0	1	-	-	-	-	-	1
2015	0	0	2	2	(0)	0	2	-	-	-	-	-	2
2016	0	0	2	2	(0)	0	2	-	-	-	-	-	2
2017	0	1	(12)	(11)	2	1	(8)	-	-	-	-	-	(8)
2018	0	2	2	3	(1)	1	3	-	-	-	-	-	3
2019	0	3	2	5	(1)	0	5	-	-	-	-	-	5
2020	1	7	2	10	(1)	1	9	-	-	-	-	-	9
2021	1	13	(1)	13	(2)	1	11	-	-	-	-	-	11
2022	99	(85)	1	15	(2)	1	14	-	-	-	-	-	14
<b>PAYs subtotal</b>	<b>102</b>	<b>(54)</b>	<b>(1)</b>	<b>46</b>	<b>(6)</b>	<b>5</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45</b>
CAY (2023)	40	82	(20)	102	(13)	6	95	-	-	-	113	113	208
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>142</b>	<b>28</b>	<b>(21)</b>	<b>149</b>	<b>(19)</b>	<b>11</b>	<b>140</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>113</b>	<b>113</b>	<b>253</b>

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Northwest Territories

Northwest Territories	Projected Balances as at Dec. 31, 2023 (\$000s)													
Private Passenger Ending 2023	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	
2004	-	(2)	(0)	(2)	0	0	(2)	-	-	-	-	-	(2)	
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	3	(3)	1	1	(0)	0	1	-	-	-	-	-	1	
2014	(1)	(1)	5	3	(1)	0	2	-	-	-	-	-	2	
2015	3	(2)	8	9	(2)	0	8	-	-	-	-	-	8	
2016	0	1	10	11	(2)	1	10	-	-	-	-	-	10	
2017	0	3	12	15	(3)	1	13	-	-	-	-	-	13	
2018	1	8	15	24	(4)	2	22	-	-	-	-	-	22	
2019	1	19	16	36	(6)	3	33	-	-	-	-	-	33	
2020	51	45	17	112	(15)	10	107	-	-	-	-	-	107	
2021	127	60	(2)	185	(28)	18	175	-	-	-	-	-	175	
2022	215	165	17	398	(55)	32	375	-	-	-	-	-	375	
PAYs subtotal	400	288	100	788	(115)	67	740	-	-	-	-	-	740	
CAY (2023)	476	367	(50)	793	(94)	46	745	-	-	-	1,023	1,023	1,768	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	876	655	51	1,582	(209)	112	1,485	-	-	-	1,023	1,023	2,508	

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### Nunavut

Nunavut	Projected Balances as at Dec. 31, 2023 (\$000s)												
Private Passenger Ending 2023	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)	-	(2)	-	-	(2)	-	-	-	-	-	(2)
2004	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
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	(1)	1	-	-	-	-	-	-	-	-	-	-	-
2013	(4)	4	1	1	(0)	0	1	-	-	-	-	-	1
2014	(2)	4	1	3	(0)	0	3	-	-	-	-	-	3
2015	(6)	6	2	2	(0)	0	1	-	-	-	-	-	1
2016	0	0	2	2	(0)	0	2	-	-	-	-	-	2
2017	0	0	1	2	(0)	0	1	-	-	-	-	-	1
2018	0	0	1	2	(0)	0	1	-	-	-	-	-	1
2019	0	0	1	1	(0)	0	1	-	-	-	-	-	1
2020	0	2	1	3	(0)	0	3	-	-	-	-	-	3
2021	0	4	2	5	(1)	0	5	-	-	-	-	-	5
2022	7	10	2	19	(2)	0	17	-	-	-	-	-	17
PAYs subtotal	(4)	28	13	37	(6)	1	32	-	-	-	-	-	32
CAY (2023)	11	23	(7)	26	(6)	2	23	-	-	-	155	155	177
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	7	51	6	63	(11)	3	54	-	-	-	155	155	209

## EXHIBIT H-1

### Projected Year-end Insurance Contract Liabilities

#### Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Private Passenger, broken down by component.

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#### All Jurisdictions

All Jurisdictions	Projected Balances as at Dec. 31, 2023 (\$000s)													
Private Passenger Ending 2023	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	Undiscount ed Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities	
prior	2,498	11,934	42	14,473	(2,531)	1,681	13,623	-	-	-	-	-	13,623	
2004	231	(267)	(76)	(112)	10	8	(94)	-	-	-	-	-	(94)	
2005	-	(13)	(7)	(20)	8	2	(11)	-	-	-	-	-	(11)	
2006	228	(6)	66	288	(66)	32	254	-	-	-	-	-	254	
2007	656	17	136	809	(169)	85	724	-	-	-	-	-	724	
2008	0	31	129	160	(12)	13	162	-	-	-	-	-	162	
2009	1	8	152	161	(24)	16	154	-	-	-	-	-	154	
2010	23	31	118	172	(42)	17	147	-	-	-	-	-	147	
2011	67	10	105	182	(55)	17	144	-	-	-	-	-	144	
2012	5	37	175	217	(49)	19	187	-	-	-	-	-	187	
2013	760	90	94	943	(182)	75	837	-	-	-	-	-	837	
2014	3,003	14	258	3,275	(358)	287	3,203	-	-	-	-	-	3,203	
2015	1,854	33	327	2,214	(252)	176	2,138	-	-	-	-	-	2,138	
2016	3,758	(202)	342	3,898	(406)	324	3,817	-	-	-	-	-	3,817	
2017	1,556	150	546	2,252	(300)	182	2,134	-	-	-	-	-	2,134	
2018	5,277	95	850	6,221	(739)	569	6,052	-	-	-	-	-	6,052	
2019	14,227	1,771	1,834	17,832	(2,067)	1,670	17,436	-	-	-	-	-	17,436	
2020	14,681	3,688	2,165	20,534	(2,705)	1,852	19,681	-	-	-	-	-	19,681	
2021	16,168	9,092	2,324	27,583	(4,039)	2,615	26,159	-	-	-	-	-	26,159	
2022	17,418	18,909	2,577	38,904	(6,057)	3,478	36,324	-	-	-	-	-	36,324	
PAYs subtotal	82,410	45,421	12,156	139,987	(20,035)	13,117	133,069	-	-	-	-	-	133,069	
CAY (2023)	23,622	28,044	1,559	53,225	(8,123)	4,051	49,153	-	-	-	29,999	29,999	79,153	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	106,032	73,465	13,716	193,212	(28,158)	17,169	182,223	-	-	-	29,999	29,999	212,222	

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Ontario

Ontario	Projected Balances as at Dec. 31, 2023 (\$000s)												
Non-Private Passenger Ending 2023	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	7	10	(1)	1	9	-	-	-	-	-	9
2004	-	(28)	(12)	(40)	2	1	(38)	-	-	-	-	-	(38)
2005	-	(1)	3	2	(0)	0	2	-	-	-	-	-	2
2006	-	20	28	48	(12)	2	38	-	-	-	-	-	38
2007	-	(1)	26	25	(5)	2	22	-	-	-	-	-	22
2008	-	(5)	25	20	(2)	2	20	-	-	-	-	-	20
2009	323	(7)	47	363	(66)	30	328	-	-	-	-	-	328
2010	39	6	70	115	(22)	9	103	-	-	-	-	-	103
2011	(11)	-	57	45	(7)	4	42	-	-	-	-	-	42
2012	17	19	105	142	(30)	10	122	-	-	-	-	-	122
2013	1,486	(69)	79	1,496	(327)	122	1,291	-	-	-	-	-	1,291
2014	289	(12)	216	493	(60)	47	480	-	-	-	-	-	480
2015	1,273	(6)	299	1,567	(130)	138	1,575	-	-	-	-	-	1,575
2016	957	(2)	370	1,326	(132)	119	1,312	-	-	-	-	-	1,312
2017	3,280	36	552	3,867	(345)	348	3,870	-	-	-	-	-	3,870
2018	5,955	290	1,520	7,765	(625)	610	7,750	-	-	-	-	-	7,750
2019	12,685	1,413	3,004	17,102	(1,708)	1,598	16,992	-	-	-	-	-	16,992
2020	9,295	3,760	3,215	16,270	(2,088)	1,572	15,753	-	-	-	-	-	15,753
2021	11,122	14,424	4,496	30,042	(4,584)	2,799	28,257	-	-	-	-	-	28,257
2022	13,631	25,658	5,656	44,946	(7,486)	3,934	41,393	-	-	-	-	-	41,393
PAYs subtotal	60,342	45,498	19,764	125,603	(17,631)	11,347	119,319	-	-	-	-	-	119,319
CAY (2023)	12,400	47,134	4,083	63,617	(11,029)	5,030	57,618	-	-	-	78,338	78,338	135,956
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	72,742	92,632	23,846	189,220	(28,660)	16,377	176,938	-	-	-	78,338	78,338	255,275

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Alberta

Alberta	Projected Balances as at Dec. 31, 2023 (\$000s)												
Non-Private Passenger Ending 2023	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	(0)	28	0	0	29	-	-	-	-	-	29
2004	34	(34)	1	1	(0)	0	1	-	-	-	-	-	1
2005	-	(3)	(0)	(3)	0	0	(3)	-	-	-	-	-	(3)
2006	-	(30)	3	(28)	(0)	0	(28)	-	-	-	-	-	(28)
2007	-	(37)	260	223	(11)	21	233	-	-	-	-	-	233
2008	-	17	267	283	(11)	22	294	-	-	-	-	-	294
2009	-	(17)	205	188	(13)	16	192	-	-	-	-	-	192
2010	-	8	12	20	(1)	1	20	-	-	-	-	-	20
2011	-	(25)	16	(9)	(2)	1	(10)	-	-	-	-	-	(10)
2012	(4)	10	28	35	(5)	2	32	-	-	-	-	-	32
2013	1,183	2	54	1,240	(147)	78	1,171	-	-	-	-	-	1,171
2014	-	(29)	86	56	(16)	6	46	-	-	-	-	-	46
2015	106	3	133	241	(34)	17	224	-	-	-	-	-	224
2016	555	-	166	721	(68)	60	714	-	-	-	-	-	714
2017	300	60	162	523	(55)	43	511	-	-	-	-	-	511
2018	5,014	361	214	5,589	(445)	485	5,628	-	-	-	-	-	5,628
2019	9,589	1,130	207	10,926	(985)	945	10,886	-	-	-	-	-	10,886
2020	8,874	4,756	688	14,318	(1,522)	1,178	13,974	-	-	-	-	-	13,974
2021	19,718	14,859	842	35,418	(4,159)	2,760	34,020	-	-	-	-	-	34,020
2022	22,130	36,788	1,170	60,087	(8,472)	4,961	56,576	-	-	-	-	-	56,576
PAYs subtotal	67,500	57,845	4,512	129,858	(15,947)	10,598	124,509	-	-	-	-	-	124,509
CAY (2023)	33,412	59,311	1,028	93,751	(13,666)	6,598	86,684	-	-	-	84,031	84,031	170,714
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	100,912	117,157	5,540	223,609	(29,613)	17,196	211,192	-	-	-	84,031	84,031	295,223

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Newfoundland & Labrador

Newfoundland & Labrador	Projected Balances as at Dec. 31, 2023 (\$000s)													
Non-Private Passenger Ending 2023	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	Undiscount ed Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities	
prior	-	0	(1)	(1)	0	0	(0)	-	-	-	-	-	(0)	
2004	-	(1)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)	
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	1	4	(0)	0	4	-	-	-	-	-	4	
2010	-	2	2	5	(1)	0	4	-	-	-	-	-	4	
2011	-	(1)	2	1	(0)	0	1	-	-	-	-	-	1	
2012	-	(2)	8	6	(0)	1	6	-	-	-	-	-	6	
2013	-	(3)	3	0	(0)	0	0	-	-	-	-	-	0	
2014	-	(0)	15	15	(1)	1	16	-	-	-	-	-	16	
2015	48	(0)	18	66	(14)	4	56	-	-	-	-	-	56	
2016	50	2	8	61	(6)	3	58	-	-	-	-	-	58	
2017	417	(1)	30	447	(17)	28	457	-	-	-	-	-	457	
2018	1,032	71	34	1,137	(63)	82	1,156	-	-	-	-	-	1,156	
2019	1,532	(4)	124	1,653	(97)	112	1,668	-	-	-	-	-	1,668	
2020	1,535	106	102	1,743	(130)	111	1,725	-	-	-	-	-	1,725	
2021	2,045	391	94	2,530	(231)	159	2,458	-	-	-	-	-	2,458	
2022	1,887	1,163	94	3,144	(324)	194	3,014	-	-	-	-	-	3,014	
PAYs subtotal	8,547	1,731	535	10,813	(883)	695	10,625	-	-	-	-	-	10,625	
CAY (2023)	3,075	3,660	100	6,836	(806)	405	6,435	-	-	-	6,744	6,744	13,179	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	11,622	5,391	636	17,649	(1,689)	1,100	17,060	-	-	-	6,744	6,744	23,804	



## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### New Brunswick

New Brunswick Non-Private Passenger Ending 2023	Projected Balances as at Dec. 31, 2023 (\$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	Undiscount ed Loss Component	Discount Amount	Liability for Remaining Coverage (LRC)	LRC excl. Loss Component	Total Insurance Contract Liabilities	
prior	-	(5)	1	(3)	(1)	0	(4)	-	-	-	-	-	(4)	
2004	-	(0)	0	0	(0)	0	(0)	-	-	-	-	-	(0)	
2005	-	(6)	(14)	(20)	7	1	(12)	-	-	-	-	-	(12)	
2006	-	(5)	0	(5)	(0)	0	(5)	-	-	-	-	-	(5)	
2007	-	1	(0)	1	0	-	1	-	-	-	-	-	1	
2008	-	(2)	(0)	(2)	0	0	(2)	-	-	-	-	-	(2)	
2009	-	(4)	2	(2)	(1)	0	(3)	-	-	-	-	-	(3)	
2010	102	3	6	112	(19)	9	102	-	-	-	-	-	102	
2011	0	(1)	10	9	(6)	0	3	-	-	-	-	-	3	
2012	401	(1)	8	408	(66)	27	369	-	-	-	-	-	369	
2013	(1)	1	1	1	(1)	0	1	-	-	-	-	-	1	
2014	-	2	24	26	(13)	1	14	-	-	-	-	-	14	
2015	-	(3)	34	32	(19)	1	14	-	-	-	-	-	14	
2016	754	(1)	52	805	(78)	69	796	-	-	-	-	-	796	
2017	418	(5)	70	483	(77)	38	445	-	-	-	-	-	445	
2018	386	21	99	507	(101)	47	453	-	-	-	-	-	453	
2019	3,311	211	238	3,760	(495)	322	3,587	-	-	-	-	-	3,587	
2020	2,253	373	172	2,798	(409)	241	2,630	-	-	-	-	-	2,630	
2021	2,058	842	114	3,014	(461)	231	2,784	-	-	-	-	-	2,784	
2022	2,315	4,634	254	7,204	(1,131)	559	6,632	-	-	-	-	-	6,632	
PAYs subtotal	11,998	6,056	1,072	19,127	(2,870)	1,547	17,804	-	-	-	-	-	17,804	
CAY (2023)	4,280	5,750	241	10,271	(1,691)	687	9,267	-	-	-	9,657	9,657	18,924	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	16,279	11,806	1,314	29,398	(4,561)	2,234	27,071	-	-	-	9,657	9,657	36,728	

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Nova Scotia

Projected Balances as at Dec. 31, 2023 (\$000s)													
Non-Private Passenger Ending 2023													
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	-	5	0	5	(0)	0	5	-	-	-	-	-	5
2004	-	5	(0)	4	0	0	5	-	-	-	-	-	5
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)	2	(4)	(1)	0	(5)	-	-	-	-	-	(5)
2010	-	(1)	4	3	(3)	0	0	-	-	-	-	-	0
2011	-	2	3	5	(2)	0	3	-	-	-	-	-	3
2012	-	(3)	3	0	(2)	0	(2)	-	-	-	-	-	(2)
2013	354	1	12	366	(44)	36	358	-	-	-	-	-	358
2014	-	2	21	23	(11)	1	12	-	-	-	-	-	12
2015	35	3	35	73	(24)	4	53	-	-	-	-	-	53
2016	537	(0)	50	587	(135)	49	500	-	-	-	-	-	500
2017	907	160	71	1,137	(173)	85	1,049	-	-	-	-	-	1,049
2018	1,586	(48)	107	1,644	(159)	145	1,630	-	-	-	-	-	1,630
2019	2,279	91	160	2,530	(298)	213	2,444	-	-	-	-	-	2,444
2020	1,696	449	207	2,352	(370)	202	2,185	-	-	-	-	-	2,185
2021	7,830	2,539	424	10,793	(1,474)	904	10,223	-	-	-	-	-	10,223
2022	5,540	2,803	349	8,692	(1,253)	637	8,076	-	-	-	-	-	8,076
PAYs subtotal	20,764	5,985	1,447	28,196	(3,950)	2,276	26,522	-	-	-	-	-	26,522
CAY (2023)	3,559	8,100	119	11,778	(1,629)	758	10,907	-	-	-	13,380	13,380	24,287
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	24,323	14,085	1,566	39,974	(5,579)	3,034	37,428	-	-	-	13,380	13,380	50,809

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Prince Edward Island

Prince Edward Island	Projected Balances as at Dec. 31, 2023 (\$000s)												
Non-Private Passenger Ending 2023	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	(1)	-	-	-	-	-	(1)
2004	-	0	0	1	(0)	0	1	-	-	-	-	-	1
2005	-	0	(0)	0	0	-	0	-	-	-	-	-	0
2006	-	0	(0)	0	0	-	0	-	-	-	-	-	0
2007	-	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	3	4	(2)	0	2	-	-	-	-	-	2
2012	(0)	1	4	5	(2)	0	3	-	-	-	-	-	3
2013	-	0	1	1	(1)	0	1	-	-	-	-	-	1
2014	-	0	4	5	(2)	0	2	-	-	-	-	-	2
2015	21	0	7	28	(7)	2	23	-	-	-	-	-	23
2016	889	0	(12)	878	(241)	75	712	-	-	-	-	-	712
2017	-	1	15	16	(8)	1	8	-	-	-	-	-	8
2018	45	21	6	72	(15)	5	62	-	-	-	-	-	62
2019	109	41	35	184	(30)	13	168	-	-	-	-	-	168
2020	513	33	61	608	(82)	62	588	-	-	-	-	-	588
2021	288	86	7	381	(70)	40	352	-	-	-	-	-	352
2022	167	687	50	904	(128)	95	870	-	-	-	-	-	870
PAYs subtotal	2,033	871	180	3,085	(588)	293	2,790	-	-	-	-	-	2,790
CAY (2023)	844	630	(33)	1,441	(201)	142	1,382	-	-	-	2,109	2,109	3,491
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	2,877	1,501	147	4,526	(789)	435	4,172	-	-	-	2,109	2,109	6,281

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Yukon

Yukon	Projected Balances as at Dec. 31, 2023 (\$000s)												
Non-Private Passenger Ending 2023	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
2004	-	(0)	(0)	(1)	0	0	(1)	-	-	-	-	-	(1)
2005	-	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	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2012	-	1	1	2	(0)	0	2	-	-	-	-	-	2
2013	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2014	3	(3)	2	2	(0)	0	2	-	-	-	-	-	2
2015	-	0	3	3	(1)	0	3	-	-	-	-	-	3
2016	(0)	-	4	4	(1)	0	3	-	-	-	-	-	3
2017	0	2	(38)	(36)	8	2	(26)	-	-	-	-	-	(26)
2018	154	5	6	165	(13)	15	168	-	-	-	-	-	168
2019	1	16	10	27	(4)	2	25	-	-	-	-	-	25
2020	192	30	9	231	(23)	18	227	-	-	-	-	-	227
2021	4	49	(8)	46	(10)	5	41	-	-	-	-	-	41
2022	22	148	6	175	(27)	12	161	-	-	-	-	-	161
PAYs subtotal	376	248	(7)	617	(70)	54	602	-	-	-	-	-	602
CAY (2023)	241	737	(99)	878	(116)	51	814	-	-	-	1,335	1,335	2,148
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	617	985	(106)	1,496	(185)	105	1,416	-	-	-	1,335	1,335	2,750

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Northwest Territories

Northwest Territories Non-Private Passenger Ending 2023	Projected Balances as at Dec. 31, 2023 (\$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	0	2	-	0	2	-	-	-	-	-	2	
2004	-	(0)	(0)	(0)	0	0	(0)	-	-	-	-	-	(0)	
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	
2013	-	1	0	1	(0)	0	1	-	-	-	-	-	1	
2014	-	(1)	2	1	(0)	0	1	-	-	-	-	-	1	
2015	-	(1)	3	2	(1)	0	1	-	-	-	-	-	1	
2016	-	1	4	5	(1)	0	4	-	-	-	-	-	4	
2017	(0)	2	5	7	(1)	1	7	-	-	-	-	-	7	
2018	0	5	7	13	(2)	1	12	-	-	-	-	-	12	
2019	139	13	9	162	(14)	14	162	-	-	-	-	-	162	
2020	(0)	26	11	37	(5)	3	34	-	-	-	-	-	34	
2021	84	22	(1)	104	(15)	10	99	-	-	-	-	-	99	
2022	48	89	10	148	(20)	11	139	-	-	-	-	-	139	
PAYs subtotal	271	160	50	482	(58)	39	463	-	-	-	-	-	463	
CAY (2023)	122	265	(33)	353	(53)	26	327	-	-	-	699	699	1,026	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	393	425	17	835	(111)	66	789	-	-	-	699	699	1,489	

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### Nunavut

Nunavut	Projected Balances as at Dec. 31, 2023 (\$000s)												
Non-Private Passenger Ending 2023	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)	-	-	(1)	-	-	-	-	-	(1)
2004	-	(0)	-	(0)	-	-	(0)	-	-	-	-	-	(0)
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	(3)	3	1	1	(0)	0	1	-	-	-	-	-	1
2015	3	1	1	5	(0)	0	5	-	-	-	-	-	5
2016	0	-	2	2	(0)	0	2	-	-	-	-	-	2
2017	0	2	3	5	(1)	0	5	-	-	-	-	-	5
2018	0	5	4	9	(1)	1	8	-	-	-	-	-	8
2019	1	11	5	17	(2)	1	16	-	-	-	-	-	16
2020	(0)	20	5	25	(3)	2	24	-	-	-	-	-	24
2021	2	29	5	37	(5)	3	35	-	-	-	-	-	35
2022	(3)	(84)	6	(80)	10	(7)	(77)	-	-	-	-	-	(77)
PAYs subtotal	1	(16)	33	19	(3)	2	18	-	-	-	-	-	18
CAY (2023)	443	47	(21)	469	(52)	27	444	-	-	-	574	574	1,018
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	444	31	12	488	(55)	29	462	-	-	-	574	574	1,036

## EXHIBIT H-2

### Projected Year-end Insurance Contract Liabilities

#### Non-Private Passenger

The table below presents the projected insurance contract liabilities as at September 30, 2023 for Non-Private Passenger, broken down by component.

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#### All Jurisdictions

All Jurisdictions Non-Private Passenger Ending 2023	Projected Balances as at Dec. 31, 2023 (\$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	-	33	7	40	(2)	1	39	-	-	-	-	-	39	
2004	34	(60)	(11)	(37)	1	1	(34)	-	-	-	-	-	(34)	
2005	-	(14)	(10)	(24)	7	1	(17)	-	-	-	-	-	(17)	
2006	-	(13)	31	18	(12)	2	7	-	-	-	-	-	7	
2007	-	(43)	286	243	(16)	23	250	-	-	-	-	-	250	
2008	-	6	291	297	(12)	24	309	-	-	-	-	-	309	
2009	323	(32)	258	549	(81)	47	515	-	-	-	-	-	515	
2010	142	17	95	254	(45)	19	228	-	-	-	-	-	228	
2011	(11)	(25)	91	55	(19)	5	41	-	-	-	-	-	41	
2012	414	25	158	597	(106)	41	532	-	-	-	-	-	532	
2013	3,022	(68)	152	3,106	(520)	236	2,822	-	-	-	-	-	2,822	
2014	289	(38)	370	621	(104)	56	573	-	-	-	-	-	573	
2015	1,486	(2)	533	2,017	(229)	168	1,955	-	-	-	-	-	1,955	
2016	3,742	0	644	4,387	(661)	375	4,101	-	-	-	-	-	4,101	
2017	5,322	259	869	6,450	(670)	546	6,326	-	-	-	-	-	6,326	
2018	14,173	731	1,997	16,901	(1,424)	1,390	16,867	-	-	-	-	-	16,867	
2019	29,647	2,922	3,790	36,359	(3,633)	3,220	35,947	-	-	-	-	-	35,947	
2020	24,358	9,554	4,469	38,381	(4,631)	3,390	37,139	-	-	-	-	-	37,139	
2021	43,152	33,240	5,974	82,366	(11,010)	6,911	78,267	-	-	-	-	-	78,267	
2022	45,738	71,886	7,595	125,219	(18,831)	10,396	116,783	-	-	-	-	-	116,783	
PAYs subtotal	171,832	118,379	27,588	317,799	(42,000)	26,853	302,652	-	-	-	-	-	302,652	
CAY (2023)	58,376	125,635	5,385	189,395	(29,243)	13,724	173,876	-	-	-	196,866	196,866	370,742	
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	230,208	244,013	32,973	507,194	(71,242)	40,577	476,528	-	-	-	196,866	196,866	673,394	

### 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 September 30, 2023, broken down by component.

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#### Ontario

Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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	2,493	11,879	52	14,425	(2,533)	1,680	13,572	-	-	-	-	-	13,572
2004	231	(259)	(89)	(117)	11	9	(98)	-	-	-	-	-	(98)
2005	-	(28)	13	(15)	(2)	1	(16)	-	-	-	-	-	(16)
2006	226	27	93	346	(78)	34	302	-	-	-	-	-	302
2007	638	20	83	740	(168)	79	651	-	-	-	-	-	651
2008	0	14	79	93	(11)	10	92	-	-	-	-	-	92
2009	324	21	131	476	(82)	42	437	-	-	-	-	-	437
2010	66	42	163	272	(52)	25	245	-	-	-	-	-	245
2011	56	26	129	211	(48)	19	182	-	-	-	-	-	182
2012	20	58	220	298	(65)	25	258	-	-	-	-	-	258
2013	1,876	13	131	2,021	(449)	167	1,739	-	-	-	-	-	1,739
2014	1,730	39	332	2,101	(283)	205	2,024	-	-	-	-	-	2,024
2015	1,316	16	434	1,766	(157)	159	1,768	-	-	-	-	-	1,768
2016	1,975	(274)	537	2,237	(245)	226	2,219	-	-	-	-	-	2,219
2017	3,715	58	800	4,574	(426)	420	4,567	-	-	-	-	-	4,567
2018	7,745	398	2,003	10,146	(873)	855	10,128	-	-	-	-	-	10,128
2019	19,031	2,579	3,975	25,585	(2,679)	2,557	25,463	-	-	-	-	-	25,463
2020	14,338	6,556	4,563	25,457	(3,319)	2,575	24,712	-	-	-	-	-	24,712
2021	17,845	20,012	6,107	43,963	(6,673)	4,356	41,646	-	-	-	-	-	41,646
2022	21,197	34,654	7,410	63,261	(10,605)	5,867	58,523	-	-	-	-	-	58,523
<b>PAYs subtotal</b>	<b>94,823</b>	<b>75,850</b>	<b>27,165</b>	<b>197,839</b>	<b>(28,736)</b>	<b>19,311</b>	<b>188,413</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>188,413</b>
CAY (2023)	19,235	60,059	5,186	84,480	(14,615)	7,009	76,874	-	-	-	82,270	82,270	159,144
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>114,058</b>	<b>135,910</b>	<b>32,351</b>	<b>282,319</b>	<b>(43,351)</b>	<b>26,319</b>	<b>265,287</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>82,270</b>	<b>82,270</b>	<b>347,557</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 September 30, 2023, broken down by component.

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Alberta

Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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	-	90	(2)	87	1	1	89	-	-	-	-	-	89
2004	34	(64)	4	(26)	(0)	0	(26)	-	-	-	-	-	(26)
2005	-	1	(0)	1	0	0	1	-	-	-	-	-	1
2006	1	(31)	4	(26)	(0)	0	(26)	-	-	-	-	-	(26)
2007	(11)	(25)	341	304	(14)	27	316	-	-	-	-	-	316
2008	-	22	343	365	(14)	27	378	-	-	-	-	-	378
2009	-	(26)	263	237	(16)	20	241	-	-	-	-	-	241
2010	(4)	12	16	23	(1)	1	23	-	-	-	-	-	23
2011	-	(33)	21	(11)	(3)	1	(13)	-	-	-	-	-	(13)
2012	2	5	36	42	(6)	3	39	-	-	-	-	-	39
2013	1,183	6	68	1,257	(150)	79	1,186	-	-	-	-	-	1,186
2014	192	(31)	105	266	(22)	22	266	-	-	-	-	-	266
2015	111	(10)	161	262	(40)	19	242	-	-	-	-	-	242
2016	835	5	197	1,038	(101)	82	1,019	-	-	-	-	-	1,019
2017	298	74	188	560	(61)	45	544	-	-	-	-	-	544
2018	5,167	384	241	5,792	(475)	500	5,817	-	-	-	-	-	5,817
2019	10,265	1,312	227	11,804	(1,095)	1,016	11,724	-	-	-	-	-	11,724
2020	10,456	4,833	745	16,035	(1,715)	1,292	15,612	-	-	-	-	-	15,612
2021	20,744	15,269	893	36,906	(4,345)	2,861	35,423	-	-	-	-	-	35,423
2022	22,709	37,317	1,224	61,249	(8,643)	5,062	57,668	-	-	-	-	-	57,668
PAYs subtotal	71,983	59,111	5,072	136,166	(16,702)	11,059	130,523	-	-	-	-	-	130,523
CAY (2023)	34,781	60,781	1,074	96,636	(14,083)	6,781	89,334	-	-	-	87,601	87,601	176,934
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	106,763	119,893	6,146	232,802	(30,785)	17,840	219,857	-	-	-	87,601	87,601	307,458

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 September 30, 2023, broken down by component.

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Newfoundland & Labrador

Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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	-	(8)	(5)	(13)	1	1	(11)	-	-	-	-	-	(11)
2004	-	(12)	(0)	(12)	0	0	(12)	-	-	-	-	-	(12)
2005	-	5	(0)	5	0	0	5	-	-	-	-	-	5
2006	-	3	(0)	3	0	0	3	-	-	-	-	-	3
2007	29	(4)	0	25	(4)	2	23	-	-	-	-	-	23
2008	-	0	(0)	0	(0)	0	0	-	-	-	-	-	0
2009	0	(2)	3	1	1	(0)	2	-	-	-	-	-	2
2010	0	(5)	10	6	(1)	0	4	-	-	-	-	-	4
2011	-	(4)	9	6	(1)	1	5	-	-	-	-	-	5
2012	(2)	4	39	41	(2)	4	42	-	-	-	-	-	42
2013	524	(3)	16	537	(52)	40	526	-	-	-	-	-	526
2014	346	(48)	71	368	(29)	28	368	-	-	-	-	-	368
2015	392	3	79	474	(49)	35	461	-	-	-	-	-	461
2016	1,317	(7)	34	1,344	(106)	101	1,339	-	-	-	-	-	1,339
2017	723	9	116	848	(49)	58	857	-	-	-	-	-	857
2018	2,672	(173)	123	2,622	(206)	213	2,629	-	-	-	-	-	2,629
2019	4,207	71	445	4,723	(408)	357	4,672	-	-	-	-	-	4,672
2020	5,150	324	400	5,874	(616)	413	5,671	-	-	-	-	-	5,671
2021	7,190	966	348	8,504	(952)	595	8,147	-	-	-	-	-	8,147
2022	6,429	5,607	326	12,362	(1,443)	863	11,782	-	-	-	-	-	11,782
PAYs subtotal	28,977	6,727	2,015	37,719	(3,918)	2,712	36,513	-	-	-	-	-	36,513
CAY (2023)	9,892	9,205	324	19,421	(2,410)	1,228	18,239	-	-	-	8,572	8,572	26,811
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	38,869	15,932	2,338	57,140	(6,328)	3,940	54,752	-	-	-	8,572	8,572	63,323

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 September 30, 2023, broken down by component.

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New Brunswick

New Brunswick	Projected Balances as at Dec. 31, 2023 (\$000s)												
PPV & non-PPV													
Ending 2023	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)	5	8	(2)	0	6	-	-	-	-	-	6
2004	-	1	1	2	(0)	0	2	-	-	-	-	-	2
2005	-	4	(33)	(29)	18	1	(10)	-	-	-	-	-	(10)
2006	-	(14)	0	(14)	(0)	0	(14)	-	-	-	-	-	(14)
2007	-	(7)	(0)	(7)	0	-	(7)	-	-	-	-	-	(7)
2008	-	2	(1)	1	1	0	2	-	-	-	-	-	2
2009	-	(9)	5	(4)	(3)	0	(7)	-	-	-	-	-	(7)
2010	102	2	13	117	(24)	9	102	-	-	-	-	-	102
2011	0	(5)	24	18	(14)	1	5	-	-	-	-	-	5
2012	401	(4)	20	417	(72)	28	372	-	-	-	-	-	372
2013	23	4	3	30	(2)	3	31	-	-	-	-	-	31
2014	36	12	61	109	(38)	6	76	-	-	-	-	-	76
2015	384	15	91	489	(88)	37	438	-	-	-	-	-	438
2016	1,110	71	138	1,319	(153)	101	1,267	-	-	-	-	-	1,267
2017	940	97	180	1,216	(184)	93	1,126	-	-	-	-	-	1,126
2018	1,336	231	236	1,803	(280)	161	1,684	-	-	-	-	-	1,684
2019	5,660	523	536	6,719	(874)	565	6,410	-	-	-	-	-	6,410
2020	3,810	656	376	4,841	(742)	409	4,509	-	-	-	-	-	4,509
2021	3,341	2,247	228	5,817	(966)	481	5,332	-	-	-	-	-	5,332
2022	3,364	6,872	471	10,707	(1,779)	851	9,779	-	-	-	-	-	9,779
PAYs subtotal	20,511	10,695	2,353	33,559	(5,206)	2,746	31,100	-	-	-	-	-	31,100
CAY (2023)	6,700	8,574	415	15,688	(2,645)	1,068	14,111	-	-	-	16,038	16,038	30,150
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	27,211	19,269	2,768	49,248	(7,851)	3,814	45,211	-	-	-	16,038	16,038	61,250

### 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 September 30, 2023, broken down by component.

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#### Nova Scotia

Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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	-	5	(1)	4	0	0	5	-	-	-	-	-	5
2004	-	5	(2)	3	1	0	4	-	-	-	-	-	4
2005	-	(6)	3	(4)	(1)	0	(5)	-	-	-	-	-	(5)
2006	-	(1)	0	(1)	(0)	0	(1)	-	-	-	-	-	(1)
2007	-	(4)	(1)	(6)	1	0	(5)	-	-	-	-	-	(5)
2008	-	(4)	(1)	(4)	0	0	(4)	-	-	-	-	-	(4)
2009	-	(6)	8	2	(5)	0	(2)	-	-	-	-	-	(2)
2010	-	(1)	10	9	(7)	0	2	-	-	-	-	-	2
2011	-	2	5	7	(3)	0	4	-	-	-	-	-	4
2012	-	(3)	7	3	(4)	0	(0)	-	-	-	-	-	(0)
2013	177	1	22	199	(47)	22	174	-	-	-	-	-	174
2014	991	2	37	1,029	(82)	80	1,028	-	-	-	-	-	1,028
2015	1,114	3	60	1,178	(132)	90	1,136	-	-	-	-	-	1,136
2016	1,302	(0)	87	1,389	(221)	108	1,277	-	-	-	-	-	1,277
2017	801	160	124	1,084	(193)	78	970	-	-	-	-	-	970
2018	2,214	(66)	194	2,343	(268)	196	2,272	-	-	-	-	-	2,272
2019	4,110	79	326	4,515	(538)	335	4,312	-	-	-	-	-	4,312
2020	3,868	641	383	4,891	(724)	398	4,566	-	-	-	-	-	4,566
2021	9,667	3,428	712	13,807	(1,935)	1,142	13,014	-	-	-	-	-	13,014
2022	8,388	4,870	607	13,865	(2,025)	1,012	12,852	-	-	-	-	-	12,852
PAYs subtotal	32,632	9,103	2,579	44,314	(6,180)	3,464	41,597	-	-	-	-	-	41,597
CAY (2023)	8,406	12,443	235	21,084	(2,890)	1,313	19,507	-	-	-	24,963	24,963	44,470
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	41,037	21,546	2,814	65,397	(9,070)	4,777	61,104	-	-	-	24,963	24,963	86,067

### 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 September 30, 2023, broken down by component.

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#### Prince Edward Island

Prince Edward Island													
Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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)
2004	-	5	0	5	(0)	0	5	-	-	-	-	-	5
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	(1)	0	(0)	-	-	-	-	-	(0)
2011	-	0	7	8	(5)	0	3	-	-	-	-	-	3
2012	(0)	1	10	10	(5)	0	5	-	-	-	-	-	5
2013	-	(1)	3	2	(2)	0	0	-	-	-	-	-	0
2014	(0)	0	11	11	(6)	0	5	-	-	-	-	-	5
2015	21	(0)	16	38	(12)	2	27	-	-	-	-	-	27
2016	961	1	(30)	932	(237)	80	776	-	-	-	-	-	776
2017	401	0	37	438	(61)	29	406	-	-	-	-	-	406
2018	160	27	14	201	(40)	14	175	-	-	-	-	-	175
2019	460	67	72	599	(79)	41	560	-	-	-	-	-	560
2020	1,174	102	123	1,400	(172)	120	1,347	-	-	-	-	-	1,347
2021	314	234	14	562	(116)	53	499	-	-	-	-	-	499
2022	680	1,233	92	2,005	(298)	169	1,876	-	-	-	-	-	1,876
<b>PAYs subtotal</b>	<b>4,171</b>	<b>1,658</b>	<b>371</b>	<b>6,200</b>	<b>(1,035)</b>	<b>510</b>	<b>5,675</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,675</b>
CAY (2023)	1,652	1,096	(59)	2,689	(390)	219	2,518	-	-	-	3,524	3,524	6,042
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>5,823</b>	<b>2,754</b>	<b>312</b>	<b>8,890</b>	<b>(1,425)</b>	<b>729</b>	<b>8,194</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,524</b>	<b>3,524</b>	<b>11,717</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 September 30, 2023, broken down by component.

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#### Yukon

Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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
2004	-	(0)	(0)	(0)	0	0	(0)	-	-	-	-	-	(0)
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	2	2	(0)	0	2	-	-	-	-	-	2
2013	-	1	-	1	-	-	1	-	-	-	-	-	1
2014	3	(3)	3	3	(0)	0	3	-	-	-	-	-	3
2015	0	1	5	6	(1)	0	5	-	-	-	-	-	5
2016	(0)	0	6	6	(1)	0	5	-	-	-	-	-	5
2017	0	4	(50)	(47)	10	3	(34)	-	-	-	-	-	(34)
2018	154	7	8	169	(13)	15	171	-	-	-	-	-	171
2019	1	19	12	32	(4)	2	29	-	-	-	-	-	29
2020	193	37	11	241	(24)	19	236	-	-	-	-	-	236
2021	6	62	(9)	59	(12)	6	52	-	-	-	-	-	52
2022	121	63	6	190	(29)	13	174	-	-	-	-	-	174
PAYs subtotal	478	193	(7)	664	(76)	59	647	-	-	-	-	-	647
CAY (2023)	281	819	(119)	981	(129)	57	908	-	-	-	1,448	1,448	2,356
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	758	1,012	(127)	1,644	(205)	116	1,556	-	-	-	1,448	1,448	3,003

### 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 September 30, 2023, broken down by component.

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#### Northwest Territories

Northwest Territories													
Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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
2004	-	(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	-	1	-	1	-	-	1	-	-	-	-	-	1
2013	3	(2)	1	2	(0)	0	2	-	-	-	-	-	2
2014	(1)	(2)	7	4	(1)	0	3	-	-	-	-	-	3
2015	3	(3)	11	11	(2)	1	10	-	-	-	-	-	10
2016	0	2	14	16	(3)	1	14	-	-	-	-	-	14
2017	0	5	17	22	(4)	2	20	-	-	-	-	-	20
2018	2	13	22	37	(6)	3	33	-	-	-	-	-	33
2019	140	32	26	198	(20)	16	194	-	-	-	-	-	194
2020	51	71	28	149	(20)	12	141	-	-	-	-	-	141
2021	210	82	(3)	289	(43)	28	274	-	-	-	-	-	274
2022	264	254	28	545	(75)	43	514	-	-	-	-	-	514
PAYs subtotal	671	449	151	1,270	(174)	106	1,203	-	-	-	-	-	1,203
CAY (2023)	598	631	(83)	1,146	(147)	72	1,071	-	-	-	1,722	1,722	2,794
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,268	1,080	68	2,416	(320)	178	2,274	-	-	-	1,722	1,722	3,996

### 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 September 30, 2023, broken down by component.

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#### Nunavut

Projected Balances as at Dec. 31, 2023 (\$000s)													
PPV & non-PPV													
Ending 2023	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)	-	(2)	-	-	(2)	-	-	-	-	-	(2)
2004	-	(1)	-	(1)	-	-	(1)	-	-	-	-	-	(1)
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	(1)	1	-	(0)	-	-	(0)	-	-	-	-	-	(0)
2013	(4)	3	1	1	(0)	0	0	-	-	-	-	-	0
2014	(4)	7	2	4	(1)	0	4	-	-	-	-	-	4
2015	(2)	6	3	7	(1)	0	7	-	-	-	-	-	7
2016	0	0	4	4	(1)	0	4	-	-	-	-	-	4
2017	0	2	5	7	(1)	0	6	-	-	-	-	-	6
2018	0	5	5	10	(1)	1	10	-	-	-	-	-	10
2019	1	11	6	18	(2)	1	17	-	-	-	-	-	17
2020	(0)	22	6	28	(4)	2	26	-	-	-	-	-	26
2021	3	32	7	42	(6)	3	39	-	-	-	-	-	39
2022	5	(74)	8	(61)	8	(6)	(60)	-	-	-	-	-	(60)
PAYs subtotal	(3)	12	46	55	(9)	3	50	-	-	-	-	-	50
CAY (2023)	454	70	(28)	496	(57)	29	467	-	-	-	728	728	1,195
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	451	82	18	551	(66)	32	517	-	-	-	728	728	1,245



### 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 September 30, 2023, broken down by component.

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#### All Jurisdictions

All Jurisdictions	Projected Balances as at Dec. 31, 2023 (\$000s)												
PPV & non-PPV													
Ending 2023	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	2,498	11,967	49	14,513	(2,533)	1,682	13,662	-	-	-	-	-	13,662
2004	265	(327)	(87)	(148)	11	9	(128)	-	-	-	-	-	(128)
2005	-	(27)	(18)	(45)	14	3	(28)	-	-	-	-	-	(28)
2006	228	(19)	97	305	(78)	34	261	-	-	-	-	-	261
2007	656	(26)	422	1,052	(186)	108	974	-	-	-	-	-	974
2008	0	37	420	458	(24)	37	470	-	-	-	-	-	470
2009	324	(24)	409	710	(105)	63	668	-	-	-	-	-	668
2010	165	48	213	426	(87)	36	375	-	-	-	-	-	375
2011	56	(15)	195	236	(73)	22	185	-	-	-	-	-	185
2012	419	61	333	813	(155)	60	719	-	-	-	-	-	719
2013	3,782	22	245	4,050	(702)	311	3,659	-	-	-	-	-	3,659
2014	3,292	(24)	628	3,896	(462)	342	3,777	-	-	-	-	-	3,777
2015	3,341	31	860	4,231	(481)	343	4,093	-	-	-	-	-	4,093
2016	7,501	(202)	986	8,285	(1,067)	699	7,918	-	-	-	-	-	7,918
2017	6,877	409	1,416	8,702	(970)	728	8,461	-	-	-	-	-	8,461
2018	19,450	826	2,846	23,123	(2,163)	1,959	22,918	-	-	-	-	-	22,918
2019	43,874	4,693	5,625	54,192	(5,700)	4,891	53,382	-	-	-	-	-	53,382
2020	39,040	13,242	6,634	58,916	(7,336)	5,241	56,821	-	-	-	-	-	56,821
2021	59,319	42,332	8,298	109,949	(15,049)	9,526	104,426	-	-	-	-	-	104,426
2022	63,156	90,795	10,172	164,123	(24,889)	13,873	153,107	-	-	-	-	-	153,107
PAYs subtotal	254,242	163,799	39,745	457,786	(62,035)	39,970	435,722	-	-	-	-	-	435,722
CAY (2023)	81,998	153,678	6,944	242,620	(37,366)	17,775	223,030	-	-	-	226,865	226,865	449,895
FtAY (2024)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	336,240	317,478	46,689	700,407	(99,401)	57,745	658,751	-	-	-	226,865	226,865	885,616